



*2015*  
*Sporting & Technical Regulations*  
*Commercial Undertakings*

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**1· Definitions**

1.1 In these Regulations unless the context otherwise requires:

- “Porsche” shall mean Porsche Cars Great Britain Ltd
- “Co-ordinator” Championship Co-ordinator
- “Championship” shall mean Porsche Carrera Cup Great Britain
- “TOCA” shall mean Touring Car
- “MSA” shall mean the Royal Automobile Club Motor Sports Association Ltd
- “BARC” shall mean the British Automobile Racing Club
- “Competitor” shall mean any fully registered driver
- “Team” shall mean any fully registered team
- “Round” each race held by Carrera Cup GB will be issued a number

**2· ORGANISATION**

2.1 Porsche is organising the 2015 Championship. The Championship consists of several races, run within the scope of circuit events and is supported and sponsored by the following companies:

- (i) Michelin Tyre plc
- (ii) Mobill
- (iii) Adidas
- (iv) PFC
- (v) Samsung
- (vi) Sacred

**3· TITLE & JURISDICTION**

3.1 The Championship is organised and registered by the BARC and administered under licence by Porsche on behalf of the BARC in accordance with the General Regulations of the MSA (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

3.2 MSA Championship Permit Number: 2015 / R003

3.3 Race Status: National A

3.4 MSA Championship Grade: A

#### 4. *Officials*

4.1	Motorsport Manager	James McNaughton
4.2	Championship Co-ordinator	Beth Phillips
4.3	Clerk of the Course	Ray Sumner
4.4	Series Eligibility/Safety Scrutineer	Alan Clancy
4.5	Championship Stewards	
	(i) Dennis Carter	BARC
	(ii) Alan Gow	TOCA
	(iii) Steve Kevlin	PCGB
	(iv) Bill Coombs	BARC

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

#### 5. *Competitor Eligibility*

5.1 The Championship will have three categories;

- (i) Professional
- (ii) Professional Amateur 1
- (iii) Professional Amateur 2

5.2 Competitors will be able to place themselves in the appropriate category to reflect their driving ability.

5.3 Competitors must indicate on their Registration Form which category they would place themselves.

5.4 The Championship will review the applications and decide whether to accept it. The criteria applied in making this decision will include the driver's "sporting spirit", past performances, professional profile, age, etc.

5.5 The Competitors will count all championship points gained in the season in their final championship total.

5.6 The Competitors will be required to pay the relevant entry fee applied to category.

At any time during a meeting, the Championship Clerk of the Course can require a driver to have a medical examination by the Chief Medical Officer or his nominee.

#### 6. *Category Protests*

6.1 Any protest must be lodged in writing to the Co-ordinator by a Competitor only,

6.2 No later than 30 minutes after the second Friday practice session so a decision can be reached before official qualifying.

6.3 The Championship may require a judgement panel consisting of the following persons;

- (i) 1 representative of Porsche
- (ii) Co-ordinator
- (iii) Three Competitors chosen at random from the Championship

- 6.4 The decision from this panel cannot be appealed and will be confirmed by Championship via a "Championship Bulletin".
- 6.5 Prior to Round 5 (Oulton Park) of the Championship the Competitors will be locked into their respective categories.
- 6.6 Should a Competitor enter the Championship at any point after the first Race Weekend the panel will review their chosen category prior to their 5th Round and any protest must be lodged in writing no later than 30 minutes after the second Friday practice session, before they compete in their 3rd Round.
- 6.7 The Championship reserves the right to amend a chosen Competitor category at any time.
- 6.8 Upon registering for the Championship all Competitor agree to accept these terms and conditions.
- 6.9 Competitors entered for either the Professional Amateur 1 or Professional Amateur 2 category will be eligible to score points in the overall Championship.
- 6.10 Competitors entered for the Professional Amateur 1 category can decide to leave the category at any time but this decision is irrevocable and applies until the end of the current season.
- 6.11 Competitors who enter the Professional category cannot move to the Professional Amateur 1 category after Round 2 of the Championship.

## **7. Rookie Class**

- 7.1 The Rookies Class is in addition to the Championship categories: Professional, Professional Amateur 1 or Professional Amateur 2 and all eligible Competitors will score points using a separate scoring system.
- 7.2 Competitor Eligibility;
- (i) must be older than 17 and younger than 25 years as at 17 March 2015
  - (ii) are permitted to have participated in a maximum of one Championship Race Weekend ( up to two Championship rounds), using 911 GT3 Cup Type 991, as either a full registered driver or guest entry
- 7.3 Rookies will be eligible to Weekend and End of Season Prize Money for their respective class (Professional, Professional Amateur 1 or Professional Amateur 2), in addition to the Rookie Class Championship Prize Money.
- 7.4 Rookies must register and participate in all races in the 2015 season to be eligible for the Rookie Class End of Season Prize Money. If however, in Porsche's opinion, they were unable to compete in one or more races due to reasons outside their reasonable control, such Rookies would still be eligible to receive such prize money.
- 7.5 There must be a minimum of 3 entrants in the 2015 Rookie Class for the Class and associated prize money to be available under this Offer.

## **8. Licence and BARC Membership**

- 8.1 All teams must be in possession of a valid 2015 MSA National Entrants Licence.

- 8.2 Drivers must be fully paid up valid membership card holding members of the BARC, be registered for the Championship and be in possession of a valid MSA Competition Licence (Racing) National A minimum, or a valid EU Licence and Medical (see GR H26.2.1) – Drivers with non-MSA / MSI licences must hold a suitable licence which is inscribed with the EU Flag and thus be deemed ‘Professional’
- 8.3 Any guest driver nominated by Porsche Cars Great Britain may waive the requirement for Championship Registration and BARC Membership.
- 8.4 All necessary documentation must be presented for checking at all rounds when signing-on.

**9. Vehicle**

- 9.1 Only GT3 Cup Cars (type 991) manufactured from 2013, 2014 and 2015 complying with the 2015 Technical Regulations for the Championship and/or any amendments to the Technical Regulations issued from time to time by way of an official Competitors Bulletin, in compliance with MSA Regulation D 11.1.3 will be allowed to compete in any round of the Championship.
- 9.2 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

**10. Registration**

- 10.1 Registrations will be accepted from Monday 6 October 2014 subject to space as the total number of registrations will be limited.
- 10.2 All Competitors must register for the Championship by completing the Registration Form (Appendix A) in full and send to the Co-ordinator by Monday 2 March 2015.
- 10.3 The Co-ordinator reserves the right to accept registrations after this date, under whatever terms are deemed appropriate.

10.4 The Championship Registration Fee is required in full when submitting a completed Registration Forms and is non-refundable;

(i)	Professional Category	£15,000.00 +VAT
(ii)	Professional Amateur 1 category	£15,000.00 +VAT
(iii)	Professional Amateur 2 category	£10,000.00 +VAT

- 10.5 The Registration Fee includes the Entry Fee for each Championship Round, including timing module.
- 10.6 By submitting the Championship Registration Form the Competitor is obliged to participate in all races and Registrations must be formally acknowledged by Porsche to become binding.
- 10.7 The Registration Fee must be linked to eligible chassis number and is transferrable to another Competitor with prior written permission from the Co-ordinator, however an additional payment of £625 per Race Weekend maybe require should the replacement Competitor falls within a higher category.

- 10.8 Porsche have the right to refuse a registration.
- 10.9 Failure to participate due to force majeure must be made known in writing to the Co-ordinator and substantiated no later than 48 hours before the Race Weekend in question. Failure to comply with the deadline may result in a penalty. The obligation and guarantee to participate in all races serves to ensure an attractive Championship starting grid.
- 10.10 Registration numbers will be the permanent competition numbers for the Championship. Each registered driver will be allocated a permanent number for the season by the Co-ordinator and these will be issued strictly on receipt of a fully completed registration form and registration fee.
- 10.11 At the first meeting of the Championship, each driver will be required to present a photocopy of his or her Racing Licence/Medical Certificate to the Championship Clerk of the Course for him to retain.
- 10.12 A Medical Information Sheet (Appendix D) must be completed and returned to Dr Paul Trafford at least seven days prior to the first race/exclusive test session in which a driver intends to compete.
- 10.13 Competitors must notify the Medical Adviser if;
- (i) involved in any serious accident at any test, event or otherwise at any venue
  - (ii) significant change in their physical or mental condition
  - (iii) is hospitalised for any reason
  - (iv) drugs are taken for any medical condition, which haven't been previously noted.

## **11. Early Registration Reward A**

- 11.1 All Competitors who submit a completed registration form and pay their full 2015 registration fees, and have written confirmation that both the form and fees have been received by Porsche, by no later than 17:00 on Friday 31 October 2014, will receive within two weeks of the last Round of the 2015 season a credit of £3,960 which is a sum equal to the 2014 value of three sets of Michelin slick tyres, so long as the Competitor has no outstanding accounts with Porsche.
- 11.2 Competitors must compete in all rounds of the Championship 2015 season. If however, in Porsche's opinion, they were unable to compete in one or more races due to reasons outside their reasonable control, such Competitor would still be eligible to receive such value of the sets of tyres.

## **12. Early Registration Reward B**

- 12.1 All drivers who submit a completed registration form and pay their full 2015 registration fees, and have written confirmation that both the form and fees have been received by Porsche at Porsche's registered address or at Porsche's stand at the Autosport International Show (9 to 12 January 2015), after 17:00 on Friday 31 October 2014 but before the close of the Autosport International Show will receive from Porsche within two weeks of the last round of the 2015 season a credit from Porsche of £2,640 which is a sum equal to the 2014 value of two sets of Michelin slick tyres, so long as the Competitor has no outstanding accounts with Porsche.

12.2 Competitors who register at the Porsche stand at the Autosport International Show will also qualify for the Early Registration Reward B if they pay a £500 deposit there and then make full payment, and have confirmation of payment by Porsche, within five working days of the close of the Autosport International Show.

12.3 Competitors will receive an acknowledgement letter/email from a Championship representative confirming that their registration form and fees have been received on time.

12.4 Competitors must compete in all rounds of the Championship 2015 season. If however, in Porsche's opinion, they were unable to compete in one or more races due to reasons outside their reasonable control, such Competitor would still be eligible to receive such value of the sets of tyres.

### 13. *Porsche Human Performance*

13.1 All fully registered Competitor will receive a 2 hour session with the Porsche Human Performance Team, at Porsche Experience Centre Silverstone, the cost of which is included in the registration fee.

### 14. *Team Cayenne*

14.1 Upon registering for the full season, with a minimum of 2 drivers fully paid, each race team will be eligible to loan a Porsche Cayenne from PCGB for the duration of the race season, subject to the terms of Porsche's loan agreement to be entered into by the parties prior to the season commencing.

14.2 In order to loan the vehicle for the whole championship race season, the race team must compete in all rounds. If however, in Porsche's opinion, they are unable to compete in one or more races due to reasons outside their reasonable control, Porsche in its discretion may permit the loan to continue.

14.3 Porsche in its discretion shall decide on the specification of such loaned Cayenne.

14.4 The race team will be responsible for all running costs and payment of the insurance premium and, if necessary, excess in respect of the loaned vehicle.

14.5 Delivery/collection of the cars will be within the month of March 2015 and associated costs will be the responsibility of the team.

14.6 The team will be able to use the vehicle up to a maximum of 15,000 miles within the loan period.

14.7 **Extra miles will be charged at £££**

14.8 Each car will be delivered in a Championship livery. The team is responsible to maintain this livery throughout the season.

14.9 It is the Teams responsibility to ensure the car is at all Championship Race Weekend in a clean, valeted condition.

14.10 The team is not permitted to diverge from the livery in anyway unless with written confirmation from the Championship Coordinator.

14.11 At the end of the loan period, the race team must return the vehicle in its original condition subject to fair wear and tear.

## 15. *Championship Rounds*

15.1 The 2015 Porsche Carrera Cup GB will be contested over 8 Meetings;

<i>Events</i>	<i>Date</i>	<i>Circuit</i>	<i>Org. Club</i>
1 & 2	4-5 April	Brands Hatch (Indy)	BARC
3 & 4	1-2 May	Spa-Francorchamps	RACB/BARC*
5 & 6	6-7 June	Oulton Park	BARC
7 & 8	27-28 June	Croft	BARC
9 & 10	8-9 August	Snetterton	BARC
11 & 12	22-23 August	Knockhill	BARC
13 & 14	26-27 September	Silverstone	BARC
15 & 16	10-11 October	Brands Hatch (GP)	BARC

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

15.2 In accordance with D11.1.3, the Championship Organisers reserve the right to amend the composition of the Championship rounds at any stage of the season and will give as much notice as possible to all Competitors through the issuing of a Competitors Bulletin. However, the number of Championship Rounds will not be increased.

## 16. *Competitors Classification*

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

16.2 For the Professional category and overall classification, points will be awarded as follows for each round;

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

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

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

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

16.5 One point will be awarded to the Competitor(s) starting in pole position for each Round in each category, after any penalties have been applied.

16.6 The Rookie Class points will be defined using the Competitors standing in the overall Championship.

16.7 Professional Amateur 1 and Professional Amateur 2 registered drivers will score points in the Professional and either Professional Amateur 1 or Professional Amateur 2 categories as appropriate.

16.8 Guest car will not be eligible for championship points.

### 17. *Ties*

17.1 Ties in any Category and Rookie Class shall be resolved;

(i) by considering the number of first places of the Competitors concerned

(ii) in the result of this still being tied, then considering the number of second places etc until a result is obtained

(ii) guest cars finishing place will be excluded from the results

### 18. *Team Classification*

18.1 Classification is independent from the Competitor classification.

18.2 Prior to the first Round Teams must submit to the Championship Organisation their nominated vehicle(s) (maximum two taken from the nominated chassis number) from their team to score points for the team classification.

18.3 Nominated chassis cannot be changed.

18.4 The allocation of points for the Team classification is made in the same way as for the Competitors overall classification.

18.5 Each nominated two car Team will need to hold a valid Entrance licence in order to score points within Team classification.

### 19. *Race Weekend Awards*

19.1 Competitor prize fund per Round;

	Professional	Professional / Amateur 1
1 <sup>st</sup>	£1,500	£1,000
2 <sup>nd</sup>	£1,200	£800
3 <sup>rd</sup>	£1,000	£600
4 <sup>th</sup>	£700	£500
5 <sup>th</sup>	£600	£400



19.2 Driver of the Weekend £500  
 A Competitor will be selected for Driver of the Weekend after the second Round of each Race Weekend.

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

**20. End of Season Awards**

20.1 Team classification will be remunerated as follows;  
 1<sup>st</sup> place £ 7,000  
 2<sup>nd</sup> place £ 4,000  
 3<sup>rd</sup> place £ 3,000

20.2 The Manager of the winning Team will also have use of Team Cayenne the 2016 pre-season official Championship test.

20.3 Competitors classification will be remunerated as follows;

	Professional	Pro Am 1	Pro Am 2	Rookie Class
1 <sup>st</sup> Overall	£15,000	£7,000	£5,000	£50,000
2 <sup>nd</sup> Overall	£10,000	£4,000	£3,000	£20,000
3 <sup>rd</sup> Overall	£6,000	£2,000	£1,000	£10,000

20.4 The overall winning Competitor will also receive;  
 (i) entry to race in the internationally contested Mobil 1 Porsche Supercup within 12 months at a Round selected by Porsche.  
 (ii) spend half a day on the track at the Porsche Experience Centre (Silverstone) with a Porsche Factory Driver.

20.5 Pro Am 1 Winner will receive;  
 (i) the use of a Porsche 911 for one year  
 (ii) spend half a day on the track at the Porsche Experience Centre (Silverstone) with a Porsche Factory Driver.

20.6 Pro Am 2 Winner will have the choice of either\*;  
 (i) have the choice of a Porsche 911 for one year  
 (ii) or spend a full day on the track at the Porsche Experience Centre (Silverstone) with an LMP1 works driver.

\*All Pro Am2 Competitor must nominate their prize at the start of the Season.

20.7 Most Improved Driver through the year\* £1,000  
 \*As judged by and in the opinion of the Championship Panel using performance, presentation, results and/or any other measurement as the criteria for the decision.

**21. Presentations**

21.1 Trophies and champagne are to be provided for presentation at the end of each Round in the Professional, Professional Amateur 1 and Professional Amateur 2 Categories. Prize money

shall be posted to entrants or paid via bank transfer, within fourteen days of the results being declared final after each round.

21.2 End of Season Prizes and Prize Money will be paid at the latest, on the occasion of the Championship prize giving ceremony held after the last race, so long as the entrant has no outstanding accounts with Porsche, has met the entry conditions, complied with the participation rules and has no proceedings pending which might influence the final points classification.

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

## 22. *Entertainment Tax Liability*

22.1 In accordance with current government legislation, the Championship Organisers are legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire.

22.2 This means that the Organisers are required to deduct tax at the relevant rate – currently 23% - from any such payments they may make to non-UK residents.

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

22.4 For further information contact:  
The Inland Revenue  
Foreign Entertainers Unit, Centre for Non-Residents  
St Johns House, Merton Road  
Bootle, Mersyside L69 9BB

Tel: 0151 472 6488 Fax: 0151 472 6483

22.5 In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affecting the distribution of any awards the competitors concerned must return such awards to the Championship Co-ordinator in good condition within 14 days.

## 23. *Championship Livery*

23.1 The race numbers and Championship decals for each registered car will be provided by the Championship prior to the start of the Season.

23.2 These cannot be modified under any circumstances and should fixing require cutting of the decals to accommodate vehicle shut lines it must be achieved without defacing the logo.

23.3 No car will be allowed to practice for or Race in any Round of the Championship without displaying the Championship decals in the correctly prescribed manner.

- 23.4 A graphic illustrating the placement of the Championship livery, as outlined in these regulations, is included at the end of this document (Appendix 1).

## **24. SPORTING REGULATIONS - JUDICIAL PROCEDURES**

- 24.1 In accordance with Section C of the 2015 MSA Yearbook and these Sporting Regulations.

### **25. Exclusions and Fines**

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

## **26. CHAMPIONSHIP RACE MEETINGS / RACE PROCEDURES**

### **27. Entries**

- 27.1 The Entry Form can be found in Appendix C of these regulations.
- 27.2 Competitors are responsible for sending in fully completed and signed Entry Forms plus the full registration fee to the Championship Co-ordinator prior to the entries closing date, which shall be Monday 2 March 2015. The Championship Co-ordinator reserves the absolute right to accept entries after that date.
- 27.3 The Championship Co-ordinator will only accept entries from fully registered competitors.
- 27.4 Any withdrawal of entry or Driver/vehicle changes made after acceptance of entry must be notified to the Championship Co-ordinator in writing. If driver/vehicle changes are made after publication of entry lists, the competitor concerned will be accepted in accordance with MSA Regulation D25.1.12..
- 27.5 The Entry Fee for each round is included in the Drivers Registration Fee.

- 27.6 Entry fees are non-refundable.
- 27.7 Each Organising Club may accept up to 20% more entries than specified on the Track Licence for each circuit and all accepted competitors may participate in official qualifying. Entries will be accepted up to the total number allowed to qualify.
- 27.8 The maximum number of starters permitted in each race will be as per each specific Track Licence. The fastest competitors will qualify for each race (subject to meeting the requirements of Sporting Regulation 3.4.1) irrespective of class.
- 27.9 There will be no reserve entries. At circuits where the MSA Track Licence permits less cars to participate in qualifying than there are registered competitors entries will be selected by the Championship Co-ordinator 30 days prior to the commencement of the meeting.
- 27.10 Replacement cars are only permitted under exceptional circumstances and an Entrant/Driver may only use the replacement vehicle other than one car that is originally scrutineered for his/her use at each meeting. If a replacement vehicle is requested it will be required to be scrutineered by the Championship Scrutineer prior to participation.

## **28. Briefings**

- 28.1 Competitors will be informed in a Competitors Bulletin and on the Race Centre Information Board of the time for the Drivers Briefing at the Championship nominated area at each meeting, if it is deemed necessary to hold a briefing. Briefings may be called during a meeting and in this case, the Championship Co-ordinator or their appointed representative will inform you of the time of the Briefing. Attendance at Briefings is mandatory and failure to attend or arriving late may result in a fine.

## **29. Qualifying**

- 29.1 At each race meeting comprising the Championship the minimum scheduled qualifying session will be 20 minutes and where possible and time permitting a 30 minute session except where amended by Regulation Q4.5
- 29.2 During the course of any qualifying session all competing cars must remain in the Pit Lane whilst not on track. Vehicles stationary in the pit lane at the end of a qualifying session come under Parc Fermé conditions at the showing of the chequered flag and should be taken directly to the designated Parc Fermé area. At no time will any competing car be allowed in the Pit Garages or Paddock Areas until such time as the qualifying session has ended and the car cleared from any post qualifying scrutineering checks and released from Parc Fermé, except with the express permission of the Championship Clerk of the Course.

## **30. Qualification**

- 30.1 Each driver should complete a minimum of 3 laps qualifying in the car to be raced and in the correct session or any official test session at the relevant circuit in order to qualify for selection and order of precedence as set out in the MSA Regulations Q4.5. unless through force majeure. The Championship Clerk of the Course shall have the right to exclude any driver whose qualifying times or driving are considered to be unsatisfactory – as per MSA Regulation Q4.5.

- 30.2 Where, through force majeure, it is not possible to hold a qualifying session the grid for that race will be formed according to the current Championship points positions. Where there is a tie on points, the driver with the best result in the previous round will take priority.
- 30.3 In the event of a driving infringement during the qualifying session the Clerk of the Course may drop a driver such a number of grid positions as he considers appropriate. Any such incident will normally be investigated after the relevant session.
- 30.4 Any driver taking part in any qualifying session who in the opinion of the Clerk of the Course, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to penalties as for 3.4.3.

### **31·** *Races*

- 31.1 There will be two races scheduled for each event. Race One will be run to a maximum timed duration of 30 minutes (or lap equivalent) and race two be run to a maximum timed duration of 30 minutes (or lap equivalent). The exceptions are at Croft and Oulton Park where the timed duration for both races is 25 minutes (or lap equivalent) and Spa-Francorchamps where the timed duration for Race Two will run for a maximum of 45 minutes.
- 31.2 Should any race be reduced in length at the discretion of the Championship Clerk of the Course and/or Stewards of the Meeting, it will still count as a full point scoring round.
- 31.3 Start Delayed Procedure:
- 31.3.1 When either the Starter or Clerk of Course decides a delayed start is necessary, the standard procedure will be;
- (i) 'Start Delayed' board will be displayed by the starter, who will immediately wave the cars off on another green-flag lap
  - (ii) when the cars arrive back on their grid positions, the normal start procedure will apply (i.e. the 5 sec board and then start). Any empty grid positions cannot be filled.
  - (iii) the race distance will be reduced by one lap for any extra green flag laps that have been taken
  - (iv) when the Clerk of Course notifies the teams of a "Start Delayed" situation, the above procedure will automatically apply unless otherwise notified.
- 31.3.2 If the delay was caused by a problem with a car, it will be pushed off the grid whilst the field is on this green flag lap. If the driver can (quickly and easily) start the stalled car whilst being initially pushed off the grid, then he may re-join at the rear of the field - providing that he can re-join at the rear of the field during the green flag lap, stop at the final grid position and take the race start at the same time as all other cars. Otherwise he must enter the pit-lane and start the race from there.
- 31.3.3 If the car is pushed into the pit-lane then he may join the race from the pit-lane, only after all cars have passed the pit-lane exit on the race start. If the car cannot be, or is not, pushed into the pit-lane then the car will be pushed to a place of safety and the driver must exit the vehicle when directed to do so by the marshals.
- 31.3.4 If there is a starting lights failure, a flag may be used to start the race and all drivers will be notified accordingly by the BTCC Officials under the direction of the BTCC Clerk.

### **32·** *Starts*

- 32.1 The grid formation will be in a 1 x 1 formation for all circuits, with a standing start for race one and a 2 x 2 formation for a rolling start for race 2.
- 32.2 The grid for Race 2 will be determined by the second fastest time set by the driver in the qualifying session.
- 32.3 When the signal is given the cars will be released onto the circuit behind the official Championship Safety Car and execute a warming up lap. Once the train of cars following the Safety Car has left the Assembly Area the Pit Lane Exit will be closed.
- 32.4 During this lap the cars will keep in formation with no overtaking and the Official Safety Car will set the pace. All cars must keep with the speed of the Safety Car. No practice starts may be executed during the course of this lap. The Safety Car will stop at the front of the grid and the cars will take up their grid positions behind it. Any car unable to join the train of cars following the Safety Car shall be held in the Pit Lane and may only start the race after the last car to take the start has passed the Pit Lane Exit on the first racing lap, but shall only do so under the instructions of the Pit Lane marshals.

### 33. *Race One Standing Start Procedure*

- 33.1 The Countdown Procedures/Audible Warnings sequence shall be:
- (i) 2 minutes to start of Green Flag Lap – Audible Warning. Start Engines. Clear grid of all except Marshals/Officials
  - (ii) 1 minute to start of Green Flag Lap – Audible Warning. Clear grid.
  - (iii) 30 Seconds to start of Green Flag Lap – Audible & Visual Warning
  - (iv) Start of Green Flag Lap behind Championship Safety Car.
- 33.2 During this lap the cars will keep in formation with no overtaking and the Official Safety Car will set the pace. All cars must keep with the speed of the Safety Car. No practice starts may be executed during the course of this lap. The Clerk of the Course reserves the right to incur a drive through or time penalty should any of the above occur.
- 33.3 A 5 Second board will be shown to indicate that the grid is complete after the Green Flag Lap and the start light sequence is imminent. The red lights will be switched off to signal the start of the race not less than 4, or more than 10 seconds, after the red lights have been shown.
- 33.4 In the event of any starting lights failure, the Starter will revert to use the National Flag, after showing a “Start Delayed” board and recommencing the countdown from the 1-minute board.
- 33.5 Any cars removed from the grid after the 2 minute signal or driven into the Pits on the Green Flag Lap shall be held in the Pit Lane and may only start the race after the last car to take the start from the grid has passed the Pit Lane Exit on the first racing lap, but shall only do so under the instruction of the Pit Lane Marshall.
- 33.6 Any competitors unable to start the Green Flag Lap or start the race are required to indicate their situation by switching on their hazard warning lights.
- 33.7 Any Competitor(s) unable to start the Green Flag Lap are required to indicate their situation as per MSA Competitors’ Yearbook 2015 Q12.13.2. Any driver unable to maintain their grid positions on the Green Flag Lap to the extent that all other cars are ahead of them, may complete the Green Flag Lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

- 33.8 The onus is on the competitor to comply and failure to do so may result in a report to the Clerk of the Course, who may impose a drive through or retrospective time penalty.
- 33.9 Any competitor(s) deemed to have caused an aborted start must take the restart from the back of the grid. Depending on individual circuit layout, the car(s) with either be moved to the back of the grid before the green flag lap commences or the competitor(s) will be instructed to commence the Green Flag Lap from their original grid position. However they must, during the course of the Green Flag Lap allow cars starting behind them to overtake, thus ensuring that they take the restart from the back of the grid. If more than one car is penalised in this way then their order at the back of the grid will reflect their relative original grid positions. The onus is on the competitor to comply and failure to do so will result in a report to the Clerk of the Course who may impose a Drive Through or retrospective time penalty.
- 33.10 Excessive weaving to warm up tyres – using more than 50% of the track width – and falling back in order to accelerate and undertake practice starts are both prohibited.

#### *34. Race 2 Rolling Start Procedure*

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

- (i) If it is deemed safe to do so, the Lead Car will be instructed to remain at the front of the assembled grid for one or more further laps after which the race may be started.
- (ii) If, after the Lead Car has retired and it is deemed safe to do so, the Lead Car will be instructed to re-emerge at the front of the assembled grid and will proceed as in 1.
- (iii) If after the Lead Car has retired it is not possible to proceed as in 2. above, the assembled grid will continue to circulate maintaining constant speed and formation for a further lap with the pole position car setting the pace. The Clerk of the Course will communicate with both the drivers via the “raceceiver” and with the start line officials, in order that the start maybe given at the end of the lap or the cars will be brought to a halt on the grid for the race to be restarted.

### 35. *Safety Car*

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

### 36. *Stopping a Qualifying Session or Race*

36.1 Should the need arise to stop qualifying, red lights will be switched on at the Startline and red flags will be displayed at the Startline and waved at all Marshals Signalling Posts around the circuit. This is the signal for all drivers to cease driving at racing speed and proceed slowly, without overtaking and with maximum caution, to the Pit Lane and being prepared to stop should the track be blocked. The Championship Clerk of the Course may request the Medical Adviser to proceed onto the circuit in the Medical Car, stopping if necessary at any incident.

36.2 Should the need to arise to stop a race, red lights will be switched on at the Startline and red flags will be displayed at the Startline and waved at all Marshals Signalling Posts around the circuit. This is the signal for all drivers to cease driving at racing speed and proceed slowly, without overtaking and with maximum caution, to the Starting Grid and being prepared to stop should the track be blocked. This will automatically become a Parc Fermé area. Cars should not enter the Pits unless directed to do so by officials or unless repairs are necessary. Work on cars already in the pits must cease when a race is stopped and may only continue under the control of Scrutineers. Cars which are in the pit lane or who enter the pit lane may only re-start from the pit lane (not the grid) after all other cars have re-started. Non-runners at the time of the stoppage can re-start from the pit lane behind those referred to above. The Championship Clerk of the Course may request the Medical Adviser to proceed onto the circuit in the Medical Car stopping if necessary at any incident.

36.3 Case A - Less than two laps completed by Race Leader;

36.3.1 The race will be null and void.

36.3.2 The race will restart from the original grid positions.

36.3.3 Competitors unable to take the restart may be replaced by reserves who will start from the pit lane in reserve order and in front of any other pit lane starters.

36.3.4 Gaps on the grid should not be closed up.

36.3.5 The length of the restarted race will be determined by the Clerk of the Course whose decision shall be final.

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

36.4.1 The grid for the second part shall be the classification order of the first part as per MSA Regulation Q5.4.



- 36.4.2 The result of the race will be the finishing order at the end of part two. The result will not be aggregated.
- 36.4.3 The length of the restarted race will be determined by the Clerk of the Course.
- 36.4.4 If not restarted, the results will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag.
- 36.4.5 Only cars which are under their own power at the showing the Red Flag will be classified.
- 36.4.6 Only cars which took part in the original start will be eligible and then only if they returned to the grid under their own power by an authorised route and were still in the race at the showing of the red flag.
- 36.4.7 Those not running at the time of the showing of the red flag must go to the pit lane if they wish to take the restart after further inspection by the Eligibility/Safety Scrutineer.
- 36.4.8 No reserves will be admitted. No refuelling will be allowed between races. Parc Fermé conditions will apply on the grid and to cars already in the Pits between the two parts of the race.
- 36.4.9 The only work permitted on the cars will be on the grounds of safety and only with the permission of the series Eligibility/Safety Scrutineer.
- 36.5 Competitors are advised that two red flag stoppages at any one round may result in their race being placed at the end of the day's racing, time permitted.
- 36.6 Competitors are advised that should the timetable be running late, their race may be postponed until later in the timetable to allow for the feature 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 Co-ordinator and with the approval of the Stewards of the Meeting.
- 36.7 If time precludes the running of the second part of a two part race (see regulation 36.4 above) at the end of the day, then the terms of Sporting Regulation 31.3 will be used for the purpose of determining the allocation of points for this race.

### **37. *Re-Scrutiny/Competitor Availability***

- 37.1 Any vehicle involved in an accident or having been modified in any way subsequent to pre-meeting scrutiny, must be represented to the Scrutineers for further examination.
- 37.2 At any time during a meeting, the Clerk of the Course may order that a vehicle be re-examined, even if this involves stopping a vehicle whilst qualifying or racing.
- 37.3 If a driver is involved in a collision or incident, they must not leave the circuit (except where medically evacuated) without the consent of the Championship Clerk of the Course, failing which, any judicial action against or relating to that competitor may be heard in their absence.
- 37.4 Competitors must remain available at a meeting until any protest period relating to their race has elapsed, failing which, any judicial action against or relating to that competitor may be heard in their absence.

37.5 Competitors cars may not be removed from the Paddock during a meeting after scrutineering except for the purpose of competing in the Rounds comprised in the meeting or with the prior written permission of the Series Eligibility/Safety Scrutineer and Championship Clerk of the Course. The Series Eligibility/Safety Scrutineer may require the competitors' car to be re-scrutineered at any time.

### **38. *Pits & Pit Lane Safety***

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

38.2 Pit Lane – The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take due care and drive at minimum speeds in the Pit Lane. All equipment must be moved back towards garage entrances as soon as cars leave their Pits at the start of and during qualifying/races.

38.3 Admission to the Pit Lane will be by the means of Pit Lane Passes valid for that race only. VIP Passes do not admit to the Pit Lane.

38.4 People under 16 years of age are not allowed in the Pit Lane.

38.5 Each competitor is required to have one fire extinguisher per car (minimum 5 kg or its equivalent) within their transporter/awning at each meeting.

38.6 The Pit Lane Speed Limit during each Meeting and official test day 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. The Pit Lane will be marked by Pit Entry and Pit Exit boards and the published speed limit will apply between these two marked points. The use of radar/speed guns of any type in the Pit Lane is prohibited except for the official radar gun, which will be operated by a Judge of Fact.

38.7 Failure to comply with the speed limit may result in the imposition of the following penalties;  
(i) Qualifying Session – a fine of £10 for each km/h above the pit lane speed limit may be levied if the speed limit is exceeded during qualifying.  
(ii) Race – the Championship Clerk of the Course may impose a drive through penalty but if an infringement is notified the Clerk of the Course and the 'drive through penalty' cannot be served, he may levy a fine of £10 for each km/h above the speed limit or impose a retrospective time penalty.

38.8 During qualifying sessions and races drivers leaving the Pit Lane will do so on their own responsibility. Whenever possible, a marshal with a blue flag will warn of cars approaching.

### **39. *Qualifying and Race Finishes***

39.1 After taking the chequered flag, drivers are required to progressively and safely slow down, remain behind any competitors ahead of them and proceed directly to the designated Parc Fermé Area without stopping unless directed differently by an official of the meeting.

39.2 Drivers must keep their helmets on and their harnesses done up until they arrive in the Parc Fermé Area.

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

#### **40. Results**

- 40.1 All timesheets, grids and race results are deemed to be provisional until all vehicles have been released by the scrutineers after technical inspections and after the completion of any judicial or technical procedures.
- 40.2 The Clerk of the Course may declare the race results provisional for a maximum of 60 days 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.
- 40.3 These results will remain provisional until such time as they are declared final by the Clerk of the Course upon the completion of any judicial procedures and this will be communicated to all competitors via a championship bulletin.

#### **41. General Regulations**

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

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.

- 41.2 In the event of a wet race or when the car is running on wet tyres the car's headlights and rear lights must be illuminated at all times. It should be at the discretion of the clerk of the course to decide if a Competitor should be stopped if they cease to work. Should a car be stopped for this it may re-join when the fault is rectified.
- 41.3 It is not permitted to have red headlight covers. Should a Competitor wish to have coloured headlight covers they must seek permission from the Co-ordinator prior to fitment.
- 41.4 Regardless of the circumstances once a Competitor has received mechanical assistance to move their car from one position to another they are not entitled to continue within that qualifying session or race event, even if after being moved into a position of safety they feel that they are able to continue.
- 41.5 The Raceceiver system which allows radio contact from the Clerk of the Course to the driver must be activated in all sessions (including testing), failure to use or not activate the system will result in a fine of £100.
- 41.6 Not replacing the steering wheel following an incident: will be penalised with a minimum of a £100 fine.
- 41.7 Should a car sustain radiator damage such that the contents are affecting track conditions it is imperative that the driver pulls off in a safe position at the earliest opportunity. Failure to do so will result in a fine or grid slot penalty in the next race/event.

#### *42. Timing Modules*

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

#### *43. Adverse Weather Conditions*

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

44.	<b>CHAMPIONSHIP RACE PENALTIES</b>
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45. *Infringements of Technical Regulations*

45.1 Arising from Post Qualifying Scrutineering or Judicial Action - Minimum Penalty: Be excluded from the qualifying session. Any car which fails post qualifying scrutineering will only be permitted to start the race on the following conditions:

45.2 The car together with the Competitor copy of the technical non-compliance report must be presented for re-scrutiny at the officially designated place of scrutiny for the meeting no later than 40 minutes before the time allocated in the programme of events for the start of the race. Time of the essence and force majeure do not apply.

45.3 Provided that the car passes re-scrutiny then the competitor is entitled to start the race from the back of the grid ten seconds after the official starting signal has been given.

45.4 The competitor shall be penalised by the deduction of 6 points from their Championship score immediately before the commencement of the meeting even if this results in a negative score.

45.5 Any competitor who does not submit their car for re-scrutiny, or whose car fails re-scrutiny, shall be subject to the following mandatory penalties imposed by the Championship Clerk of the Course.

(i) Exclusion from the race

(ii) A deduction of points equivalent to two maximum scores for both Competitor, and Team.\*

(iii) Count the race as one of the rounds contributing to the Competitor and Team total Championship score.

\*This penalty can only be varied by a Tribunal of the MSC in accordance with the procedures laid down in the MSA General Regulations.

45.6 Arising from Post Race Scrutineering or Judicial Action – Minimum Penalty: The provisions of MSA Regulations C3.5.1. (a) & (b) For infringements deemed to be of a more serious nature, the Championship Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C3.5.1. (c)

45.7 Any competitor whose car is deemed to be ineligible under the 2015 Technical Regulations will be subject to the penalties laid down by the MSA except where amended by these Sporting Regulations. In addition the Championship Stewards may, at their discretion, apply an increased penalty which could include exclusion from part or all of the 2015 Championship.

45.8 If a vehicle/component is sealed for subsequent technical examination the Series Eligibility /Safety Scrutineer, within the applicable time limit, will state to the competitor/entrant that he will examine the vehicle/component on a stated date and time and at a specified location and the sealed items must be made available for his inspection. These arrangements are not negotiable. If a vehicle/component is not made available for an eligibility examination as required by the Series Eligibility/Safety Scrutineer it will be considered as ineligible and will be reported as such to the Championship Clerk of the Course for the application of penalties laid down in the MSA Yearbook and these Championship Regulations.

46. *Infringements of non-Technical MSA Regulations and the Sporting Regulations issued for the Championship*

46.1 As per 2015 MSA Judicial Procedures except that any Competitor excluded from the results in accordance with any non-Technical Regulation will be subject to the following additional Championship penalty which will be applied to the Competitor.

46.2 Count the race as one of the rounds contributing to his/her total Championship score.

46.3 Any Competitor competing in the Championship may be called before a meeting of the Championship Stewards who, at their discretion, may take further action that could include exclusion from part or all of the 2015 Championship.

46.4 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.

46.5 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 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.

46.6 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. In addition, the MSA may call an enquiry into the matter under MSA Regulation A3.1(ii).

46.7 The organisers of Championship are determined to create a series which is cleanly fought and with good sportsmanship prevailing.

46.8 Any Competitor found guilty of a driving offence which generates penalty points under C1.1.5 and Q 15.1 will also have championship points deducted commensurate with the severity of penalty imposed, i.e., formal written reprimand 2 points, fine, time or grid slot penalty 3 points, exclusion from practice, heat or race 4 points, exclusion from meeting 6 points. If a second/third etc. similar offence is committed during the season, the number of Championship points deducted will be doubled/trebled, etc.

46.9 Championship points will also be deducted for:

<i>Offence</i>		<i>Points</i>
Failure to attend drivers briefing	C.5.3	1
Gaining an unfair advantage	C.2.3	2
Failure to obey an official		6
Abusive language or behaviour	C.1.1.9	9

46.10 The above offences if committed a second or third etc. time in the season, the number of Championship points deducted will be doubled/trebled etc.

- 46.11 Consequently, a penalty points system will be administered by the Clerk of the Course and the Co-ordinator who will, should a driver obtain nine penalty points, refer the matter to the Championship Stewards for further consideration, in accordance with championship regulations.
- 46.12 It should be noted that the penalty points system operates in addition to the normal judicial actions applied by the Clerk of the Course, Stewards of the Meeting or MSA Tribunals.
- 46.13 This list is not exhaustive and other offences may carry penalty points, which will be relayed to the driver by the Clerk of the Course following investigation.
- 46.14 In addition to the penalties laid down in 46.3 the Championship Stewards are empowered to deduct Championship points if the conduct of the driver is deemed unacceptable.
- 46.15 If a Competitor is judged to have started illegally and thus gained an advantage, or for specific infringements of these Regulations, the Clerk of the Course may impose a Drive Through Penalty in accordance with MSA Regulation Q12.6.
- 46.16 Any Competitor who is reported to be involved in cases of contact, which in the opinion of the Clerk of the Course is avoidable, may be subject to the following immediate penalties;
- (i) During practice and / or qualifying the Competitor concerned may be Black Flagged and subsequently, may be prevented from taking any further part in that session.
  - (ii) During race the competitor concerned may be penalised by the way of a Drive through Penalty in accordance with MSA Regulation Q.12.6.
- 46.17.1 Any competitor who exceeds the limit of the track should only re-join when safe to do so and without gaining an advantage.
- 46.17.2 Any competitor who is deemed to have gained an advantage or who repeatedly exceeds the track limits may be penalised by way of a 'Drive through' or 'Stop/Go' penalty, in accordance with MSA regulation Q 12.6
- 46.17.3 In addition to a 'Drive Through' or 'Stop/Go' penalty the competitor may also be subject to penalties in accordance with Q 14.5
- 46.17.4 If for any reason the Clerk of the Course imposes a Drive Through Penalty, the following will apply;
- (i) The Competitor will be notified as soon as possible by means of a board displayed at the start line and where possible via the timing screen. After notification has been given, the competitor must within three laps proceed through the pit lane without stopping and respecting the pit lane speed limit.
  - (ii) The onus is on the competitor to comply, and failure to do so may result in a report to the Clerk of the Course, who may impose an additional retrospective time penalty (see MSA Competitors' Yearbook 2015).
  - (iii) It is not permitted for the Driver to enter the Pit Lane to take their Drive Through Penalty during a Safety Car intervention period which period is deemed to be over when the Car subject to the penalty passes the Green Flag at the Start/Finish line on the track.
  - (iv) Any Competitor failing to comply with this Regulation may be black flagged, and, subject to Judicial action, may be excluded.

## 47. TECHNICAL REGULATIONS

- 47.1 The following regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.
- 47.2 For the Championship, technically identical cars – Porsche 911 GT3 Cup (type 991) will be used from a limited series, which are built on the basis of the Porsche 911 GT3.
- 47.3 Any modification or deviation not explicitly authorised in the present regulations are prohibited unless Porsche Cars Great Britain releases provisions agreed upon with the MSA, allowing or requiring additional modifications and deviations. Allowed modifications may not cause un allowed modifications.

## 48. Safety requirements

- 48.1 All Competitors/Vehicles must comply with the common general and technical regulations contained in sections J, K & Q of the MSA 2015 competitor's yearbook.
- 48.2 The design and fixation of the roll cage is to remain totally original and as supplied by Porsche Motorsport when the vehicle was originally built. A copy of the roll cage certificate must be provided to the Technical scrutineer prior to the championship commencing.
- 48.3 The service interval of the fuel cell (FT3 safety fuel cell, section K of the MSA 2015 competitor's yearbook) must be maintained with a copy of the documents supplied to the Technical scrutineer prior to the championship commencing.
- 48.4 Fire extinguisher – a standard fire extinguisher system is fitted to the car, which meets the provisions as set out in the MSA regulations K3, 1, 2(a). The position of the extinguisher defined by Porsche must not be changed
- 48.5 Towing eyes – the towing eyes supplied with the car must be properly mounted and clearly marked during practice, qualifying sessions and races.
- 48.6 Drivers must wear the following items;
- (i) Clean Overalls in accordance with FIA Standard 8856 – 2000
  - (ii) Clean Underwear (with long arms and legs) in accordance with FIA 8856 – 2000
  - (iii) Clean Balaclava in accordance with FIA Standard 8856 – 2000
  - (iv) Clean Socks and Shoes in accordance with FIA Standard 8856 – 2000
  - (v) Clean Gloves in accordance with FIA Standard 8856 – 2000
  - (vi) A helmet including HANS clips in accordance with FIA regulations (attachment L to the international sporting code) must be worn at all times during practice, qualification, and race.
  - (vii) A 6-point SCHROTH seat belt with FIA homologation and with FIA-standard 8853/98 must be used.
- 48.7.1 Frontal head restraint system (FHR)
- 48.7.2 The use of an FIA approved FHR (HANS or other comparable device) in accordance with FIA list no. 29 is compulsory for all classification rounds and events within the championship as



well as for all classification rounds outside of the championship which are organised according to these rules.

- 48.7.3 Responsibility for the necessary modifications to the driver's equipment in order to enable the use of such a system and instillation of same in accordance with the manufacturer's instructions lies solely with the participant. The respective certificate of the manufacture is to be presented at the technical scrutineering.
- 48.8.1 Standard seat with FIA homologation in accordance with FIA standard 8862-2009, any adjustments of the seat by removing or adding padding material are only permitted if the components of the Recaro Padding System are used.
- 48.8.2 The removal of the entire padding system in the area of the horizontal seat is not permitted. A minimum padding thickness of 10mm must be maintained. And changes to the padding inserts in any form are forbidden.
- 48.9 A drinking system without an electric pump may be used. Prior to use it must be approved by Technical Scrutineering and the Organisers.
- 48.10 A driver cool suit may be used. Prior to use it must be approved by Technical Scrutineer and the Organisers. The instillation according to the manufacturer's instructions is the sole responsibility of the participant.

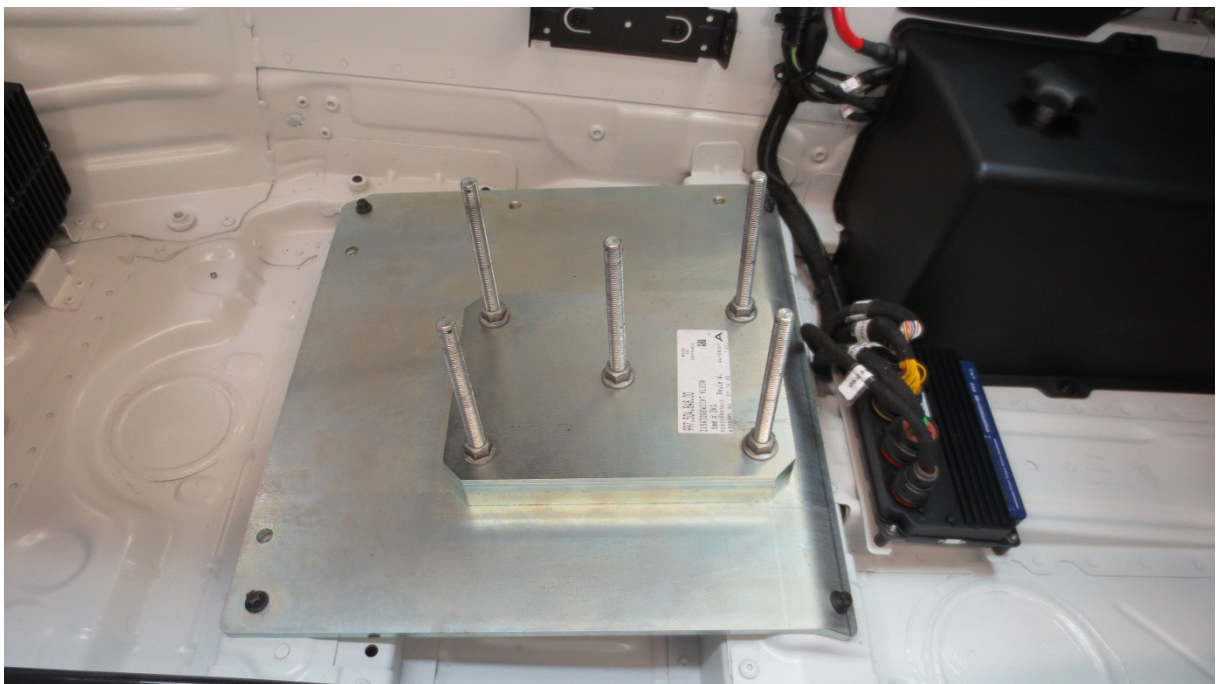
#### *49. Permitted modifications and built-in components*

- 49.1 It is permissible to carry out work on a vehicle which is part of the regular maintenance of the vehicle or which serves for the replacement of parts that have become defective as a result of wear or an accident.
- 49.2 Modifications and built-in components are only allowed within the scope defined below;
- (i) Parts damaged as a result of wear or accidents may only be replaced by genuine Porsche parts, which are dedicated to the Porsche 911 GT3 Cup (Type 991).
  - (ii) The use of components manufactured by Porsche AG for other vehicle categories (e.g. Porsche road vehicles) is prohibited.
  - (iii) Standard fasteners such as screws, nuts bolts, washers, circlips spring washers, split pins may only be replaced with genuine Porsche parts.
  - (iv) In case of threads, the thread type, size and pitch (e.g. M8 x 1.25) are to be retained.
- 49.3 Every type of machining, additional fitting of seals, welding, strengthening, polishing, sanding, coating and every type of other possible change to an original part is forbidden.
- 49.4 The Championship technical Information and safety guideline circulars are to be strictly observed and obeyed.

#### *50. Vehicle weight & ground clearance*

- 50.1.1 Minimum weight and vehicle weighing
- 50.1.2 At no time during the event must the combined weight of a vehicle and its driver weigh less than the mandatory minimum weight of 1300kg

- 50.1.3 The combined minimum weight of 1300kg is measured with an empty fuel system and the levels of operating liquids and oils set within their operational levels.
- 50.1.4 An empty fuel system will be defined when the on board vehicle fuel pumps are exhausted whilst the car is sat on the official scale.
- 50.1.5 The official championship scale will be located in the technical scrutineering bay (awning or nominated pit allocation) and available to competitors prior to qualifying or race. Other certified official scales may be used when the championship scales are not available.
- 50.1.6 The instillation of ballast is permitted and only the original Porsche ballast components must be used. The ballast components must be positioned within the designated fixing points in the position of the passenger seat according to the illustration within these regulations.
- 50.1.7 It is not permitted to install ballast in any other location



- 50.2.1 Minimum vehicle weight
- 50.2.2 The minimum weight of the vehicle excluding the driver and his/her personal equipment plus also excluding any driver equalisation weight is 1215kg
- 50.2.3 The weight of 1215kg is measured with an empty fuel system and the levels of operating liquids and oils set within their operational levels. This minimum weight also includes the following items fitted to the vehicle;
- (i) Championship judicial cameras
  - (ii) Championship radios systems
  - (iii) ITV onboard cameras systems if designated to the driver.
- 50.3.1 Minimum driver weight
- 50.3.2 To determine the actual weight of the driver and his or her personal equipment prior to qualifying, all drivers must present themselves to the “official scale” located in the technical

scrutineering awning or in the nominated pit garage to be weighted and for their weight to be recorded.

50.3.3 The Minimum weight of the driver is 85kg this includes the personal equipment of the driver as it was worn in the vehicle whilst driven on track and any driver equalization weight if applicable.

50.3.4 If the actual weight of the driver is less than 85kg including his or her personal equipment, then an equalisation weight in the form of Porsche ballast plates (part number 997.504.848.00 / 997.504.848.01 / 997.848.504.02) must be fitted on the passenger side in a defined location.

50.3.5 It is the driver's responsibility to ensure that the sum of the installed equalisation weight plus his/her actual weight (including all personal equipment of the driver as it was worn in the vehicle whilst driven on track) is no less than 85kg at all times.

50.4.1 Separate weighing of the vehicle and driver

50.4.2 The technical scrutineers may decide to weigh the vehicle and its driver separately if;  
(i) the vehicle is weighted separately from the driver the minimum weight of the vehicle is 1215kg plus any additional driver equalisation ballast if applicable  
(ii) the Competitor is weighed separately then the minimum weight including the driver equalization weight (if applicable) of the driver is 85kg this includes the personal equipment of the driver as it was worn in the vehicle whilst driven on track.

50.4.3 By combining both of the separate vehicle and driver weights taken, a given tolerance of 1kg is afforded to the total sum.

50.4.4 By combining the two separate weights of driver and vehicle the final calculated minimum weight must be no less than 1301kg

50.5.1 Weight changes to the vehicle

50.5.2 On the way from the pit lane to the Parc Fermé itself, and also on the way to post qualification and race event technical scrutineering under no circumstances must weight be added to the vehicle.

50.6 During the weigh-in, each driver must wear his/her complete driver apparel as stated within in these regulations.

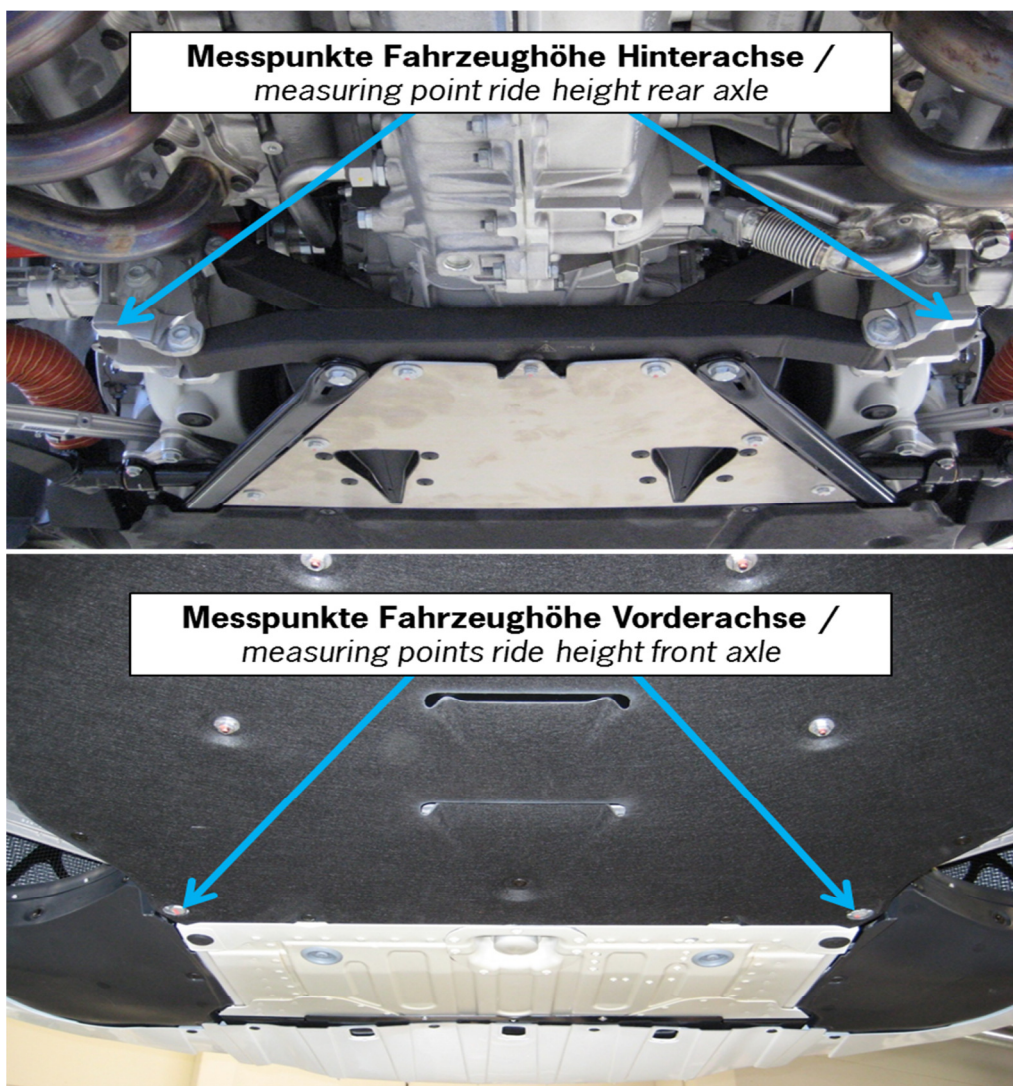
50.7.1 Falling lower than the minimum weight.

50.7.2 If during the separate weighing procedure (5.3.15) the combined weight of the vehicle and driver are found to be lighter than 1301kg. The vehicle and driver including his/her personal equipment, will be escorted to the "official scale" within the technical scrutineering awning or respective pit garage to be weighted again as a combined weight (5.3.2 & 5.3.3) in this case the minimum weight of the vehicle including the driver weight must be no less than 1300kg measured with an empty fuel system (5.3.4) and the levels of operating liquids and oils set within there operational levels.

50.8 Leaving the weighing area without the consent of the technical scrutineers, the Co is not permitted to leave the weighing area and the vehicle is not allowed to be removed.

**51·** *Ground clearance*

- 51.1 The Minimum ride height of the ready to drive vehicle (including driver and with declared slicks fitted with a tyre pressure of 2.0bar + 0.1bar) at the specified points of measurement must be adhered to at any time during practice, qualifying or the race event.
- 51.2 The minimum ride height required during the entire duration of the race event for the front axle is 78mm and for the rear axle 100mm.
- 51.3 The points of measurement are as illustrated below for both the front and rear axle;



- 51.4.1 For the purpose of setting the measurement point on the front axle the following parts is required.
- 51.4.2 M12x105 Bolt (Part No. 999.072.864.01)
- 51.4.3 This results in the minimum ground clearance at the front axle of 78mm.
- 51.4.4 Ride height checks will be carried out at any Porsche Motorsport designated areas within the pit lane or paddock.

51.5 Changing the ride height by altering the adjustment nuts on the suspension struts is not permitted during qualifying.

## 56. Brakes

56.1 Front axle;

- (i) Aluminium six-piston one piece (mono-bloc) callipers (PN 991.351.942.8B)
- (ii) 380mm x 32mm internally vented brake discs
- (iii) Performance Friction race brake pads

56.2 Rear axle;

- (i) Aluminium six-piston one piece (mono-bloc) callipers (PN 991.352.942.8B)
- (ii) 380mm x 30mm internally vented brake discs
- (iii) Performance Friction race brake pads

56.3 The only permitted brake master cylinders;

- (i) Front: (17.8mm diameter)
- (ii) Rear: (17.8mm diameter)

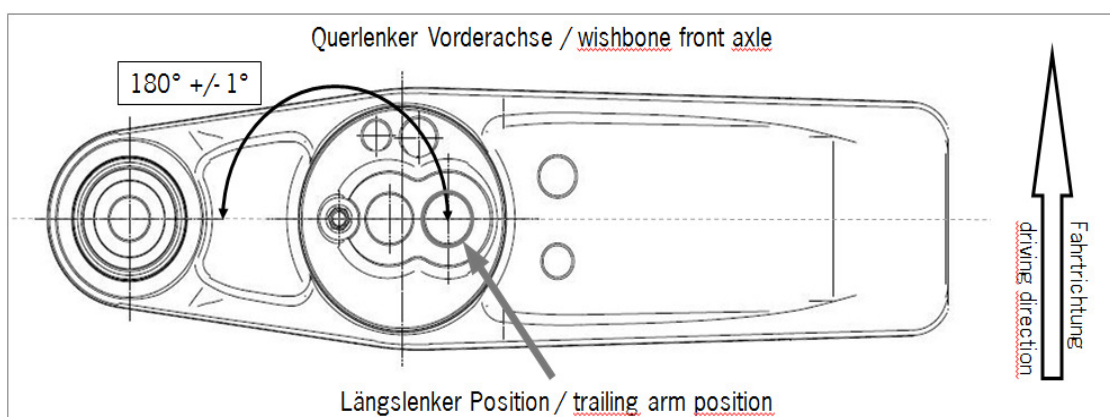
## 57. Steering and suspension

57.1 Suspension adjustments may only be changed within the limits of the existing adjustment ranges of the MY 2013 - 2015 GT3 Cup Car. All genuine Porsche parts must be retained.

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

- (i) Front axle: 18mm
- (ii) Rear axle: 15mm

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



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

57.5 It is permitted to disconnect the anti-roll bars on the condition that;

- (i) no parts are removed
- (ii) the bars may be adjusted using the given range of adjustment.

57.6.1 Shock absorbers

57.6.2 Only the factory installed Sachs shock absorbers and H&R springs fitted in their original condition may be used;

Front shock absorber: 991.343.045.8A - 991.343.045.8D  
Rear shock absorber: 991.333.051.8A

Front bump stop: 991.343.677.8A  
Rear bump stop: 991.333.677.8A

Front main spring 240N/mm: 991.343.531.8C  
Rear main spring 260N/mm: 991.333.531.8C

Front helper spring 75/60/43: 996.343.537.90  
Rear helper spring 80/60/60: 997.333.537.90

57.6.3 The rear axle rebound stop may be increased by adding a suitable washer; 991.333.468.8B

57.7 The following number is marked on the bump stop of the rear vibration dampers, bump stops with any other markings are not allowed;  
0049 5111 0 250

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

57.9 No hub extensions are allowed to be installed.

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

## **58. *Engine, Gearbox and lubrication***

### **58.1 Engine**

Engine – the engine is a modified 3.8 litre unit based on the 911 GT3. The engine has been set up to run on unleaded 98 octane fuel (Super plus).

58.2 The following seals are fitted to the cars by the Championship Technical organisation.

Camshaft Cover Left (1x)  
Camshaft Cover Right (1x)  
Camshaft Sprocket Left (1x)  
Camshaft Sprocket Right (1x)

58.3 Before delivery of the cars all engines will be sealed. Under no circumstances may a car take part in official testing, qualifying or race with an engine without a seal or a damaged seal.

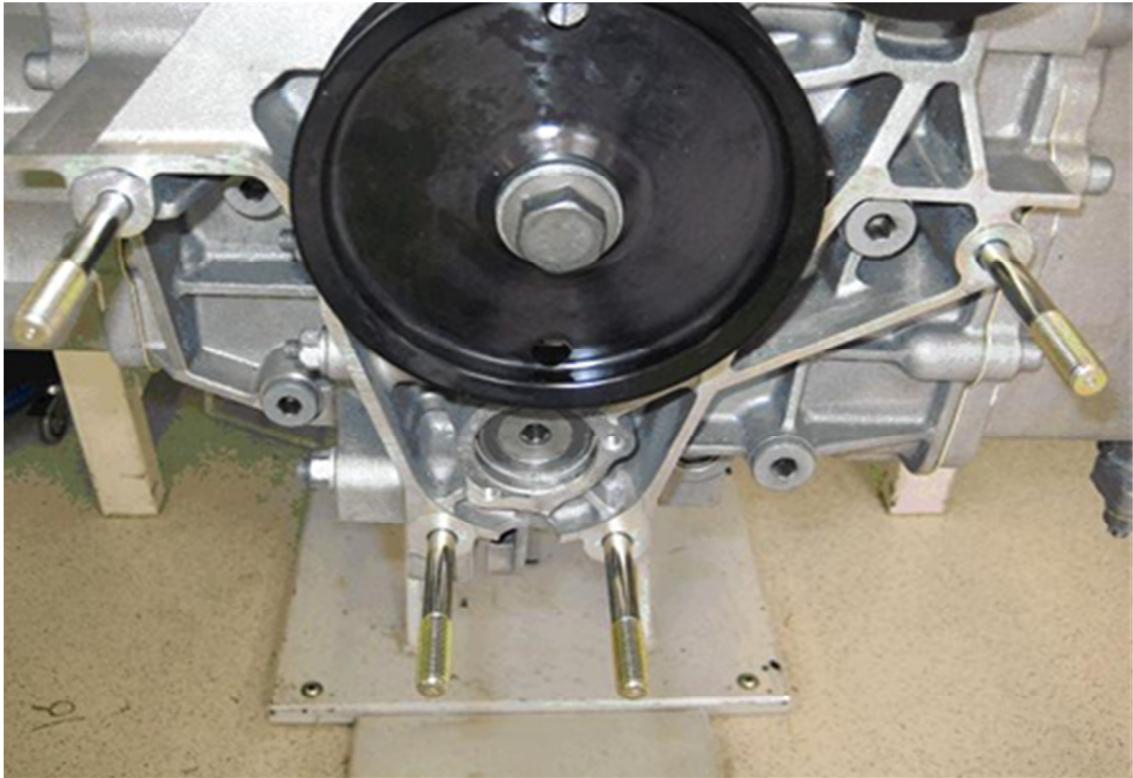
58.4 At all times, any work on the engine that requires any seal to be broken must only be undertaken with the approval of the Series Eligibility Scrutineer. Only a member of the Championship Organisers may carry out any rebuild or service work on the engine that requires a seal to be broken.

58.5 The original screws for fixation of the exhaust system may be replaced by steel studs and hexagon nuts.

58.6 Therefore it is only allowed to use the following parts;

4 pieces of steel bolts	M10x70 8.8	part number: 999.062.170.02
4 pieces of hexagon nuts	M10	part number: 900.377.011.01

58.7 The implementation of this modification has to comply with the following photo.



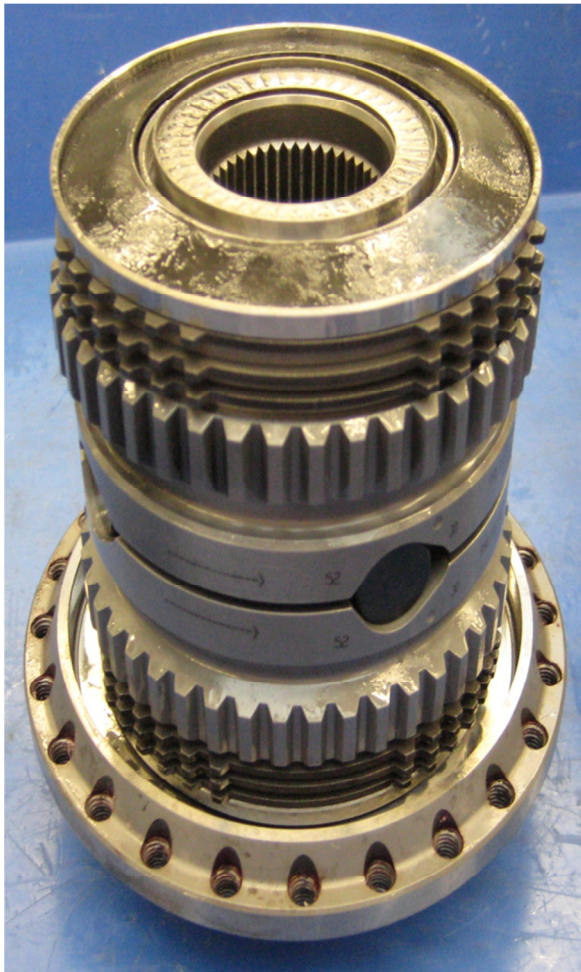
58.8 Gearbox

58.9 Before delivery of the cars all differential housings will be sealed. Under no circumstances may a car take part in official testing qualifying or race with a damaged or missing seal.

58.10 We recommend draining the transmission oil after the running-in period and after every championship race weekend, and to fill with the specified transmission oil “Mobilube 1SHC 75W90”. There must be a minimum of 3 litres of transmission oil in the gearbox at all times.

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

- (i) Preload washers
- (ii) Spacer washers
- (iii) Plate configuration and thickness
- (iv) Differential Locking Cups
- (vi) Differential Housing



**Tellerfeder** / *belleville spring*  
**Druckring** / *disk ring*

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

**Druckstück** / *thrust piece*  
**Druckstück** / *thrust piece*

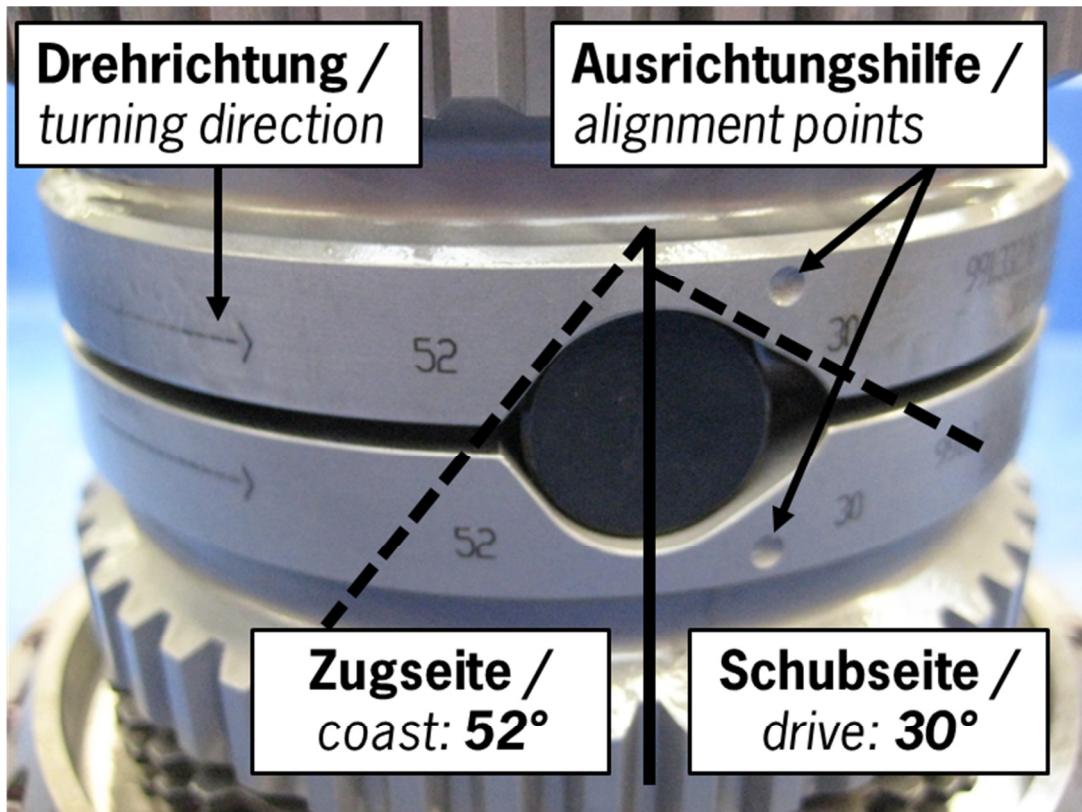
**Innenlamelle** / *clutch disk*  
**Außenlamelle** / *pressure plate*  
**Innenlamelle** / *clutch disk*  
**Außenlamelle** / *pressure plate*  
**Innenlamelle** / *clutch disk*  
**Außenlamelle** / *pressure plate*

**Druckring** / *disk ring*  
**Tellerfeder** / *belleville spring*

58.12

The ramp angle of the differential lock is 52° (pull) and 30° (push). The ramp angles are determined from the axis of rotation.





58.13 The opening of the gearbox is only allowed with the written authorisation of the Carrera Cup Great Britain Organisation. After authorised repairs have been carried out a chronological description of the work carried out must be submitted to the technical scrutineer before the next race event,

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

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

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

58.16 Lubrication system

Engine:  
Mobil 1 0W40 engine oil is compulsory.  
All additives are prohibited.

Gearbox:

Mobilube ISHC 75W-90 transmission oil is compulsory.

All additives are prohibited.

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

58.17

#### Cooling System

For all racing events, Porsche Motorsport recommends substituting the factory filled coolant with 20 litres (21 qts.) of water and 2 litres (2.1 qts.) of corrosion protection (spare part no. 997.106.907.90). Corrosion protection protects the water-carrying parts from corrosion, reduces cavitation, lubricates the water pump and raises the boiling point of the coolant.

### **59. *Wheels and Tyres***

59.1 For the practice, qualifying sessions and races, the only tyres permitted are the Michelin tyre variants released for the 2015 racing series.

59.2 Only tyres obtained from Michelin (Protyre) are permitted.

59.3 The tyre pressure is left to the discretion of the participant. Although the recommendations and instructions of Michelin, however must be adhered to at all times.

59.4 It is only allowed to use atmospheric air as a filling medium.

59.5 Pre – heating and every type of chemical or mechanical treatment of the tyres is not permitted. The only allowable heat source allowed to be used on the tyres is a heat gun to clean a strip of 100mm across the entire width of the tyre post Qualifying.

59.6 The use of tyre warmers or other means that change the temperature of tyres, during the complete time of an event are not permitted.

59.7 The tyre pressure is left to the discretion of the participant; apart from the ride height checks (see regulation 5.4.1), or under the instruction (by means of a technical bulletin) from the Championship. The recommendations and instructions of Michelin however must be adhered to at all times.

#### 59.8 Free practice sessions tyres

59.8.1 It is only permitted to purchase a maximum of four new slick tyres per car to cover both of the free practice sessions during the first championship round. Thereafter all cars must only use previously “used tyres” during any of the championship free practice sessions.

59.8.2 The tyres must be declared on the appropriate Porsche Carrera Cup form and submitted before the first practice session commences with the tyres being clearly marked by the car’s competition number on the side wall of the tyre. All tyres that are stored on a tyre trolley must also have the cars competition number visible.

59.8.3 There will be no allowance to purchase a new slick tyre if a competitor should experience either a flat – spot / damage / or puncture on any of the nominated tyres during either the free practice sessions.

59.8.4 Competitors who register for the series at a later date than the first Championship round are eligible for the use of up to eight new slick tyres for their first event free practice sessions.

59.8.5 The amount of used tyres is unlimited, although any team deemed to be exploiting this regulation by using previously scrubbed tyres (i.e. only used for two laps) will lose ten team championship points for each tyre.

59.8.6 It will be permitted to use any of these nominated free practice tyres as the race weekend spare tyres in case of accidents (59.9.6) where visual suspension/bodywork damage occurs etc however for the season-opening event only the used slick tyres from the previous official test may be used as the previously nominated tyres.

59.9 Race weekend tyres

59.9.1 Per Race weekend, (qualifying and races) for categories Pro, Pro Am 1 and Pro Am 2 the maximum of eight slick tyres per car can be purchased.

59.9.2 All tyres must be declared on the appropriate Porsche Carrera Cup form and submitted to the technical scrutineer before official practice.

59.9.3 Only the eight marked/nominated slick tyres are allowed into the pit road during official qualification and race.

59.9.4 All tyres must clearly be clearly marked with the car's competition number on the side wall of the tyre. All tyres that are stored on a tyre trolley must also have the cars competition number visible.

59.9.5 During qualifying if a competitor damages a up to two of his/her tyres due to an accident where visual suspension/bodywork damage occurs etc, that also causes the competitor and vehicle to be unable to compete any further in the qualifying session. Then it is possible to purchase up to two new replacement tyres. However they must be declared on the appropriate Porsche Carrera Cup form and submitted to the technical scrutineer before the Race.

59.9.6 During a Championship race if a Competitor damages a tyre or tyres due to accidents where visual suspension/bodywork damage occurs etc, they can only be exchanged with a previously declared used tyre or tyres from an earlier free practice session or championship round, it will be the responsibility of the competitor to prove the eligibility of the tyre. This must be approved by the Championship organisation and the Eligibility Scrutineer and will be recorded accordingly.

59.9.7 During qualifying or a championship race should a competitor experience a flat – spot on his/her tyres that the Championship Organisers and Michelin deem unsafe for racing, the competitor is permitted to purchase replacement tyres but will start the next race from the back of the grid.

59.9.8 The notification to purchase must be made to the Championship Scrutineer no less than 1 hour prior to the start of the next Championship race.

59.9.9 To carry rain tyres is not restricted.

59.9.10 Only drivers in the Pro and the Pro Am 1 categories are eligible for the tyre raffle (1 set per weekend) donated by Michelin tyre plc

**60. Fuel**

60.1 The only fuel that is permitted will be made available by a supplier that will be chosen by the Championship Organisers in accordance with MSA regulations.

- 60.2 Refuelling during any of the free practice, qualifying sessions, or either races is forbidden.
- 60.3 Porsche is authorised to take fuel samples from all participating cars at any time of the event. The participant therefore must ensure that a minimum quantity of 3 litres of fuel remains within fuel tank for sampling at any time of the event, until the expiration of the protest period. The samples taken from the competition car tank must be identical with the fuel dispensed from the aforementioned fuel supply.
- 60.4 All additives are prohibited.
- 60.5 All chemical or thermal changes to the fuel are forbidden.
- 60.6 Throughout the race event the temperature profile of the outdoor air temperature will be recorded by the technical scrutineer, by use of a special temperature recorder defined by the Championship, The temperature profile will be posted on the official notice board before the first session of each day. The fuel temperature may at no time be less than the lowest outdoor air temperature displayed on the notice board.
- 60.7 The verification of the fuel temperature will be done with a measuring sensor, which will be inserted into the fuel tank.

**61. Seals**

61.1 The following seals are fitted to the cars by the Championship technical organisation.

61.2 Engine

Camshaft Cover Left	(1x)
Camshaft Cover Right	(1x)
Camshaft Sprocket Left	(1x)
Camshaft Sprocket Right	(1x)

61.3 Gearbox

Differential Housing

61.4 Electronics

Bosch Motronic Engine Ecu	(1x)
Bosch Data Download plug	(1x)

**62. Compulsory notification**

62.1 It is compulsory to notify the Series Eligibility Scrutineer of repairs relating to the following components;

- (i) Gearbox
- (ii) Motronic Control Unit (exchange)

62.2 The team is required to register a defect with Championship Organisers in writing.

62.3 The Championship Organisers shall decide as quickly as possible on the further proceedings and shall inform in writing of its decision. A Chronological description of the work carried out must be submitted to the technical organisation prior to the next event.

62.4 Non-Observance of Compulsory Notification of Repair Regulation

If it is determined by the Series Eligibility Scrutineer that any seal has been opened/broken without authorisation or if the Championship Organisers have not been informed with a detailed written account of the service work carried out, the Championship Organisers in conjunction with the Series Eligibility Scrutineer, reserves the right to refuse the Technical Scrutineering.

**63. *Silencing***

63.1 Silencing must be in accordance with MSA J5.18. The method of measuring will be as follows. The test will be conducted at 2m from the centre line of the vehicle at 90 degrees to the centre line of the vehicle, with the microphone 1.2 meters above the ground.

63.2 The maximum permitted level for this method of measurement will be 93dB(A) with the engine running at 75% maximum rpm. Furthermore conditions for measurement in terms of the space in which the test is conducted, i.e. background noise etc will be as MSA J5.18.

**64. *Data transmission (telemetry, radio telephony, data recording)***

64.1 The use of any kind of radio-based information transmission (e.g. radio or telemetry) in the vehicle is forbidden.

64.2 Exempt from this is the radio system supplied by the series organiser.

64.3 The driver has to be connected to the radio system during the qualifying and race events, this enables the driver to receive instructions from the race director or the Carrera Cup organisation from the point of entering the assembly area until the car is parked in the Parc Fermé area.

64.4 The choice of headwear for radio reception from the earplug port to the driver is optional, however the mounting of fixed speakers within the drivers helmet must comply with the FIA helmet regulations. In the case of any ambiguity, the driver must provide proof that components used are suitable for use in the vehicle (fire protection, etc).

64.5 Any modifications to the radio system are strictly forbidden.

64.6 The radio system must only be used for the drivers to receive information from the race director or the Carrera Cup organisation. It must in no way be possible for the drivers to communicate any information from the vehicle.

64.7 The use of any radio communication system between team personnel, the driver and other team members during qualifying or racing is prohibited.

64.8 Malfunctions or damages to the radio system must be reported immediately to the Carrera Cup organisation.

- 64.9 The radio system must be returned undamaged and in proper working order after the last race of the season.
- 64.10 Use of the factory fitted data recording system manufactured by Cosworth is compulsory. The Cosworth system is assigned to the vehicle chassis number and must not be exchanged. A lap trigger to define the lap time will be set at each circuit by the PCGB Carrera Cup Organisation
- 64.11 All recorded data relating to the free practice, qualifying or races must be made available to the Technical Scrutineer or PCGB Carrera Cup Organisation.
- 64.12 The instillation of steering angle sensors or brake pressure sensors and the expansion of the memory to 4Mb are permitted. In this case it is compulsory to use genuine components manufactured by Cosworth.
- 64.13 Any additional electrical connection to the vehicle wiring harness is forbidden and the use of any other electronic device within the vehicle is forbidden.
- 64.14 The dashboard warning lights (shift lights) are for the sole purpose of warning the driver of a potential vehicle malfunction and must not be modified to give the driver any performance enhancement assistance (a driver aid).
- 64.15 No computer or test equipment is permitted into the pit lane during any of the official qualification or races other than those used by the PCGB Carrera Cup organisation or technical scrutineer.
- 64.16 The PCGB Carrera Cup organisation or technical scrutineer reserves the right to check or exchange the Bosch electronic control unit or record the engine characteristic data at any time during the event.
- 64.17 The PCGB Carrera Cup organisation or technical scrutineer reserves the right to reprogram the electronic control units and to reseal the plug-in connector for reading the electronic control units at the start of an event. It is thus ensured that the status of the program and data is identical for all participating vehicles.
- 64.18 Once the Bosch connector is sealed connecting to the Bosch electronic management system fitted to the vehicle is strictly forbidden at all times. Any incidents will be reported to the clerk of the course as a breach of the technical regulation under regulation 2.2.1

## **65. *Cameras***

- 65.1 Only the on board cameras of the Porsche Carrera Cup Great Britain in conjunction with the nominated Television Company may be used.
- 65.2 Once fitted, the cameras must not be tampered with. The on board cameras remain the property of the Carrera Cup Great Britain and will be required to be returned at the end of the race event.
- 65.3 Competitors will be charged for the repair or replacement of the cameras due to accident damage, misuse or loss at any time during the season.

## 66. *Bodywork*

66.1 The body work must remain in the condition in which it was delivered when the car was new.

66.2 For low ambient temperatures the radiator entry ducts within the front covering are allowed to be masked in order to raise the operating temperature to its correct operational level. However the following procedure must be observed.

66.3 First cover the central radiator entry duct from top to bottom with black tank tape, if this is not sufficient it is then allowed to cover up to 50% of the two outer radiator entry ducts from top to bottom. It is not permitted to completely cover the two outer radiator entry ducts.

66.4 It is not allowed to add tape to any join or edge of the body work or the underside of the vehicle.

### 66.5 Windscreen

To protect the windscreen, so called tear-off screens may be attached to the windscreen. The fitting has to be controlled and approved by technical scrutineering and must be removed on request of the Technical Scrutineer.

### 66.6 Side and rear windows

Only the genuine Porsche 911 GT3 Cup side and rear windows (in accordance with ISC of the FIA, appendix J) in their original version are permissible.

Door window Left: 991.542.511.8A/B

Door window Right: 991.542.512.8A/B

Rear side window:

Rear side window Left: 991.543.511.8A

Rear side window Right: 991.543.512.8A

Rear window: 991.545.111.8A

### 66.7 Ventilation in the passenger compartment

66.7.1 Only the factory-fitted ventilation pipe (NACA-intake on the front opening hood) is permitted for cockpit ventilation. The ventilation of the windscreen must not be affected. For additional ventilation of the passenger compartment only the existing original ventilation openings in the rear back windows are permissible.

66.7.2 The dimension of the NACA-intake may be changed by taping in order to regulate the air inlet into the passenger compartment.

### 66.8 Roof Hatch

The vehicle has an opening in the roof in order to make using the KED System in the eventual recovery of the driver easier. The roof hatch is located above the driver and with the dimension of the opening 420 x 420 mm. The roof hatch is made of plastic and is attached to the full roof via four live-locks.

66.9 Aerodynamic aids (rear wing)

The original position of the wing section may only be changed within the specified scope for adjustment.

**67. Additional Remarks**

67.1 None of the seals or markings applied to the cars must be damaged, altered or copied. All authorised modifications must serve the intended purpose only, should any dispute arise over the interpretation of the regulations, the final decision of their meaning will be made by the Championship Stewards.

67.2 The Championship Organisers reserves the right to impound and seal any vehicle or any of its associated parts at the end of any race weekend and send to the Porsche Motorsport Technical workshop for further scrutineering. The competitor has the right to be present during the examination however the failure to attend the technical inspection will deem that they agree with the findings should a non-compliance be issued. The collection of the vehicle will be the responsibility of the competitors.

67.3 At the last race of the season each competitor must return all transponders, radio's, cameras and looms to Porsche Motorsport. Any items not returned will be liable for a £500 fine per item.

**67.4 General vehicle description**

Porsche 911 GT3 Cup, Model Year 2015 (Type 991)

Concept

- Single-seated, near-standard race vehicle
- Based on the 911 GT3

Engine

- Aluminium six-cylinder rear-mounted boxer engine
- 3,800 cc; stroke 76.4 mm; bore 102.7 mm
- Max. power: 338 kW (460 hp) at 7,500 rpm
- Max. rpm: 8,500 rpm
- Single-mass flywheel
- Water cooling with heat management for engine and gearbox
- Four valves per cylinder
- Sequential multi-point fuel injection
- Required fuel quality: minimum 98 octane ROZ, unleaded
- Dry-sump lubrication
- Electronic engine management (Bosch MS 4.6)
- Race exhaust system with regulated race catalytic converter
- Twin-branched muffler with centred exhaust pipes
- Electronic acceleration pedal

Transmission

- Porsche six-speed sequential dog-type gearbox
- Gear ratios:



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

- Internal pressure-oil lubrication with active oil cooling
- Limited slip differential
- Triple-disc sintered metal race clutch
- Pneumatic paddle shift system

### Bodywork

- Lightweight bodywork with smart aluminium-steel composite construction
- Welded-in roll cage
- Front bonnet with air inlets for cockpit ventilation and quick fasteners
- Modified and widened fenders
- Widened rear wheel arches
- Modified and widened 911 GT3 front-end fender with spoiler lip
- Modified 911 GT3 rear fender with integrated rain light
- Lightweight exterior equipment:
- CRP doors with sport-design rear-view mirrors
- CRP rear lid with ram-air box and quick fastener
- CRP rear wing; adjustable
- PC windows and rear side windows with ventilation openings
- PC rear window
- Under body tray with air routing for brake- and driveshaft cooling on the rear
- Modified 911 cockpit:
- Weight-optimised magnesium sub frame
- Ergonomic driver-oriented centre console
- Switch mask with fluorescent lettering
- Steering wheel with control panel and shift paddles
- Race bucket seat with longitudinal adjustment; homologated to latest FIA requirements
- Individual Padding System
- Six-point seat belt
- 100 litre fuel cell (FT3 safety fuel cell)
- Built-in air jack system (three legs)

### Suspension

#### Front axle:

- McPherson suspension strut, adjustable in height, wheel camber and track
- Forged strut
- Optimised stiffness
- Two-shear connection
- Heavy-duty spherical bearings
- Wheel hub with centre lock
- Racing shock absorbers, non-adjustable
- Forged supporting mount
- Double-blade-type anti-roll bar

- Power steering with electro-hydraulic pressure feed

Rear axle:

- Multilink rear suspension, adjustable in height, wheel camber and track
- Forged strut
- Optimised stiffness
- Two-shear connection
- Heavy-duty spherical bearings
- Wheel hub with centre lock
- Racing shock absorbers, non-adjustable
- Forged supporting mount
- Double-blade-type anti-roll bar

#### Brake System

Two independent brake circuits for front and rear axle, adjustable by the driver via brake balance system.

Front axle:

- Aluminium six-piston racing callipers in mono bloc design
- Multi piece steel brake discs; internally vented and slotted, 380 mm diameter, size 32 mm
- Racing brake pads
- Optimised ventilation routing

Rear axle:

- Aluminium four-piston racing callipers in mono bloc design
- Multi piece steel brake discs; internally vented and slotted, 380 mm diameter, size 30 mm
- Racing brake pads
- Optimised ventilation routing

#### Rims/Tyres

Front axle:

- Single-piece Porsche Design light-alloy rims with centre lock, 10.5J x 18 ET 28
- Michelin rain tyres; tyre size: 27/65-18

Rear axle:

- Single-piece Porsche Design light-alloy rims with centre lock, 12J x 18 ET 53
- Michelin rain tyres; tyre size: 31/71-18

#### Electrics

- COSWORTH ICD colour display
- COSWORTH electrical system control unit IPS32
- Drive-by-wire system
- Fire extinguishing system (extinguishing agent: gas)
- Battery 12 V, 70 Ah (AGM), leak proof, placed in the co-driver foot well
- Alternator 90A
- Weight optimised fan
- Wiper with direct drive
- Lighting system:
- Bi-xenon-headlight

- LED daytime running light
- LED rear lighting system and rain light

#### Options

- Brake- and steering wheel-sensors
- Upgrade COSWORTH ICD 128 MB
- Bosch MSA-Box

#### Weight/Measurements

- Approx: 1,206 kg
- Total length: 4,547 mm
- Total width: 1,851 mm
- Total height: 1,280 mm
- Wheel base: 2,463 mm

#### Colours

- Water-based paint
- Exterior: white C9A
- Interior: white filler-coat, no clear-coat finish

<b>68.</b>	<b><i>COMMERCIAL UNDERTAKINGS</i></b>
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68.1 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.

**69.** ***Penalties***

69.1 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 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.

**70.** ***TOCA Passes***

70.1 TOCA passes will be issued to each registered Entrant/Driver for his/her sole use and these will be valid for every round of the Championship. Entrants/Drivers shall make applications for passes by completing the Vehicle/Staff Information Form and returning it to the Championship Co-ordinator by Monday 2 March 2015. See Appendix D. The BTCC Co-ordinator will not process Vehicle/Staff Information Sheets unless they are fully complete. Submission of an incomplete form or late return of the form to your Championship Co-ordinator, may result in no passes being available for the first Event and the withholding of an Entrant’s/Driver’s entry.

- 70.2 TOCA passes are issued on condition that the person or organisation to whom they are issued waives any and all claims it may have now or in the future and releases from all liabilities and agrees not to take any legal action and to always hold harmless, BARC (TOCA) Ltd and their employees, agents and representatives and servants, the MSA, the Race Organisers, the Promoters, the Venue Owner, the Championship Coordinator, any participating team and all employees, agents, servants and contractors thereof for any personal injury, death, damage or loss of any kind that the pass holder may sustain as a result of or in connection with the pass holder's presence within the venue. This indemnity does not apply insofar as injury or death is caused as a result of the negligence of the party seeking an indemnity.
- 70.3 Entrants/Drivers will be required to sign for receipt of their TOCA passes. By accepting the issue of these passes, the Entrant/Driver is deemed to agree to abide by the pass conditions and to undertake the obligation to advise each person to whom they are issued of the pass conditions and to ensure the observance thereof.
- 70.4 TOCA passes are issued subject to the following conditions;
- (i) A TOCA pass may only be used to gain access to the areas indicated on the face of the pass. Any person found within a restricted area without the appropriate pass may be removed from the venue immediately and/or have any pass held by them withdrawn (without prejudice to any other remedy TOCA may have under the terms of Regulation 6.3.),
  - (ii) A TOCA pass may only be used by the Entrant/Driver to whom it is specifically issued. It is forbidden to alter or deface passes in any way or to allow a pass to be used to authorise the entry of more than one person at each Event,
  - (iii) TOCA passes must not be removed from their official lanyards and must be worn around the neck of the person to whom it is issued so as to remain clearly visible at all times. It is forbidden to combine with or enclose a TOCA pass within a wallet or holder of any kind (unless supplied by TOCA or the Championship Organisers) or to attach additional items of any kind to it,
  - (iv) TOCA reserves the right to request further proof of identity in addition to a TOCA pass,
  - (v) TOCA at all times reserves the right to refuse admission to the venue or access to a designated area to any person, notwithstanding that such person may have been issued with an appropriate TOCA pass.
- 70.5 TOCA passes remain at all times the property of TOCA and may be issued, altered or withdrawn at any time at the absolute discretion of the BTCC 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.
- 70.6 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.
- 70.7 All registered Entrants/Drivers are fully liable for any personnel and vehicle passes issued to them by TOCA and/or received on the Entrant's/Driver's behalf. The misuse of any passes allocated to an Entrant/Driver will result (without prejudice to any other action which may be taken by TOCA under the terms of these Commercial Undertakings) in TOCA imposing a fine of £1,000 for each act of misuse of the pass together with the confiscation of the pass concerned for such period of time as the Administrator shall deem appropriate.
- 70.8 Each Entrant/Driver must attend official Championship pre-season test day on Tuesday 17 March 2015 to collect their TOCA passes in person.
- 70.9 Each Entrant/Driver must also attend this Championship pre-season test day on Tuesday 17

March 2015 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.

70.10 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.

70.11 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.

## **71. Paddock Regulations**

71.1 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 Championship pre-season test day on Tuesday 17 March 2015 in accordance with Regulation 6.3.9.

71.2 Any amendment to the vehicle and/or awning size required must be notified, via the Championship Coordinator, to the BTCC Paddock Team for their approval prior to use.

71.3 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.

71.4 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.

71.5 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.

71.6 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.

71.7 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.

71.8 Tailgates on transporters must remain closed at all times except when loading and/or unloading your race cars.

- 71.9 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.
- 71.10 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.
- 71.11 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.
- 71.12 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.
- 71.13 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.
- 71.14 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.

## **72. *Timetable Regulations***

- 72.1 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.
- 72.2 BTCC reserves the right to amend the race day timetable at its discretion.
- 72.3 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.

## **73. *Radios***

- 73.1 Radio frequencies used by an Entrant/Driver, team member, manufacturer and/or any of their suppliers must be licensed for use in the UK by the appropriate regional office of the Radio communications Agency. The BTCC 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.

73.2 The Entrant/Driver, team member, manufacturer and/or any of their suppliers must at all times comply with the terms and conditions specified from time to time by the Radio Communications Agency for the use of their radio frequency.

73.3 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 Radio Communications Agency. The Entrant/Driver, team member, manufacturer and/or any of their suppliers will be suspended from qualifying and racing until a change of frequency has been effected and a copy of the approval of the Radio Communication Agency submitted to the BTCC Co-ordinator.

73.4 If an Entrant/Driver, team member, manufacturer and/or any of their suppliers wish to change their frequency they must first obtain approval from the Radio Communications Agency and submit a copy of such approval to the BTCC Co-ordinator.

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

#### **74. *Television***

74.1 By entering the Championship, competitors are obliged to assist Carrera Cup Great Britain in the promotion of the Championship including the television coverage. All competitors are obliged to assist the nominated TV Production Company in the filming of the Championship through the granting of interviews when requested and other reasonable requests of the TV Production Company or Carrera Cup Great Britain Organisation. Competitors must ensure they are wearing their race suit when giving interviews.

74.2 Cars must carry an in-car or on-board camera at the sole request of the Championship Co-ordinator and allow this equipment to be fitted at any time at the reasonable request of the TV Production Company. No other in-car video or film cameras will be permitted without the written authority of the Championship Co-ordinator.

74.3 Competitors selected to carry an in-car camera are required to display a Championship Logo in front of the camera. No other advertising will be permitted in the cockpit or in front of the camera. Nor must the camera be moved once installed.

74.4 Any competitor and/or anyone connected with a competitor or team is prohibited from trying to influence the editorial decision of the TV Production Company in connection with the Championship as it is shown on television.

74.5 All television rights are property of Carrera Cup Great Britain. Any broadcasts, rebroadcasts or reproduction without the express written permission of Carrera Cup Great Britain is strictly forbidden.

74.6 All cars must carry a Championship on-board Judicial camera. The onus is on the competitor to ensure this Judicial camera is switched on and recording for all Races. This must be done

not before each two-minute race start signal. Details of the specification, installation and operating procedures for the Judicial camera will be made available to all competitors via a Bulletin. No other in-car video, still or motion picture cameras will be permitted without the written authority of the Championship Co-ordinator and such permission will usually be withheld.

If the judicial camera is not switched on the Competitor/Team will incur a fine of £1,000 each and every offence.

## **75. Advertising**

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

## **76. At Championship Meetings and Official Test Sessions**

76.1 The stickers and livery of Championship, its vehicles and its sponsors companies must be displayed in type and size as specified by Carrera Cup Great Britain. Drivers may apply their own stickers/livery only in areas specified in Appendix E.

76.2 All surfaces which have not been claimed for stickers by Carrera Cup Great Britain, its sponsor companies or used for the application of starting numbers, are free for use. Conflicting sponsor's stickers must be approved by the Championship Co-ordinator in advance and the position and size and colours (if approved) will be at the discretion of the Championship Co-ordinator.

76.3 In order to qualify for points, prize money and bonus awards, competitors must (provided that these items are available at the event);

- (i) Carry the correct Championship decals on their race cars in the positions indicated in Appendix E.
- (ii) Have their transporter fitted with a minimum of two flagpoles, six metres high. Prior to the start of the season Championship will supply a Championship Flag free of charge to each team to be flown on one flagpole and the other flagpole may carry a team flag.

76.4 Each competitor will receive 3 complete sets of the Championship Livery thereafter they will be required to purchase their liveries. Official decals must be supplied by the nominated official livery supplier. Where a vehicle is used for other race championships outside of Carrera Cup Great Britain they are not permitted to carry any of the Carrera Cup Great Britain decals.

76.5 Drivers must sign-on at the times advised to them in the Competitors Bulletin prior to each event. Failure to sign-on at the correct time may result in a Championship Fine of a maximum of £200 being imposed for each and every offence.

## **77. Testing**

77.1 If a driver causes two stoppages during the course of a Championship Test Session then his/her continued preparation in the Championship Test Session will be at the discretion of the Championship Co-ordinator.

77.2 Should any test session be shortened or cancelled at the discretion of the Circuit Officials and/or the Championship Co-ordinator there will be no refund of any fees.



77.3 Only drivers who are registered to the Championship may take part in the official exclusive test sessions with the exception of guest drivers as nominated by the Championship Organisation. Guest drivers may appear at selected rounds of the Championship and will not be eligible for championship points or any part of the official prize fund. Drivers wishing to participate must sign-on at the time stated in the Competitors Bulletin for that test.

77.4 Unless permitted by the Championship Coordinator, testing for Competitors is strictly controlled by the following restrictions:

77.4.1 Testing after the last race of the 2014 Championship is unrestricted until two days prior the first Race Weekend the 2015 Championship at Brands Hatch Indy.

77.4.2 During the course of the 2015 Championship testing will be permitted as follows;

Pro	Maximum of 4 days
Pro Am 1	Maximum of 4 days
Pro Am 2	Unlimited
New Drivers*	Maximum of 5 days
Non UK Circuit	Unlimited

\*Any entrant who has not competed in any Championship round as either a fully registered or guest entry.

77.4.3 All tests must be notified by submitting the Championship Testing Form (see appendix 4) at least 48 hours in advance to the Co-ordinator. Following receipt of the Testing Form confirmation will be sent to all Competitors and Teams within the Championship.

77.4.4 Failure to submit the Testing Form will result in:  
(i) loss of 44 Championship points  
(ii) £15,000 fine

77.5 Porsche reserves the right to attend all such tests.

## 78. *Miscellaneous*

78.1 End of Season award winners are required to attend the Championship Awards Evening on a date and at a venue to be advised. Failure to attend may result in the withholding of prizes and/or awards and/or prize money.

78.2 The final top 3 drivers will also be required to attend the Porsche Prize Giving Banquet which is held in Weissach, Germany in December.

78.3 Should any car, including the Championship winning car, carry any form of sponsorship or advertising that conflicts in any way with Porsche and/or its associate companies or sponsors, the car may not be used by Porsche or the Championship Organisation for any publicity purposes.

78.4 In signing the Championship Registration Form each driver agrees that Porsche and the sponsors of the 2015 Championship may make use of his/her activities and successes in motorsport for any advertising, publicity and public relations purposes. The driver and entrant also agree that in any advertising or promotion with which they are associated the full Championship title will be used at all times.

78.5 The Championship Organisation reserves all rights to branding on Porsche 911 GT3 Cup Cars with the exception of the driver branding area as specified in Appendix E.

78.6 The Championship Organisation will supply each driver 2 Championship fireproof badges which must be attached to the drivers race suits in a prime position.

- 78.7 The Championship Co-ordinator can order the driver's exclusion from either the complete series or further individual races for the following;  
 (i) Advertising for commercial competitors of the series sponsors
- 78.8 In the case of an exclusion from the series all points scored as well as the prize money will be forfeited.

<b>79.</b>	<b><i>CONTACTS</i></b>
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**80.** *Governing Body*

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

Telephone: 01753 765000  
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**81.** *TOCA Ltd*

81.1 Dan Mayo  
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**82.** *Porsche Car GB*

82.1 Porsche Cars Great Britain  
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**83.** *Porsche Cars GB Ltd Motorsport Manager*

83.1 James MacNaughton

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**84.** *Porsche Carrera Cup Great Britain Championship Co-ordinator*

84.1 Beth Phillips

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**85.** *Porsche Motorsport Parts and Technical*

85.1 Rob Boakes

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Mobile: 07909 915567  
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**86.** *Porsche Carrera Cup GB Press Co-ordinator*

86.1 TBC

Telephone: TBC  
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Email: TBC

**87.** *Eligibility/Safety Scrutineer* Alan Clancy

**88.** *Championship Clerk of the Course* Ray Sumner

**89.** *Paddock Layout Team*

89.1 Derek Weller  
MSO  
The Garden House  
Cromwell Road  
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**90.** *Organising Club*

90.1 BARC  
Thrupton Circuit  
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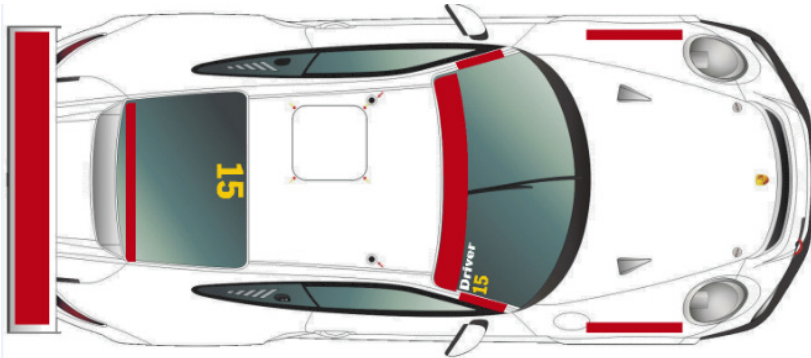
**91.** *Circuits*

91.1 Brands Hatch  
Motor Sport Vision  
Brands Hatch Circuit  
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Longfield  
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- 91.2 Croft  
Croft Promosport Ltd  
Croft Circuit  
Croft on Tees  
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- 91.3 Knockhill Racing Circuit Ltd  
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Telephone: 01383 723337  
Fax: 01383 620167
- 91.4 Oulton Park Circuit  
Little Budworth  
Tarpurley  
Cheshire  
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Telephone: 01829 760301
- 91.5 Silverstone Circuit  
Towcester  
Northants  
NN12 8TN  
  
Telephone: 01327 857271  
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- 91.6 Snetterton  
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Snetterton Circuit  
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## *Appendix*



**Championship Livery Positions.**

Clear areas of car body available for sponsor placement.

 = Championship Livery

