



# 2011 Ginetta Challenge

## Sporting, Technical and Commercial Regulations and Registration Document



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An MSA recognised racing championship registered by:

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

# 2011 GINETTA CHALLENGE

## 1. SPORTING REGULATIONS - GENERAL

### 1.1 Title & Jurisdiction:

The 2011 GINETTA CHALLENGE is organised and administered by the British Automobile Racing Club Ltd (BARC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations. The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address details on the registration form.

MSA Championship Permit No: **CHR2010 /**

Race Status: **National B**

MSA Championship Grade: **C**

### 1.2 Officials:

1.2.2	Championship Co-ordinators:	Max Gregory Alex Suggitt (Deputy) Stewart Linn (Deputy)	Ginetta Ginetta Ginetta
1.2.3	Licenced Eligibility Scrutineer:	Ron Humphreys	BARC
1.2.4	Championship Stewards:	Dale Wells Rick Smith Bill Coombs Robin Knight	BARC BARC BARC 750 MC

Any four of the above may reach a decision.

1.2.5 Championship Clerk of the Course: Nigel Edwards

### 1.3 Competitor Eligibility:

1.3.1 Entrants must be in possession of a valid 2011 MSA Entrants Licence.

1.3.2 Drivers must be fully paid up valid membership card holding Racing Members of the BARC, be Registered for the Championship and be in possession of valid MSA Competition (Racing) NATIONAL 'B' STATUS Licence (minimum). The BARC membership fee is included within the Championship entry fee.

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

### 1.4 Registration:

1.4.1 All drivers must register as competitors for the championship by returning the Drivers Registration Form in full to the Co-ordinator prior to 12 noon on March 31<sup>st</sup> 2011. Registrations are accepted on a "first come first served basis". The Championship Co-ordinators reserve the right to accept registrations after this date. Acceptance of registration and the terms thereof is at the discretion of the Championship Co-ordinator.

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

1.4.3 There is no Drivers Registration Fee for the 2011 Ginetta Challenge

1.4.4. Registration numbers will be the permanent Competition numbers for the Championship and will be allocated by the Championship Co-ordinator. Number 1 is reserved for Championship Organisers use and may not be assigned by anyone other than the Co-ordinator.

- 1.4.5 The Organisers empower Ginetta Cars Ltd on their behalf to accept or refuse any entry or registration and withdraw a registration at any time, should the inclusion of the competitor or team be deemed by him in his/her absolute discretion not to be in the best interests of the Championship.
- 1.4.6 Registrations will be accepted from 1 December 2010 until further notice.
- 1.4.7 Guest Competitors may be permitted to make guest appearances at the sole discretion of Ginetta Cars Ltd and subject to such conditions as he may stipulate from time to time but subject to meeting the requirements of Sporting Regulation 1.3.2. As a condition of registration and entry, no guest driver be able to score points or be awarded prize money in the Championship. The driver of any Guest / Celebrity Car entered on behalf of Ginetta Cars Ltd need not comply with the membership requirements of regulation 1.4.1 and the payment of the registration fee specified in regulation 1.4.4. Otherwise, all regulations of this championship must be observed.

## 1.5 **Championship Rounds:**

The 2011 GINETTA CHALLENGE will be contested over 14 rounds as follows:

<b>Round:</b>	<b>Date:</b>	<b>Circuit:</b>
1/2	23 / 25 April	Oulton Park
3/4	14 / 15 May	Snetterton 300
5/6	18 / 19 June	Brands Hatch GP
7/8	16 / 17 July	Brands Hatch Indy
9/10	4 / 5 September	Rockingham International
11/12	24 / 25 September	Donington Park GP
13/14	8 / 9 October	Silverstone

All rounds except those at Brands Hatch Indy are British F3 / GT meetings

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

## 1.6 **Scoring:**

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

**35, 30, 26, 22, 20, 18, 16, 14, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1**, plus **1** for pole position and **1** for fastest race lap

- 1.6.2 The totals from all qualifying rounds run will determine the final championship points and positions.
- 1.6.3 Ties shall be resolved using the formula in Regulation Q3.4. of the 2011 MSA Yearbook.
- 1.6.4 Any Celebrity car entered on behalf of Ginetta Cars Ltd will not be eligible to score points and the car will be ignored for points purposes in the final race classification.
- 1.6.5 The team classification is a classification independent from the driver classification. At the start of the season each team must submit to the Championship Co-ordinator their nominated vehicle(s) to score points for the team classification.

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

Points for the teams classification will be allocated to the top two scoring vehicles from each team at each round using the points system described in section 1.6.1.

## 1.7 **Awards:**

- 1.7.1 All awards are to be provided by Ginetta Cars Ltd

1.7.2 Trophies per Championship Round: 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>. Any Guest car entered on behalf of Ginetta Cars Ltd will qualify for Championship trophies. Cars entered within the invitation class will not be eligible for championship trophies.

1.7.2.2 Garlands per Championship Round: 1<sup>st</sup> (provided by race organisers)

1.7.3 Ginetta G40 Challenge Championship Prizes:

1<sup>st</sup> The use of a Ginetta G50 for the 2012 Michelin Ginetta GT Supercup

2<sup>nd</sup> Free entry for the 2012 Ginetta Challenge Championship

3<sup>rd</sup> Half price entry for the 2012 Ginetta Challenge Championship

Ginetta G20 Challenge Championship Prizes

1<sup>st</sup> Free entry for the 2012 Ginetta Challenge Championship

1.7.3.1 Trophies - Championship: 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup>, Teams Award

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

An additional Championship Trophy will be presented by the BARC at its Annual Championship Prize Dinner (Date and venue to be announced in the BARC Startline Magazine). Any such recipient failing to attend may not be eligible to receive any prizes which may otherwise have been presented at this function. Such prizes may be with-held and may not be re-presented to any other driver.

1.7.4 A trophy will be awarded to the winning team, registered for the teams championship as described in section 1.6.5.

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

1.7.6 Presentations:

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

1.7.7 Entertainment Tax Liability:

In accordance with current Government Legislation, the BARC / Ginetta Cars Ltd is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means, that as the organiser, the BARC / Ginetta Cars Ltd is required to deduct tax at the relevant rate - currently 23% - from any such payments they may make to non-UK residents.

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

For further information contact:- The Inland Revenue, Foreign Entertainers Unit,  
Centre for Non-Residents, St John's House, Merton Road, Bootle, Merseyside L69 9BB.  
Tel: 0151 472 6488 Fax: 0151 472 648

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

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

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

The Championship Organisers may also, within 14 days of the meeting and provided that the results have remained provisional, be entitled to request the Championship Stewards to enquire into the matter, notwithstanding that the Clerk of the Course and/or the Stewards of the Meeting may or may not have already investigated the incident. The Championship Stewards will be empowered to take further action if they deem it necessary which could include exclusion from part or all of the 2011 Championship.

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

### **3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES:**

Paragraphs marked with an asterisk ( \* ) refer to procedures adopted for F3/GT Meetings only.

#### **3.1 Entries:**

- 3.1.1 The Championship Registration Form that includes the race Entry Form will be issued to all applicants by the Championship Organisers.
- 3.1.2 Entrants are responsible for sending in fully completed Registration Forms, signed by the competing Entrant and Driver. The Championship Co-ordinator reserves the absolute right to accept registration/entries.
- 3.1.3. Any withdrawal of entry or amendments to an entry must be notified to the Championship Co-ordinator in writing. If changes are made after publication of Entry Lists with Final Instructions, the Entrant/Driver concerned must apply for approval of acceptance by the Stewards of the Meeting before signing-on.
- 3.1.4. Entry for each round shall be £390+VAT payable to Ginetta Cars.
- 3.1.5 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.6 Qualification races will be held at the discretion of the Organisers.
- 3.1.7 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If any Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in practice shall determine their grid positions. If Reserves are given Grid Places after publication of the Grid Sheet and prior to cars collecting in the Official "Assembly Areas" they will be placed at the rear of the Grid and will be started WITHOUT any time delay. Otherwise they will be held in the pitlane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

#### **3.2 Briefings:**

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

#### **3.3 Qualifying:**

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

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

#### **3.4 Scrutineering Protocol:**

- 3.4.1 The Championship Organisers will appoint a permanent Series Eligibility/Safety Scrutineer who, with his team, will be responsible for the scrutineering of the vehicles for the qualifying sessions and races of the Championship in accordance with Regulation 1.2.
- 3.4.2 For scrutineering, the Entrant/Driver must present the competing vehicle and mandatory Entrant/Driver safety equipment. The vehicle must be submitted as used in the Championship and must correspond to all applicable Technical Regulations.
- 3.4.3 A completed Ginetta Cars Technical Passport for the vehicle must be correctly submitted in accordance with Regulation 5.1.9.

- 3.4.4 Aside from the official safety scrutineering, the vehicles may also be eligibility scrutineered during and after the Event. Vehicles will be selected at the sole discretion of the Series Eligibility/Safety Scrutineer and/or his nominated representative. The Series Eligibility/Safety Scrutineer and/or his nominated representative will make random checks in addition to scheduled scrutineering checks for vehicle eligibility throughout Events. Any infringement will be subject to a report to the Championship Clerk of the Course.
- 3.4.5 Entrants/Drivers must comply with the directives of the Series Eligibility/Safety Scrutineer and/or his nominated representative in respect of scrutineering and of re-scrutineering after the Event
- 3.4.6. After each qualifying session and race the vehicles must be presented directly for scrutineering. Any area deemed necessary by the Series Eligibility/Safety Scrutineer and/or his nominated representative will be subject to Parc Fermé conditions with no exceptions. This will usually include the track from the Finish Line to the scrutineering area, the waiting area in front as well as the track from the scrutineering area to Parc Fermé, but all areas may be used if necessary.
- 3.4.8. Public and team personnel must not enter Parc Fermé unless invited by the Series Eligibility/Safety Scrutineer and/or his nominated representative. Should unauthorised team personnel be present in these areas, they render their car liable to exclusion from the qualifying session or race. On request of the Series Eligibility/Safety Scrutineer, the Parent or Legal Guardian of the driver will be permitted in Parc Fermé.
- 3.4.9. Cars may be held in Parc Fermé for a minimum of 20 (twenty) minutes after each qualifying session and race until released by the Series Eligibility/Safety Scrutineer.
- 3.4.10. At any time the Championship Organisers reserve the right to scrutineer any component or vehicle in the presence of the permanent Series Eligibility/Safety Scrutineer and one other scrutineer at the Ginetta Cars workshop or at a service partner. An invited member of the team may also be present. Removal of components from the car may be required at the Event or at the Ginetta Cars workshop at the discretion of the Series Eligibility/Safety Scrutineer. After thorough scrutineering of the parts, the result will be submitted to the Championship Clerk of the Course.
- 3.4.11. In the case of a breach of the Technical Regulations or a breach of the procedure surrounding the Technical Regulations, any costs associated with scrutineering and/or eligibility inspections (including, but not limited to transportation, checks, inspections, rebuilds, etc.) will be the sole responsibility of the Entrant.
- 3.4.12. The assembly and dismantling of the vehicle(s) is solely the responsibility of the Entrant(s). Reimbursement of expenses for these measures may not be claimed. Exceptions to this may include appeal / protest according to the MSA Competitors' Yearbook 2011.
- 3.4.13. The Championship Organisers will allocate a rolling road dyno truck that may be used to assist the Series Eligibility Scrutineer. At any time the Championship Organisers or Series Eligibility Scrutineer reserves the right to test a vehicle on the allocated rolling road dyno machine. The series eligibility scrutineer may use any data from the rolling road dyno machine. Competitors / entrants must be willing to sign any associated indemnities to allow their car to be tested on the dyno

### **3.5 Qualification Criteria:**

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

Each driver's fastest qualifying time will determine the grid for the first Championship race at this Event. Each driver's second fastest qualifying time will determine the grid for the second Championship race at this Event.

- 3.5.2 During the course of any qualifying session, all competing cars must remain in the Pit Lane while not on the track. At no time will any competing car be allowed in the Pit Garages or Paddock areas until such time as the qualifying session has ended and the car cleared from any post-qualifying scrutineering checks and released from Parc Fermé, except with the express permission of the Championship Clerk of the Course.

- 3.5.3 After taking the Chequered Flag, Drivers are required to progressively and safely slow down, remain behind any Drivers ahead of them and proceed directly to the designated Parc Fermé area without stopping unless directed by an Official of the Meeting. Cars must remain in the designated Parc Fermé area until formally released by the Series Eligibility/Safety Scrutineer.
- 3.5.4 Any stationary cars in the Pit Lane at the end of a qualifying session, come under Parc Fermé conditions at the showing of the Chequered Flag and should be taken directly to the designated Parc Fermé area.
- 3.5.5 Where, through force majeure, it is not possible to hold a qualifying session the grid for that race will be formed according to the current Championship Drivers' standings. Where there is a tie on points, the Driver with the best result in the previous round will take priority.

### 3.6 Races:

The standard minimum scheduled race distance shall be 20 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.

### 3.7 Race Starts:

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

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

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

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

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

Green Flag - Start of green flag lap

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

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

3.7.5 Any drivers unable to start the Green Flag/Pace Lap or Race Start are required to indicate their situation as per MSA Regulation G53. and any drivers unable to maintain their grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

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

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

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

### 3.8 Qualifying / Race Stops:

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

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

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

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

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

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

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

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

3.8.7 If a race cannot be run or re-started at a venue for any reason, all attempts will be made to provide an additional race at another event. Any such race will become a completely new round and qualifying times set at the new venue will apply.

### **3.9 Re-Scrutiny:**

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

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

3.9.3 If a Driver is involved in a collision or incident, he / she must not leave the circuit (except where medically evacuated) without the consent of the Championship Clerk of the Course, failing which, any judicial action against or relating to that Entrant / Driver may be heard in their absence.

3.9.4 Entrants / Drivers must remain available at an Event until any protest period relating to their race has elapsed, failing which, any judicial action against or relating to that Entrant/Driver may be heard in their absence.

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

### **3.10 Pits & Pitlane Safety:**

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

3.10.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in pitlanes.

- 3.10.3 Refuelling: May only be carried out in accordance with MSA Regulations Q13., Circuit Management Regulations and the SR's or Final Instructions issued for each Circuit/Meeting.

### **3.11 Race Finishes:**

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

### **3.12 Results:**

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

### **3.13 Timing Modules:**

- 3.13.1 All competitors will be required to fit an Electronic Self Identification Module (Transponder) as per Q12.2.1. to their car for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.
- 3.13.2 Any competitor who fails to fit a transponder to their car may not necessarily be timed by the official timekeepers for the event, at their discretion. In such a case, the competitor may start the race from the back of the grid but also, may not necessarily feature on the results of the race, irrespective of their finishing position.
- 3.13.3 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

### **3.14 Safety Car**

- 3.14.1 The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit driver (in accordance with GR G5) and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control.
- 3.14.2 The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit from the pit lane and the Safety Car boards will be shown initially from the start-line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.
- 3.14.3 On the order from the Clerk of the Course, the Safety Car will join the circuit with its revolving lights on, regardless of where the race leader is.
- 3.14.4 When the order is given to deploy the Safety Car a waved yellow flag and "SC" board will be displayed at the start finish line. The waved yellow flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and "SC" board. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available.
- 3.14.5 Flashing yellow lights may also be used at the start-line and at other points around the circuit.
- 3.14.6 All competing cars, when notified of the Safety Car intervention (by the flag signals, "SC" boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a

Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.

- 3.14.7 When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
- 3.14.8 While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.
- 3.14.9 The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
- 3.14.10 When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 miles and 50% of a lap for circuits under 2 miles should be completed by the Safety Car with its lights extinguished.
- 3.14.11 Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will maintain the pace set by the Safety Car. The race leader will dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 3.14.12 As the Safety Car is approaching the pit entry, the green flag will be displayed at the start finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal at the start/finish line is passed.
- 3.14.13. The first three (3) laps completed under the Safety Car will not be counted as race laps. After the completion of the third intervention lap, any further laps undertaken will be counted as race laps.
- 3.14.14. Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- 3.14.15 The Championship Clerk of the Course may impose a penalty upon any competitor or team who he considers has gained an unfair advantage whether inadvertently or not from a breach of these Safety Car Regulations. In the event that one competitor breaches these Safety Car Regulations for the benefit of another competitor then both may be penalised.

### **3.15 Driving Standards**

- 3.15.1 Any competitor who is reported to be involved in cases of contact, which in the opinion of Officials is avoidable, may be subject to the following immediate penalties:
- 3.15.2 During practice and / or qualifying: The competitor concerned will be Black Flagged and may be prevented from taking any further part in that session
- 3.15.3 During race: The competitor concerned will be penalised by way of a drive through penalty in accordance with MSA Regulation Q12.6.
- 3.15.4 A drive through penalty being imposed will be notified by the use of a Black Flag or Black Flag and Penalty Board and must be taken within 3 laps of the notification being given. It will involve the competitor entering the pitlane, observing the pitlane speed limit between the 'in' and 'out' control lines, and exiting the pitlane to rejoin the race, without stopping at his / her pit.

- 3.15.5 Failure to comply with the imposition of a drive through penalty, will result in the car being black flagged and may result in exclusion from the race in question
- 3.15.5 In the event that a penalty described above cannot be imposed for operational reasons during a race (i.e. within 5 minutes of the end of a race), the competitor concerned may be given a 30 second elapsed time penalty (and relative Licence Penalty Points) as an alternative.

### **3.16 Spare Cars**

- 3.16.1 Replacement cars may only be permitted with the express permission of the Clerk of the Course and a Championship Coordinator. The presentation of a spare car for scrutineering must be done in accordance with the regulations set out within the 2011 MSA Yearbook.

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

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

### **3.17 Additional Sporting Regulations issued for the Championship**

- 3.17.1 As per 2011 MSA Judicial Procedures except that any driver 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 Drivers Championship.
- 3.17.2 Any driver 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 2011 Championship.
- 3.17.3 The organisers of the Championship are determined to create a championship which is cleanly fought and with good sportsmanship prevailing.
- 3.17.4 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 (A63 applies). However, the use of video evidence and/or data logging evidence in all circumstances is at the sole discretion of the Championship Clerk of the Course.
- 3.17.5 Any driver found guilty of a driving offence which generates penalty points under C(d)9-10 will also have championship points deducted proportional with the severity of penalty imposed. Any deduction of championship points will be five times that of the associated licence penalty points. i.e. formal written reprimand 10 points, fine or time penalty 15 points, exclusion from practice, heat or race 20 points, exclusion from meeting 30 points.
- 3.17.6 In addition to the penalties laid down in these regulations the Championship Stewards are empowered to deduct Championship points if the conduct of the driver is deemed unacceptable.

### **3.18 CAMERAS**

- 3.18.1 All Ginetta G40 cars must carry a Championship on-board Judicial camera. Judicial Cameras will be distributed by Ginetta Cars to each competitor at the beginning and must be returned at the end of each championship season.
- 3.18.2 Competitors must provide a £200 bond to secure the use of the Judicial camera for the season. This bond is refundable after the last race of the season. Competitors who do not return the judicial cameras by 31 Dec 2011 will be charged an additional £300 to replace the unit.
- 3.18.3 The on-board cameras remain the property of Ginetta Cars Ltd and will be required to be returned at the end of the race season. Competitors will be charged for repair or replacement of the cameras due to accident damage, misuse or loss at any time whilst in their possession.
- 3.18.4 Details of the specification, installation and operating procedures for the Judicial camera are available from Ginetta Cars.

3.18.5 The onus is on the competitor to ensure this Judicial camera is switched on and recording for all official Qualifying and Races. For any camera which is not switched on, the Competitor / Team will incur a fine of £250 for each and every offence.

Judicial cameras must be switched on not before three minutes prior to leaving the assembly area and must be switched off immediately after the car is released from Parc Ferme. Details of the specification, installation and operating procedures for the Judicial camera are available from Ginetta Cars.

## **4. CHAMPIONSHIP RACE PENALTIES:**

### **4.1 Infringements of Technical Regulations:**

4.1.1 Arising from post practice Scrutineering or Judicial Action:

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

4.1.2 Arising from post race Scrutineering or Judicial Action:

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

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

4.1.3 Penalties may be imposed by the driving standards panel if the nature of any infringement is deemed serious. Penalties may be made in addition to any such penalties made via the Officials.

### **4.2 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship.**

As per 2011 MSA Judicial Procedure Regulations and these Championship Regulations.

# TECHNICAL REGULATIONS – ALL CARS

## 5.1 INTRODUCTION

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

5.1.2 Everything that is not explicitly authorised and anything that is not specified:

- (i) in these regulations
- (ii) in the workshop manual/nomenclature relating to the Ginetta Challenge Championship
- (iii) in any official technical bulletin that may be published

**is strictly forbidden.**

5.1.3 Each Ginetta race car is manufactured to an identical class specification. In the interests of fairness and safety, competitors may not depart from this specification under any circumstances, other than as specified within these regulations.

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

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

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

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

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

5.1.9 Any infringement of these Technical Regulations will render the competitor liable to penalties as defined in Article 4.1 of the Sporting Regulations.

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

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

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

## 5.2 GENERAL DESCRIPTION

### 5.2.1 Nomenclature

The 2011 version of the Workshop Manual/Nomenclature for the Ginetta G40 Car incorporating all clarifications, amendments and details of updated components shall remain the only active version of the document.

The parts used to build a Ginetta Challenge Car are described in the document named 'nomenclature'. These parts are divided into 3 categories.

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

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

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

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

5.2.2 The Ginetta G40 and Ginetta G20 are eligible for the 2011 GINETTA CHALLENGE CHAMPIONSHIP as specified herein.

5.2.3 The Ginetta Challenge is open to Competitors participating in 2010 (current specification) Ginetta G20 vehicles, supplied solely by Ginetta Cars Ltd. No modifications are allowed unless specifically identified in these regulations.

5.2.4 This championship is also open to the following "Ginetta G20 Club Cars"

- Cars to the specification of the Ginetta G20 Championship or Club Ginetta Series 2001 to 2007 inclusive

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

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

## 5.3 SAFETY REQUIREMENTS

5.3.1 The Ginetta race car is manufactured to comply with the following safety requirements of Section K of the 2011 MSA Yearbook and must be retained:

K Roll cage with side and rear safety protection bars

K2.1.3. Six Point safety harness.

K3.1.2. (a) Plumbed in 2.25 litre fire extinguisher system. This system must be in the 'armed' condition (ie. be capable of being operated without the removal of any safety device) at all times whilst competing or practicing. The fire extinguisher cannot be disarmed in any Parc Ferme area without the specific permission of the Series Scrutineer. Any system found to be incapable of being operated, by virtue of the imposition of a safety device (eg.pin) having been made whilst the vehicle is either competing or in Parc Ferme, will be subject to report to the Clerk of the Course for possible penalisation as an offence against Safety Regulations.

K5 Two fog lamps, which in the Ginetta are integral within the rear light clusters

K6 Internal fuel filler that can be positively closed  
K8 External Circuit Breaker  
K13 Head restraint – as part of mandatory seat.

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

## **5.4 G40 TECHNICAL REGULATIONS**

- 5.4.1 The Ginetta G40 race car is built to comply with the provisions of Sections J (all vehicles) and Q (race vehicles). Competitors are reminded that a catch tank must be fitted and that the location of the vehicle towing eyes should be suitably marked.
- 5.4.2 From time to time it will be necessary to approve alternative equivalent components. Only components approved as alternatives and published as such by the Championship Organisers and/or their appointed representatives in official amendments to these regulations are eligible for the 2011 Ginetta Challenge Championship.
- 5.4.3 In case of force majeure, Ginetta Cars may at any time approve alternative components. Competitors will be notified of any changes to the regulations via a published bulletin. If alternative components are to be used, these must be declared within the car's log book when the car is presented for scrutineering.

## **5.5 CHASSIS**

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

The standard Ginetta G40 chassis, as well as the extended pedal box version, (EPB) are eligible for use in the championship.

## **5.6 BODYWORK**

- 5.6.1 The Ginetta G40 race car body is manufactured to a standard specification. All body parts must be supplied through Ginetta Cars Ltd. Minor fibreglass repairs may be undertaken by the competitor, provided that the body profile is not altered in any way. Additional ventilation holes may not be cut into the bodywork unless written consent has been given by Ginetta Cars Ltd and approved by the Eligibility Scrutineer.
- 5.6.2 A bodywork template/profile tool may be used at scrutineering to ensure that original shape and car profile is retained. No extra panelling, either under floor or around the wheel arch area, is permitted. The presentation of vehicle bodywork and repairs must be deemed acceptable by Ginetta Cars Ltd and the Championship Organisers, in the interest of all cars being presented in a way representative of the Ginetta marque. It is not permitted to cover bodywork apertures and joint lines with adhesive tapes unless authorised by the championship scrutineer as a short term repair.
- 5.6.3 A minimum of two rear-view mirrors must be fitted. It is permissible to use an alternative central rearview mirror, to the one supplied by Ginetta Cars.
- 5.6.4 The driver's seat is fixed and in compliance with MSA Regulation J.5.3.
- 5.6.5 A standard front screen, as supplied by Ginetta Cars must be fitted.
- 5.6.6 Standard indicator lens units, as supplied by Ginetta Cars must be fitted on each side of the car.

## **5.7 PERMITTED ENGINE**

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

- 5.7.1 The Ginetta G40 race car is supplied with and must use a standard specification Ford Zetec 1800cc 16 valve engine, in its 115PS form (code MVH 418) as supplied by Ginetta Cars Ltd. The only permissible modification is the use of modified camshafts, supplied by Ginetta Cars Ltd (Ginetta part number G40E0016). The engine seals must be intact and undamaged for the engine to be eligible to take part in official testing, qualifying or racing events. It is the responsibility of the Competitor to ensure the security of the seals. Seals can only be removed by the MSA Scrutineer or approved agent of Ginetta Cars. All broken Seals are recorded and noted by the Championship Organiser, the engine may be subject to inspection at cost to the Competitor.

- 5.7.2 All engines bear two Ginetta approved seals. It is the competitors responsibility to ensure that his or her engine bears at least three seals throughout the season. The seals will be positioned in such a way as to prevent subsequent removal of the cam cover and sump, and thereby preventing access to the internal components of the engine.
- 5.7.3 Removal of these seals by competitors or teams is not permitted. Seals may only be removed or replaced by a designated person at Ginetta Cars or the Championship Eligibility Scrutineer. Should any competitor suffer engine failure then the engine must be returned to Ginetta Cars Ltd. If a replacement engine is required, this must be obtained from Ginetta Cars Ltd.
- 5.7.4 Cylinder Block. The centre line of the cylinder bores must remain within Ford production tolerances. No offsetting of the cylinder bores is allowed.
- 5.7.5 Cylinder Head. No work that removes, adds, replaces or transfers material is allowed on the cylinder head, or which may in any way alter the shape of a component or port, is permissible. Polishing or abrasive cleaning of either inlet or exhaust ports, and which may result in the removal of the original manufacturer's cast finish, is strictly prohibited.
- 5.7.6 Manifolds. It is permissible to use only inlet and exhaust manifolds as supplied by Ginetta Cars Ltd, and bearing identification stamps. Polishing, abrasive cleaning, or otherwise altering the manifolds internally, is prohibited.
- 5.7.7 Compression Ratio. The maximum compression ratio of 10:1 will be controlled as follows: Minimum combustion volume in the cylinder head with spark plug fitted must be 42.4cc. Standard Ford cylinder head gasket with a minimum compressed thickness of 1.54mm. Minimum diameter of cylinder aperture is 82mm. The piston will protrude a maximum of 0.65mm out of the cylinder block with the piston at TDC.
- 5.7.8 Camshafts. The only permitted camshafts are Ford Zetec 1800 fast road cams (Ginetta Part number G40E0012) supplied by Ginetta Cars Ltd. These are the only permitted camshafts and cannot be interchanged. The authenticity and lift characteristics of camshafts will be subject to eligibility checks. Camshaft timing must remain unaltered as standard production specification, and may be subject to periodic checking.
- 5.7.9 Pistons. Pistons must be standard production Ford Zetec 1800cc pistons unmodified in any way. All three piston rings must be fitted and must be standard Ford production components. The combustion chamber face of the piston cannot be modified.
- 5.7.10 Connecting Rods. Ford Zetec 1800cc connecting rods must be standard. Polishing is prohibited. The minimum weight of the connecting rod and piston assembly shall be 1004gm. (Complete piston with rings and pin, and connecting rod with bolts but excluding crank shaft bearings).
- 5.7.11 Crankshafts. A standard Ford Zetec 1800cc crankshaft must be used. Polishing is prohibited. Crankshaft minimum weight is 13.6 kilos including gearbox spigot bearing. Crankshaft journals must remain within Ford positional tolerances if a repair regrind is carried out. The crank journals may be reground for reclaim as long as the minimum crank weight is respected.
- 5.7.12 Inlet and exhaust valves. These are to be of steel construction and to original Ford Specification for this engine. Solid lifters are not permitted, nor alterations to the original hydraulic lifters supplied as standard. It is not permitted to "lock up" the hydraulics within the tappets.
- Valves must remain standard, no re-profiling or polishing is permitted. The original 45° (90° included) seat angle must be maintained.
- 5.7.13 Flywheel. The flywheel to be used is a lightened flywheel, as supplied by Ginetta Cars Ltd (part number G40E0017) and cannot be modified in any way.
- 5.7.14 Engine Wiring Loom. This must remain as supplied by Ginetta Cars with no modifications permitted.
- 5.7.15 Manifolds. It is permissible to use only inlet and exhaust manifolds as supplied by Ginetta Cars and bearing official identification stamps. Polishing, abrasive cleaning, or otherwise altering the manifolds internally, is prohibited.
- 5.7.16 Catalytic Converters. A catalytic converter must be fitted and working at all times and remain unmodified. Tests will be carried out to ensure compliance.

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

## **5.8 TRANSMISSION / FINAL DRIVE**

5.8.1 The Ginetta G40 race car must retain the Quaife 6 speed sequential gearbox as supplied through Ginetta Cars Ltd. It is the competitor's responsibility to ensure that the following prescribed gear ratios are retained at all times during competition: 1st 15:30, 2nd 15:23, 3rd 17:21, 4th 20:21, 5th 25:23, 6th 24:20. All gearboxes bear a Ginetta approved seal. It is the competitors responsibility to ensure that his or her gearbox bears the seal throughout the season.

5.8.2 The clutch (Ginetta part number GCE0101/09), as supplied by Ginetta Cars Ltd with the 2011 specification engine must be retained in its original form. An ATB limited slip differential as supplied by Ginetta Cars Ltd (Ginetta part number GCJ0001), with a final drive ratio of 3.62:1 must be used. All differentials bear two Ginetta approved seals. It is the competitors responsibility to ensure that his or her differential bear the seals throughout the season. The sealed gearbox and ATB limited slip diff may only be rebuilt by Ginetta Cars Ltd.

5.8.3 Both cable and hydraulically operated clutch mechanisms are permitted, however they must remain as supplied by Ginetta Cars Ltd.

5.8.4 The standard sump, as supplied by Ginetta Cars Ltd with the 2011 specification engine (Ginetta part number G40E0004) must be retained in its original form.

## **5.9 INDUCTION SYSTEM**

5.9.1 The standard induction system as supplied by Ginetta Cars Ltd, conforming to 2011 specification throttle bodies must be retained.

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

5.9.3 There are two different inlet manifolds permitted for use on the G40 in the Ginetta Challenge, both must be supplied by Ginetta. Ginetta part numbers: GCE0077 and G40E0023.

5.9.4 The 2011 specification external throttle linkage, including the throttle return spring, may not be reworked. The dimensions of the inlet trumpets are controlled at 45mm (diameter) and 30mm (length), with air filter as supplied as standard by Ginetta Cars Ltd. No modification is permissible to this system whatsoever.

## **5.10 ELECTRICS**

5.10.1 The battery must be remain as supplied by Ginetta Cars. The original location of the battery must be retained utilising the standard mountings. Terminals must be insulated.

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

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

5.10.4 The fitting of additional instrumentation is not permitted unless under regulation 5.10.5

5.10.5 The standard data acquisition system, as supplied by Ginetta Cars, is the only permitted device and must remain set to standard config as supplied with the Ginetta G40 Car. No additional connections may be made to the ECU whatsoever. As a routine part of eligibility control procedures, it may be called upon by either the Championship Organisers or Eligibility Scrutineer to make available all acquired data from the above detailed equipment at any point for the purpose of collecting engine performance data during either race or qualifying sessions and during official test sessions / Ginetta organised sessions. For this purpose, the ECU download point must remain in its standard location. The Championship Organisers

reserve the right to download and access all data at anytime during either race or qualifying sessions and during official test sessions / Ginetta organised sessions.

- 5.10.6 Electronic Control Unit (ECU). The standard MBE ECU, as supplied by Ginetta Cars Ltd, must not be modified in any way, and must be used in conjunction with the loom supplied. The ECU may be exchanged or electronically interrogated at any time, on the request of the Eligibility Scrutineer. The ECU diagnostic connector must be positioned in an accessible position, allowing the scrutineer free access to it at all times.
- 5.10.7 Any competitor may be required to run additional sensors at any time. It is at the sole discretion of the championship coordinator and eligibility scrutineer as to which cars must run any additional sensors.
- 5.10.8 The 12 volt standard alternator, as supplied by Ginetta Cars must be fitted. The minimum output of the alternator must remain as standard at all times.
- 5.10.9 The starter motor must remain standard as supplied by Ginetta Cars LTD
- 5.10.10 Cars must be fitted with standard Ginetta front lights with clear lenses or the alternative imitation light pod with clear lenses.
- 5.10.11 Cars must be fitted with the 2011 specification rear lights including LED brake lights, fog lights and indicators.

## **5.11 COOLING SYSTEM**

- 5.11.1 The standard layout of the cooling system must be in the location as set out by by Ginetta Cars Ltd in 2011 specification cars. The radiator must be of the type as supplied by Ginetta Cars Ltd (Ginetta part number GCG 0025) and must remain in its location in front of the frontmost chassis member.
- 5.11.2 The thermostat and housing may not be replaced.
- 5.11.3 Unless advised and approved by Ginetta Cars Ltd, it is not permitted to channel air from the nose of the bonnet, through the radiator by means of extra cowling.
- 5.11.4 The size of the bonnet apertures must remain unmodified and may not be covered or taped over in any way.
- 5.11.5 No other modifications than those referred to above are permissible.

## **5.12 BRAKES**

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

Front and rear discs: 280mm o/dia  
Part Number: G40I0002

With:

Front Calipers: Alloy 4 pot calipers  
Part Number: G40I0003 (left-hand) and – G40I0004 (right-hand)

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

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

- 5.12.2 Brake master cylinders, as supplied by Ginetta Cars, with 0.7 inch bore size front and rear, must be retained as standard.
- 5.12.3 The use of the following Brake Pads and friction material is mandatory:

Front: Performance Friction 7705.01.14.54  
Rear: Performance Friction 7705.01.14.54

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

- 5.12.4 Brake lines must remain as standard and in the manufacturers layout.
- 5.12.5 Brake bias may only be altered using the standard balance bar supplied by Ginetta Cars Ltd.
- 5.12.6 It is not permitted to direct air from ducting to the braking system unless advised by Ginetta Cars LTD as an approved system.

### **5.13 SUSPENSION**

- 5.13.1 The standard suspension components and configuration as supplied by Ginetta Cars Ltd must remain unaltered except as specified below.
- 5.13.2 Front and Rear anti-roll bars must remain standard as supplied by Ginetta Cars LTD and remain in the standard locations and standard material. Anti-roll bar stiffness adjustment is free within the range provided. The operating linkage may be disconnected but not removed.
- Front anti roll bar (Ginetta part number G40C1007)
- Rear anti roll bar (Ginetta part number G40D1007)
- 5.13.3 The minimum ride height as measured in a vertical plane from the lowest point of the chassis rail to a level ground surface below, shall be in excess of 75mm.

The ride height shall always be measured at directly below the front axle. Diagram of chassis showing approximate position at which ride height measurements will be taken, front ( F ) and rear ( R ). (Please see the Ginetta G40 build manual for a diagram showing the ride height reference).

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

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

As standard, the shims are supplied in the following thicknesses

- 2.00mm
- 3.00mm
- 5.00mm

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

- 5.13.5 The front and rear wheel toe in/out may be adjusted within standard limits and with no modification.
- 5.13.6 Springs. The only permitted springs are the standard ones as outlined below and supplied by Ginetta Cars. Springs are required to have legible manufacturers identification marks to be considered to be compliant with the technical regulations.

Front Springs: 625 lbs (Ginetta part number G40C0031)

Rear Springs: 450 lbs (Ginetta part number G40D0012)

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

- 5.13.7 The use of additional 'helper' springs is permissible. Helper springs are not mandatory. Only helper springs supplied by Ginetta Cars are permitted for use within the championship.
- 5.13.8 Shock absorbers as specified and supplied by Ginetta Cars Ltd must remain to the original manufacturers specification and located as supplied by Ginetta Cars LTD.
- 5.13.9 The standard track and wheelbase dimensions must be retained.

### **5.14 WHEELS**

5.14.1 The standard wheels of size 15"x7" as supplied and officially stamped by Ginetta Cars Ltd may not be modified or substituted for others.

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

## 5.15 TYRES

The intention of these regulations is:

(i) To contain costs by limiting the number of tyres which can be purchased on behalf of any one driver during the series.

(ii) To limit the number of tyres used per car/driver per complete event,

(iii) To prohibit the use of any method of raising the temperature of tyres by adding heat artificially.

(iv) To prohibit the application of any material to alter the standard performance of the tyres.

(iv) Any attempt whatsoever to circumvent these intentions or any fraudulent attempt to deface, re-mark, counterfeit, or otherwise circumvent the unique tyre numbering system will automatically be the subject of a report to the Clerk of the Course/Stewards.

5.15.1 The only permitted dry tyres for use in this Championship are MICHELIN19/57-15 S9B OD 568 RC 1785 Race Slicks. These tyres must be supplied by Ginetta Cars or their designated tyre supplier, Protyre Motorsport. The tyres will be marked accordingly to certify that they have been supplied by Ginetta Cars or Protyre Motorsport.

5.15.2 The maximum number of dry tyres available to each car over a full championship season (i.e. 7 meetings, excluding Friday practice days) will be 16 new tyres.

5.15.3 The maximum number of tyres available to each car for use during each championship round (or „meeting“, where two rounds are timetabled over a single weekend) will be limited to 6 new tyres. Thus a total of 6 tyres must be presented at scrutineering (4 on the car, 2 spares) for registration with the Eligibility scrutineer. Bar-coding and/or permanent paint and/or serial numbering will be used to control tyre use. It is the competitors responsibility to ensure that all tyres are marked before use.

5.15.4 The only permitted wet tyres for use in this Championship are MICHELIN 19/57-15 P2E (WET). These tyres do not have to be included as part of the 6 tyres that are presented at scrutineering. These tyres must be supplied by Ginetta Cars or their designated tyre supplier, Protyre Motorsport. The number of wet specification tyres for use in the Ginetta Challenge Championship is not restricted.

5.15.5 The use of tyre heating equipment / heat retention devices, tyre treatments or compounds, is prohibited.

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

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

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

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

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

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

(i) From the approved supplier (Protyre Motorsport) or through Ginetta Cars.

(ii) At the time of purchase the drivers Tyre Purchase Record for the car must be submitted for inspection and allocation of tyre identification numbers.

Only in exceptional cases where, in the judgement of the Series Eligibility/Safety Scrutineer, damage to a maximum of 2 (two) nominated tyres makes further participation in the event impossible, nominated 'used' front and/or rear tyres may be substituted. A 'used' tyre is defined as a tyre that has been nominated at a previous race meeting and has been recorded as such by the eligibility scrutineer. The substitution may only be authorised by the Series Eligibility/Safety Scrutineer.

The only exception to this is the first race weekend of the year. If, during the first race weekend of the year, damage to a maximum of 2 (two) nominated tyres makes further participation in the event impossible, two new tyres may be substituted. These new tyres will be deducted from the total allocation of 16 tyres for the season. The substitution may only be authorised by the Series Eligibility/Safety Scrutineer.

- 5.15.11 In very exceptional cases where, in the judgement of the Series Eligibility/Safety Scrutineer, damage to tyres through no fault of the driver/entrant makes further participation in the event impossible and all previously nominated tyres are not usable, additional tyres above the total allocation for the season, may be purchased. However, for every additional tyre purchased, the driver will incur a nine (9) championship point deduction.
- 5.15.12 Only the championship coordinator / organisers have the authority to alter the tyre allocation. If, through force majeure, the total tyre allocation needs to be altered at any point throughout the season, drivers will be notified by way of official bulletin.

#### **5.16 Tyre Nomination:**

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

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

- 5.16.2 During practice, heats and race(s), only tyres nominated under 5.16.1 and wet weather (treaded) tyres may be kept in the pits.
- 5.16.3 During the event, checks will be made by the Series Eligibility/Safety Scrutineer or his appointed representative to ensure compliance between the tyres used and serial numbers recorded on the nomination form. At the end of the race all placed cars may be checked for compliance with this tyre regulation. Non-compliance at any time during the event will be the subject of a report to the Clerk of the Course/Stewards.
- 5.16.4 It is only permitted to inflate tyres with air of atmospheric composition, no other medium may be used. The Series Eligibility/Safety Scrutineer may request for the inflated tyres to be tested at any time to ensure that no medium, other than air of atmospheric composition, is being used.
- 5.16.5 It is not permitted to use any means to artificially raise the temperature of tyres above ambient at any time prior to or during any event, other than by the natural addition of heat resulting from permitted driving on the circuit.
- 5.16.6 Tyre warmers or any other device intended to modify or maintain tyre temperature is forbidden. Tyre warmers found at the circuit will be judged to be available for use and appropriate action will be taken.
- 5.16.7 Tyres must only be used in the standard condition as supplied by the manufacturer. The application of any material (liquid, solid or gas) to any part(s) of the tyre, is therefore forbidden. The only exceptions are the use of a mixture of pure domestic water and household detergent or the lubricant applied to the tyre bead for fitting purposes. The Championship Organisers reserve the right to take samples of tyres / tyre material at any time for laboratory analysis.
- 5.16.8 It is not permitted to remove debris / rubber pick-up from the tyre surface by the use of a tool and / or heat gun.
- 5.16.9 Any tyre protection covers used at any time within the confines of the circuit, must be of a temporary construction and must be capable of being used many times.
- 5.16.10 Pressure regulation valves are forbidden.
- 5.16.11 At the Series Safety/Eligibility Scrutineers discretion, the 6 dry tyres for the event, listed on the Tyre Nomination Form may be retained at the end of Official Practice and Race(s) until a minimum of 30 minutes prior to next time that the tyres are required to be used.

## **5.17 WEIGHT**

- 5.17.1 The minimum vehicle weight excluding driver is **790kg**, including driver is 880kg. The latter weight is intended to include the driver suitably dressed for competition, with safety helmet and all safety equipment. It is emphasised that both these minimum weights must be respected at all times during both Qualifying and Competition. Failure to meet either or both will be considered an offence under these regulations.
- 5.17.2 In order to meet the criteria of 5.17.1 only, it is permitted to add ballast to the car in accordance with MSA Regulation J5.15.. Such ballast must be formed of solid unitary blocks. They must only be fixed using a ballast plate supplied by Ginetta cars (Part number G40R0032A) which is bolted to the floor of the passenger seat well in the designated area of the car. The ballast plate fixings must be able to withstand acceleration / deceleration forces of 25G.
- 5.17.3 Provision must be made for Scrutineers to affix seals to any ballast fitted.
- 5.17.4 Following competition, the driver must remain available with the car under Parc Fermé conditions until released by Scrutineers, in order to ensure weighing is completed with the minimum of delay. Drivers who are required for post race prize giving and / or media interviews, and who are directed from Parc Ferme by an official of the meeting or a Ginetta official, are permitted to leave Parc Ferme, although must return to their car after such events have taken place to ensure scrutineering is completed.
- 5.17.5 If a car loses a part during qualifying or a race, the weight of that part may be taken into account during eligibility checks. Following consultation with the championship coordinator, the Championship Eligibility / Safety Scrutineer will determine whether any lost part should be taken into account.

## **5.18 FUEL, FUEL INJECTION AND FUEL TANK**

- 5.18.1 A standard fuel tank as supplied by Ginetta Cars Ltd must be retained in its original position. The fuel delivery system must remain as original specification.
- 5.18.2 The standard 45 litre fuel tank and fuel delivery system may only be substituted by alternative components that are approved and supplied by Ginetta Cars. If alternative components are to be used, these must be declared within the car's log book when the car is presented for scrutineering.
- 5.18.3 Standard unleaded pump fuel must be used in accordance with MSA regulation J5.13 .4. Compliance with this regulation may be verified by fuel testing throughout the season.
- 5.18.4 At the end of any official practice / qualifying / races, at least 3 litres of fuel from the tank of the competing car must be available to the eligibility scrutineer for analysis, if required. Compliance with minimum weight for the car will be taken before fuel is removed as part of any eligibility check.
- 5.18.5 Fuel pressure must be regulated by the standard fuel pressure regulator, as supplied by Ginetta, situated in the fuel tank. The fuel pressure must be regulated, by the fuel pressure regulator, to 3.8 bar +/- 0.2 bar.

## **5.19 SILENCING**

- 5.19.1 The exhaust system as supplied by Ginetta Cars Ltd must remain as standard and may not be altered. All cars must comply with MSA Regulation J5.17. concerning noise levels and it is the competitor's responsibility to ensure that the car complies with currently enforced levels.
- 5.19.2 Catalytic Converters. These must be fitted at all times and remain unmodified. Tests will be carried out on these during the Season.

## **5.20 PRESENTATION**

### **5.21**

Having due regard to the best interests of the Championship Sponsors, the Championship image, Ginetta Cars and of safety, competing cars are to be presented in a mechanically and visually acceptable condition. Organisers reserve the right to insist that such standards of presentation are maintained, as a condition of racing within the 2011 Ginetta Challenge Championship. Individual cars may fail scrutineering if they are, as deemed by the championship scrutineer, to be of poor presentation and / or mechanically unacceptable.

## **5.22 NUMBERS AND DECALS:**

- 5.22.1 All cars must carry championship and trade sponsor decals.
- 5.22.2 Each car must carry championship decals as per the figure in Appendix C. Competitors will be supplied with three number squares incorporating the major sponsors logos. One must be affixed to each side of the car, in the position normally occupied by the doors. The third must be located to the front / top aspect of the car so as to be clearly visible. Competition numbers must be affixed to these squares and to the front / top aspect of the car so as to be clearly visible. The number square or roundal for the front of the car must be supplied by the competitor in compliance with MSA Regulations.
- 5.22.3 Ginetta Cars may request at any point that additional championship / trade sponsor decals are carried on cars. This will be done by way of an official championship bulletin. The championship organisers reserve the right to remove any decals or branding which is deemed to be unsuitable or conflicts with other championship / Ginetta sponsors.
- 5.22.4 Failure to comply with regulations 5.21 or 5.22 will not be subject to a technical non-compliance but will be liable to penalty under the commercial regulations for the championship.

# 2011 GINETTA CHALLENGE

## 6. TECHNICAL REGULATIONS – G20

### 6.1 G20 CHASSIS

The Ginetta G20 is manufactured to a standard specification. Only original Ginetta G20 chassis will be eligible for use in the championship. All chassis repair work must be undertaken through Ginetta Cars Ltd

### 6.2 BODYWORK

6.2.1 The Ginetta G20 race car body is manufactured to a standard specification. Where necessary, it is permitted to weld an extended hoop to the roll cage, to ensure that taller drivers are able to comply with MSA safety regulations. All parts to carry out this modification, must be supplied by Ginetta Cars.

6.2.2 All body parts must be supplied through Ginetta Cars Ltd. Minor fibreglass repairs may be undertaken by the competitor, provided that the body profile is not altered in any way and the repair work is acceptable to Ginetta Cars.

6.2.3 Additional ventilation holes may not be cut into the front panel unless written consent has been given by Ginetta Cars Ltd.

6.2.4 Additional ventilation holes may be cut into the sides of the bonnet to the official Ginetta template (as per Appendix C). Metal mesh grills must be fitted to the ventilation apertures on the upper face of the bonnet. No extra panelling, either under floor or around the wheel arch area, is permitted.

6.2.5 A template, verified via Ginetta Cars, may be used at scrutineering to ensure that the original bodywork shape and profile has not been altered in any such way that it deviates from its original shape and specification.

6.2.6 The standard rear-view mirrors may be replaced. Two rear-view mirrors must be fitted.

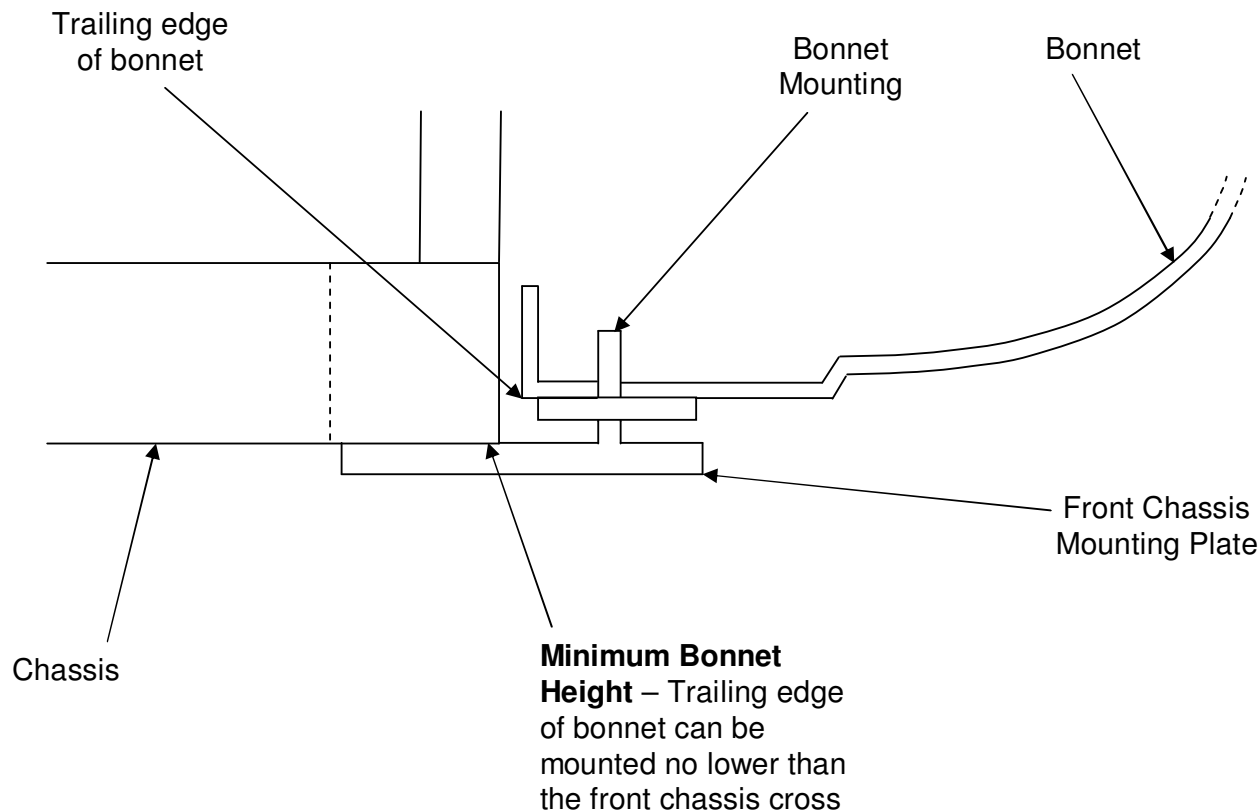
6.2.7 The driver's seat is free subject to compliance with MSA Regulation C(b)9, but the driver's head must be at least 5cm below the top of the roll bar when seated normally.

6.2.8 It is permissible to add hinges to the bonnet, to allow ease of access to the engine bay.

6.2.9 The Ginetta G20 race bonnet should retain the original body profile as supplied by Ginetta Cars Ltd and must be mounted above the front chassis mounting plates. In order to retain the original profile, the trailing edge of the bonnet base must be mounted no lower than the front chassis cross member. (see diagram below)

6.2.10 A standard front screen, as supplied by Ginetta Cars Ltd must be fitted. It is permissible to carry out minor reshaping of this structure on non-coupe cars, where this will improve driver vision, provided that the refinished screen maintains a minimum height of 200mm at the midpoint and the profile concurs to the official Ginetta template.

Diagram showing the side view of the minimum bonnet height



### 6.3 PERMITTED ENGINE (Current Specification Cars)

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

- 6.3.1 The Ginetta G20 race car must use a standard 2010 (current) specification Ford Zetec 1800cc.16 valve engine, in its 115PS form (code MVH 418) as supplied by Ginetta Cars. No alterations to this standard specification are permitted. Club cars must use a Ford Zetec 1800cc engine that conforms to the technical requirements of any set of current or former (2001-2007) championship regulations as approved by the MSA.
- 6.3.2 All engines must bear three Ginetta approved seals. It is the competitors responsibility to ensure that his or her engine bears at least three seals throughout the season. The seals will be positioned in such a way as to prevent subsequent removal of the cam cover and sump, and thereby preventing access to the internal components of the engine.
- 6.3.3 Removal of these seals by competitors or teams is not permitted. Seals may only be removed or replaced by a designated person at Ginetta Cars or the Championship Eligibility Scrutineer. Should any competitor suffer engine failure then the engine must be returned to Ginetta Cars Ltd. A replacement engine must be obtained from Ginetta Cars Ltd. 5.7.4 Cylinder Block. The centre line of the cylinder bores must remain within Ford production tolerances. No offsetting of the cylinder bores is allowed.
- 6.3.4 Cylinder Head. No work that removes, adds, replaces or transfers material is allowed on the cylinder head, or which may in any way alter the shape of a component or port, is permissible. Polishing or abrasive cleaning of either inlet or exhaust ports, and which may result in the removal of the original manufacturer's cast finish, is strictly prohibited.
- 6.3.5 Manifolds. It is permissible to use only inlet and exhaust manifolds as supplied by Ginetta Cars Ltd, and bearing identification stamps. Polishing, abrasive cleaning, or otherwise altering the manifolds internally, is prohibited.

- 6.3.6 Compression Ratio. The maximum compression ratio of 10:1 will be controlled as follows: Minimum combustion volume in the cylinder head with spark plug fitted must be 42.4cc. Standard Ford cylinder head gasket with a minimum compressed thickness of 1.54mm. Minimum diameter of cylinder aperture is 82mm. The piston will protrude a maximum of 0.65mm out of the cylinder block with the piston at TDC.
- 6.3.7 Camshafts. The only permitted camshafts are the standard Ford Zetec 1800 production inlet and exhaust camshafts, as supplied by Ginetta Cars Ltd. Exhaust and inlet camshafts must not be interchanged. The authenticity and lift characteristics of camshafts will be subject to eligibility checks. Camshaft timing must remain unaltered as standard production specification, and may be subject to periodic checking.
- 6.3.8 Pistons. Pistons must be standard production Ford Zetec 1800cc pistons unmodified in any way. All three piston rings must be fitted and must be standard Ford production components. The combustion chamber face of the piston cannot be modified.
- 6.3.9 Connecting Rods. Ford Zetec 1800cc connecting rods must be standard. Polishing is prohibited. The minimum weight of the connecting rod and piston assembly shall be 1004gm. (Complete piston with rings and pin, and connecting rod with bolts but excluding crank shaft bearings).
- 6.3.10 Crankshafts. A standard Ford Zetec 1800cc crankshaft must be used. Polishing is prohibited. Crankshaft minimum weight is 13.6 kilos including gearbox spigot bearing. Crankshaft journals must remain within Ford positional tolerances if a repair regrind is carried out. The crank journals may be reground for reclaim as long as the minimum crank weight is respected.
- 6.3.11 Inlet and exhaust valves. These are to be of steel construction and to original Ford Specification for this engine. Solid lifters are not permitted, nor alterations to the original hydraulic lifters supplied as standard. It is not permitted to "lock up" the hydraulics within the tappets.
- Valves must remain standard, no re-profiling or polishing is permitted. The original 45° (90° included) seat angle must be maintained.
- 6.3.12 Flywheel. The cast iron flywheel must remain as supplied by Ginetta Cars Ltd, with a minimum thickness of 33.5mm, and with a minimum weight of 8.4Kg (with ring gear fitted, although excluding all flywheel and crankshaft mounting bolts).

#### **6.4 TRANSMISSION / FINAL DRIVE (CURRENT SPECIFICATION)**

- 6.4.1 The Ginetta G20 race car must retain the Ford 'Type 9' derived gearbox as supplied through Ginetta Cars Ltd (Ginetta part number GCF0001). It is the competitor's responsibility to ensure that the following prescribed gear ratios are retained at all times during competition: 1st 2.20:1, 2nd 1.54:1, 3rd 1.21:1, 4th 1.1:1, 5th 0.87:1, Reverse 3.66:1. The clutch, as supplied by Ginetta Cars Ltd with the 2010 specification engine must be retained in its original form or an alternative clutch, as approved and supplied by Ginetta Cars Ltd (Ginetta part number GCE0101/09) may be used instead. Only these two clutches may be used. An ATB viscous limited slip differential as supplied by Ginetta Cars Ltd (Ginetta part number GCJ0001), with a final drive ratio of 3.92:1 must be used. The sealed 'Type 9' derived Gearbox and ATB limited slip diff may only be rebuilt by Ginetta Cars Ltd.
- 6.4.2 5.8.2 The standard sump, as supplied by Ginetta Cars Ltd with the 2010 specification engine (Ginetta part number GCE 0102) must be retained in its original form.

#### **6.5 INDUCTION SYSTEM (CURRENT SPECIFICATION)**

- 6.5.1 5.9.1 The standard induction system as supplied by Ginetta Cars Ltd, conforming to 2010 specification throttle bodies must be retained.
- 6.5.2 The inlet manifold and throttle bodies must remain as supplied by Ginetta Cars. No modification to this system, or inclusion of additional structures is permissible. The throttle body housing shall not be modified internally in any way. No profiling or re-profiling is permitted.
- 6.5.3 The 2010 specification external throttle linkage, including the throttle return spring, may not be reworked. The dimensions of the inlet trumpets are controlled at 45mm (diameter) and 90mm (length), with air filter as supplied as standard by Ginetta Cars Ltd. No modification is permissible to this system whatsoever.

## **6.6 ELECTRICS (CURRENT SPECIFICATION)**

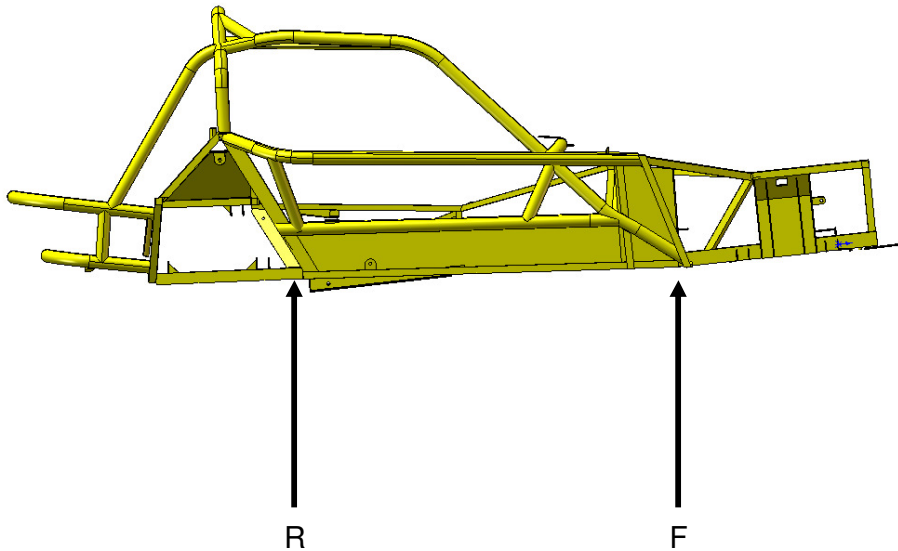
- 6.6.1 Battery. The original location of the battery must be retained. Its type may be altered.
- 6.6.2 Sparking plugs are free, provided they fit the engine without any modification to the cylinder head or the sparking plug and that the sparking plugs place the spark gap in the same position as the production sparking plug within the combustion chamber.
- 6.6.3 The coil unit may be repositioned.
- 6.6.4 It is prohibited to use any other method or component to trigger, distribute or time the ignition or injection.
- 6.6.5 The fitting of additional instrumentation is permitted provided that such equipment does not affect the vehicle's performance.
- 6.6.6 On board data acquisition systems are permitted but these may receive input from a speed sensor on one non-driven wheel only at any one time. All other sensors are free but must not affect the performance of the car and remain independent of the ignition management of the engine. All data from acquisition systems must be made available to Ginetta Cars Ltd or the championship scrutineer at any time. No additional connections may be made to the ECU whatsoever. However, as a routine part of eligibility control procedures, portable data logging equipment may be fitted to any competing vehicle at the request of either the Championship Organisers or Eligibility Scrutineer, for the purpose of collecting engine performance data during either race or qualifying sessions. For this purpose, the ECU download point must be easily accessible.
- 6.6.7 Electronic Control Unit (ECU). The standard Pectel T2 Motorsports ECU as supplied by Ginetta Cars Ltd must not be modified in any way, and must be used in conjunction with the loom supplied. The ECU may be exchanged or electronically interrogated at any time, on the request of the Eligibility Scrutineer. The ECU diagnostic connector must be positioned in an accessible position, allowing the scrutineer free access to it at all times.
- 6.6.8 A 12 volt (nominal) alternator must be fitted. The minimum output of the alternator shall be 240 Watts, and the installation shall ensure that this output is available at all times.
- 6.6.9 The starter motor must be of the type as supplied by Ginetta Cars Ltd (Ginetta part number GCI 0042).
- 6.6.10 The wiring loom on the car must retain its original form and should not be altered in any way unless written consent has been given by Ginetta Cars Ltd. No additional wiring or components should be connected to any part of the wiring loom unless written consent has been given by Ginetta Cars Ltd.

## **6.7 COOLING SYSTEM (CURRENT SPECIFICATION)**

- 6.7.1 The standard layout of the cooling system must be in the location as set out by by Ginetta Cars Ltd in 2010 specification cars. The radiator must be of the type as supplied by Ginetta Cars Ltd (Ginetta part number GCG 0025) and must remain in its location in front of the frontmost chassis member.
- 6.7.2 5.11.2 The thermostat housing will be a 2010 specification single flange and pipe as supplied by Ginetta Cars (Ginetta part number GCE 0107). No alternative component may be permissible.
- 6.7.3 Unless advised and approved by Ginetta Cars Ltd, it is not permitted to channel air from the nose of the bonnet, through the radiator by means of extra cowling.
- 6.7.4 No other modifications than those referred to above are permissible.
- 6.7.5 It is permitted to fit a mesh grill to the aperture at the front of the bonnet. The mesh grill must be supplied by Ginetta Cars and must remain to the same density. No alternative mesh grill, other than the component supplied by Ginetta Cars may be used. It is not permitted to tape-up or cover the mesh in any way.
- 6.7.6 The size of the bonnet apertures must remain unmodified and may not be covered or taped over in any way.

## **6.8 BRAKES (CURRENT SPECIFICATION)**





Diagrams of chassis showing the position at which ride height measurements will be taken, front ( F ) and rear ( R ).

The front and rear locations for checking the ride height will be marked by the scrutineers at the first round of the championship or at the dedicated pre-season media day. These markings are for initial identification only and do not have to be carried for the full season. It is the responsibility of the driver / entrant to know where the ride height is checked.

- 6.9.4 The front wheel camber angle may be adjusted by means of the top spherical joint within standard limits and with no modification.
- 6.9.5 The front wheel toe in may be adjusted within standard limits and with no modification.
- 6.9.6 Springs. Front and rear road springs are free provided that they are steel, and single rate. The use of additional 'helper' springs is not permissible.
- 6.9.7 Bump rubbers may be cut down to a minimum of 20mm.
- 6.9.8 Shock absorbers as specified and supplied by Ginetta Cars Ltd must remain to the original manufacturers specification.
- 6.9.9 The standard track and wheelbase dimensions must be retained.

## **6.10 WHEELS**

- 6.10.1 The standard wheels (K & N Vectar Alloys 7J x 15" ET30) supplied by Ginetta Cars Ltd (Ginetta part number GCP 0001) may not be modified or substituted for others.
- 6.10.2 The use of wheel spacers or other wheel spacing mechanism, is not permissible.

## **6.11 TYRES**

The intention of these regulations is:

- (i) To contain costs by limiting the number of tyres which can be purchased on behalf of any one driver during the series.
  - (ii) To limit the number of tyres used per car/driver per complete event,
  - (iii) To prohibit the use of any method of raising the temperature of tyres by adding heat artificially.
  - (iv) To prohibit the application of any material to alter the standard performance of the tyres.
  - (iv) Any attempt whatsoever to circumvent these intentions or any fraudulent attempt to deface, re-mark, counterfeit, or otherwise circumvent the unique tyre numbering system will automatically be the subject of a report to the Clerk of the Course/Stewards.
- 6.11.1 The only permitted tyres for use in this Championship are MICHELIN 195/50 R 15 V Pilot Exalto. These tyres must be supplied by Ginetta Cars or their designated tyre supplier, Protyre Motorsport. The tyres will be marked accordingly to certify that they have been supplied by Ginetta Cars or Protyre Motorsport. These tyres are treaded, road legal, and must remain road legal with a minimum tread depth of 1.6mm at all times, both during competition and during presentation for post-event scrutiny.
- 6.11.2 The maximum number of tyres available to each car for use during each championship round (or 'meeting', where two rounds are timetabled over a single weekend) will be limited to 4 new tyres and 2 used tyres. Thus a total of 6 tyres must be presented at scrutineering (4 on the car, 2 spares) for registration with the Eligibility scrutineer. Bar-coding and/or permanent paint and/or serial numbering will be used to control tyre use. It is the competitors responsibility to ensure that all tyres are marked before use.
- 6.11.3 Only when a 'wet race' has been declared by the Clerk of the Course, will the use of 'wet specification tyres' be permitted. A wet race will be declared to drivers via the use of a "Wet Race" notice board placed within the assembly area. The only permitted wet tyres for use in this Championship are MICHELIN 195/50 R 15 V Pilot Exalto. These tyres do not have to be included as part of the 6 tyres that are presented at scrutineering. These tyres must be supplied by Ginetta Cars or their designated tyre supplier, Protyre Motorsport
- 6.11.4 The use of tyre heating equipment / heat retention devices, tyre treatments or compounds, is prohibited.
- 6.11.5 Bar-coding and / or permanent paint marking will be used to control tyre use. It is the competitor's responsibility to ensure that all tyres are marked before use and logged by the series co-ordinator and/or series scrutineer.
- 6.11.6 All tyres must be supplied by Ginetta Cars or their designated tyre supplier, Protyre Motorsport. Tyres will be marked accordingly to certify that they have been supplied by one of these sources.
- 6.11.7 The use of tyre heating equipment / heat retention devices, tyre treatments or compounds, is prohibited. Any artificial cooling of tyres is prohibited.
- 6.11.8 It shall be the sole responsibility of the Drivers/Entrants to judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.
- The Clerk of the Course will not judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.
- 6.11.9 Any tyres required for use in official qualifying, race(s) and official test days, may only be purchased:
- (i) From the approved supplier (Protyre Motorsport) or through Ginetta Cars.
  - (ii) If, at the time of purchase the drivers Tyre Purchase Record for the car, onto which tyres are to be fitted, is presented, for inspection and allocation of tyre identification numbers.
- Only in exceptional cases where, in the judgement of the Series Eligibility/Safety Scrutineer, damage to a maximum of 2(two) nominated tyres makes further participation in the event impossible, nominated 'used' front and/or rear tyres may be substituted. A 'used' tyre is defined as a tyre that is visibly worn and been subjected to at least one heat cycle. With the exception of the first race weekend, the 'used' spare tyres must be those used (and thus will have been nominated) on a previous race weekend. The substitution may only be authorised by the Series Eligibility/Safety Scrutineer.
- 6.11.10 In order to maintain equality, the scrutineer or championship coordinator reserve the right to hold any tyres at any point during the race weekend. In the event of an eligibility dispute, reference will be made to Protyre Motorsport who will decide if the disputed component is authentic.
- 6.11.12 In order to maintain equality, the scrutineer or championship coordinator reserve the right to retain any tyres over the race weekend and hold them until they have been suitable checked for eligibility purposes.

6.11.13 In order to maintain equality, the scrutineer or championship coordinator reserve the right to nominate the 4 new tyres (as outlined above) for up to, and including, the top 10 drivers in the championship. These 4 tyres must be used together for timed qualifying if the session is declared dry. The tyres may be used in conjunction with the drivers nominated 2 spares (as outlined above) for any of the other sessions.

6.11.14 Tyre location must remain standard throughout any qualifying session, i.e. it is not permissible to move tyre location across an axle or front to back mid session.

A car may only use 4 tyres during a qualifying session unless a tyre is damaged. If a tyre is damaged during a qualifying track session, it may only be replaced with permission from the Championship Scrutineer, a Michelin official or a Ginetta official.

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

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

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

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

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

6.11.18 It is only permitted to inflate tyres with air of atmospheric composition, no other medium may be used. The Series Eligibility/Safety Scrutineer may request for the inflated tyres to be tested at any time to ensure that no medium, other than air, is being used. Ginetta reserve the right to seal tyres or supply tyres directly to the driver within the assembly area to ensure eligibility.

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

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

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

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

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

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

- 6.11.24 Any tyre protection covers used at any time within the confines of the circuit, must be of a temporary construction and must be capable of being used many times.
- 6.11.25 Pressure regulation valves are forbidden.
- 6.11.26 At the Series Safety/Eligibility Scrutineers discretion, the 6 dry tyres for the event, listed on the Tyre Nomination Form may be retained at the end of Official Practice and Race(s) until a minimum of 30 minutes prior to next time that the tyres are required to be used.

## **6.12 WEIGHT (Current Specification Cars)**

- 6.12.1 The minimum vehicle weight excluding driver is 670kg, including driver is 760kg. The latter weight is intended to include the driver suitably dressed for competition, with safety helmet. It is emphasised that both these minimum weights must be respected at all times during both Qualifying and Competition. Failure to meet either or both will be considered an offence under these regulations.
- 6.12.2 In order to meet the criteria of 6.12.1 only, it is permitted to add ballast to the car in accordance with MSA Regulation J5.15.. Such ballast must be formed of solid unitary blocks. They must be fixed by means of bolts only to the floor of the passenger seat well of the car and these fixings must be able to withstand acceleration / deceleration forces of 25G.
- 6.12.3 Provision must be made for Scrutineers to affix seals to any ballast fitted.
- 6.12.4 Following competition, the driver must remain available with the car under Parc Fermé conditions until released by Scrutineers, in order to ensure weighing is completed with the minimum of delay.

## **6.13 WEIGHT (Club Ginetta Specification Cars and Ginetta Coupe Cars)**

- 6.13.1 The minimum vehicle weight excluding driver is 670kg, including driver is 760kg. The latter weight is intended to include the driver suitably dressed for competition, with safety helmet. It is emphasised that both these minimum weights must be respected at all times during both Qualifying and Competition. Failure to meet either or both will be considered an offence under these regulations.
- 6.13.2 In order to meet the criteria of 5.16.1 only, it is permitted to add ballast to the car in accordance with MSA Regulation J15.5. Such ballast must be formed of solid unitary blocks. They must be fixed by means of bolts only to the floor of the passenger seat well of the car and these fixings must be able to withstand acceleration / deceleration forces of 25G.
- 6.13.3 Provision must be made for Scrutineers to affix seals to any ballast fitted.
- 6.13.4 Following competition, the driver must remain available with the car under Parc Fermé conditions until released by Scrutineers, in order to ensure weighing is completed with the minimum of delay.
- 6.13.5 The organisers reserve the right to alter the minimum vehicle weight for Club Specification cars at any time. This will be done by way of an official championship bulletin. Championship bulletins will be issued to all registered drivers by posting to the address details or email details on the registration form

## **6.14 FUEL, FUEL INJECTION AND FUEL TANK (Current Specification Cars)**

- 6.14.1 The standard specification fuel tank of type as supplied by Ginetta Cars Ltd (Ginetta part number GCN 0001 or part number GCN 0002) must be retained in its original position. The fuel delivery system as supplied by Ginetta Cars must remain as original specification. It is permitted to insert a fuel filter between the fuel tank and the fuel pump.
- 6.14.2 Standard unleaded pump fuel must be used in accordance with MSA regulation J5.13.4. Compliance with this regulation may be verified by fuel testing throughout the season.
- 6.14.3 The standard fuel injector rail kit as supplied with the 2010 specification engine by Ginetta Cars Ltd (Ginetta part number GCE 0081) must be retained. No other earlier or alternative version of the fuel injector rail shall be used.

- 6.14.4 Only standard specification side feed, single black spray injectors, as supplied with the 2010 specification fuel injector rail kit by Ginetta Cars Ltd can be used.
- 6.14.5 The fuel pressure in the engine fuel injector rail must remain in conformity with the Ford Motor Company workshop manual for 115PS MVH418 version of the engine at all times. This amounts to 3.8 bar +/- 0.2 bar.
- 6.14.6 The fuel pressure regulator must be connected and operational at all times.
- 6.14.7 At the end of practice / qualifying, and of the race, at least 3 litres of fuel from the tank of the competing car must be available to the eligibility scrutineer for analysis, if required. Compliance with minimum weight for the car will be taken before fuel is removed as part of any eligibility check.

## **6.15 SILENCING (Current Specification Cars)**

- 6.15.1 The 2010 specification exhaust system as supplied by Ginetta Cars Ltd must remain as standard and may not be altered. The exhaust manifold must be as supplied by Ginetta Cars (Ginetta part number GCO 0003).
- 6.15.2 A catalytic convertor, as supplied by Ginetta Cars Ltd (Ginetta part number GCO 0010), must be fitted as part of the exhaust system. The catalytic convertor must not be altered in any way and must retain its original form.
- 6.15.3 The silencer must be a 2010 specification part as supplied by Ginetta cars (Ginetta part number GCO 0012). The exhaust tail pipe must be a 2010 specification part as supplied by Ginetta cars (Ginetta part number GCO 0013).
- 6.15.4 All cars must comply with MSA Regulation J5.17.. concerning noise levels and it is the competitor's responsibility to ensure that the car complies with currently enforced levels.

## **6.16 PRESENTATION**

Having due regard to the best interests of the Championship Sponsors, the Championship image, Ginetta Cars and of safety, competing cars are to be presented in a mechanically and visually acceptable condition. Organisers reserve the right to insist that such standards of presentation are maintained, as a condition of racing within the 2011 Ginetta Challenge Championship. Individual cars may fail scrutineering if they are, as deemed by the championship scrutineer, to be of poor presentation and / or mechanically unacceptable.

## **6.17 NUMBERS AND DECALS:**

- 6.17.1 All cars must carry championship and trade sponsor decals.
- 6.17.2 Each car must carry championship decals as per the figure in Appendix C. Competitors will be supplied with three number squares incorporating the major sponsors logos. One must be affixed to each side of the car, in the position normally occupied by the doors. The third must be located to the front / top aspect of the car so as to be clearly visible. Competition numbers must be affixed to these squares and to the front / top aspect of the car so as to be clearly visible. The number square or roundel for the front of the car must be supplied by the competitor in compliance with MSA Regulations.
- 6.17.3 Ginetta Cars may request at any point that additional championship / trade sponsor decals are carried on cars. This will be done by way of an official championship bulletin. The championship organisers reserve the right to remove any decals or branding which is deemed to be unsuitable or conflicts with other championship / Ginetta sponsors.
- 6.17.4 Failure to comply with regulations 6.16 or 6.17 will not be subject to a technical non-compliance but will be liable to penalty under the commercial regulations for the championship.

### 7.1 Championship Contacts and Race Organising Clubs

**Vehicle Manufacturer:**

Ginetta Cars Ltd  
Helios 47  
Garforth  
Leeds  
Tel: 0845 2 105050  
Fax: 01133 854141  
E mail: [enquiries@ginettacars.com](mailto:enquiries@ginettacars.com)  
Website: [www.ginetta.com](http://www.ginetta.com)

**Eligibility Scrutineer:**

Ron Humphreys  
Email: [ronhumphreys.motorsport@virginmedia.com](mailto:ronhumphreys.motorsport@virginmedia.com)

**Championship Clerk of the Course:**

Nigel Edwards  
Email: [nigel@tvkc.co.uk](mailto:nigel@tvkc.co.uk)

**Championship Organiser:**

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

**Championship Co ordinator:**

Max Gregory (Ginetta Cars)  
Tel: 07792 927552  
E-mail: [max.gregory@ginetta.com](mailto:max.gregory@ginetta.com)



# **2011 GINETTA CHALLENGE REGISTRATION FORM**

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

This entry form is valid for the following Events:

<b><u>Date</u></b>	<b><u>Circuit</u></b>
23 / 25 April	Oulton Park
14 / 15 May	Snetterton 300
18 / 19 June	Brands Hatch GP
16 / 17 July	Brands Hatch Indy
3 / 4 September	Rockingham International
24 / 25 September	Donington Park GP
8 / 9 October	Silverstone Arena

Name of Driver: \_\_\_\_\_ Date of Birth: \_\_\_\_\_

Home Address: \_\_\_\_\_

\_\_\_\_\_ Post Code: \_\_\_\_\_

Home Telephone No: \_\_\_\_\_ Mobile Telephone No: \_\_\_\_\_

Driver's Email Address: \_\_\_\_\_

Driver's Licence No: \_\_\_\_\_ Driver's Licence Grade/issuing ASN: \_\_\_\_\_

BARC Membership No (if known): \_\_\_\_\_ Driver's Nationality: \_\_\_\_\_

Name of Entrant: \_\_\_\_\_

Address: \_\_\_\_\_

Post Code: \_\_\_\_\_ Tel No: \_\_\_\_\_

Mobile No: \_\_\_\_\_ 2011 MSA Entrants Licence No: \_\_\_\_\_

**All correspondence will be sent to the ENTRANT**

## **PARTICULARS OF YOUR CAR**

Make: GINETTA Model: \_\_\_\_\_

Year of Manufacture: \_\_\_\_\_ Colour: \_\_\_\_\_

## **RACE DETAILS**

Class Entered: \_\_\_\_\_ Competition No: \_\_\_\_\_



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

Name: \_\_\_\_\_ Relationship to Driver: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_ Postcode: \_\_\_\_\_

Tel No: \_\_\_\_\_ Tel (Mobile): \_\_\_\_\_

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

Circuit	Competed here before?	Licence signed?
Oulton Park	Yes / No	Yes / No
Snetterton 300	Yes / No	Yes / No
Brands Hatch GP	Yes / No	Yes / No
Brands Hatch Indy	Yes / No	Yes / No
Rockingham International	Yes / No	Yes / No
Donington Park GP	Yes / No	Yes / No
Silverstone GP	Yes / No	Yes / No

I declare that:

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

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

Signature of Entrant: \_\_\_\_\_ Date: \_\_\_\_\_

Signature of Driver: \_\_\_\_\_ Date: \_\_\_\_\_

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

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

Parent/Guardian Address: \_\_\_\_\_

\_\_\_\_\_ Post Code: \_\_\_\_\_



**Entry Fee**

The entry fee and championship registration combined is £2730 + VAT  
Payment in full will guarantee one of the places in the Ginetta Challenge Championship.

**Declaration:**

I \_\_\_\_\_(insert name) declare that I commit to race in the 2011 Ginetta Challenge Championship. I accept that no money will be refunded by Ginetta Cars should I fail to attend a round.

Tick as applicable:

1. I have enclosed payment of £2730 + VAT

Or

2. I intend to pay on a round by round basis prior to each championship event

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

<u>Date</u>	<u>Venue</u>	<u>Competing?</u>
23 / 25 April	Oulton Park	Yes / No
14 / 15 May	Snetterton 300	Yes / No
18 / 19 June	Brands Hatch GP	Yes / No
16 / 17 July	Brands Hatch Indy	Yes / No
4 / 5 September	Rockingham International	Yes / No
24 / 25 September	Donington Park GP	Yes / No
8 / 9 October	Silverstone Arena	Yes / No

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

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

1. Commitment to race is signed above
2. You have enclosed £2730 + VAT entry fee  
**OR** Confirmed which rounds you will be attending on a round by round basis

Please return this completed document to:

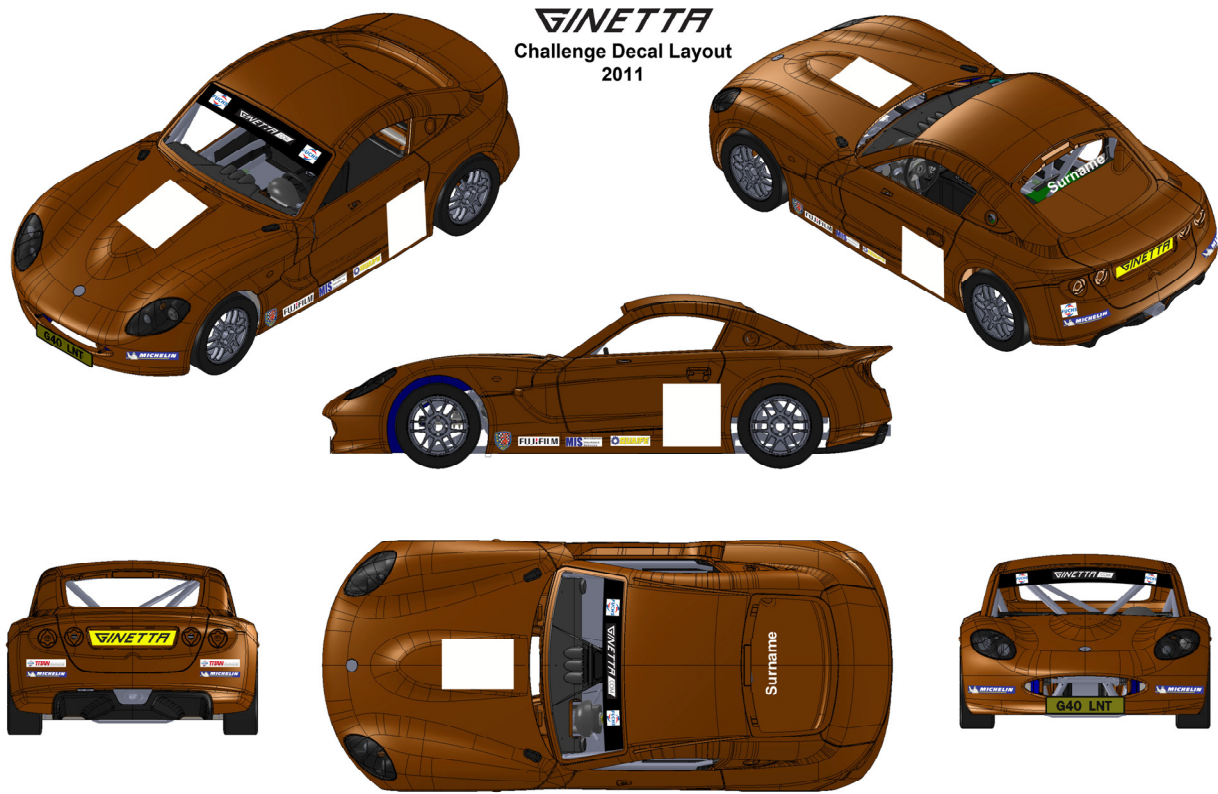
Max Gregory  
Ginetta Cars  
Unit 2  
Helios 47  
Garforth  
Leeds  
LS25 2DY

[max.gregory@ginetta.com](mailto:max.gregory@ginetta.com)



# Appendix A

## Ginetta Challenge Compulsory Decal Layout 2011





## Appendix C

An equilateral triangle with 200mm sides may be cut above the bonnet catch and behind the front wheel as indicated below (if required). The upper edge of the triangle should not be higher than the top edge of the wheelarch.

