



2011 Michelin Ginetta GT Supercup

**Sporting, Technical and Commercial Regulations and
Registration Document**



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

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

www.barc.net



2011 MICHELIN GINETTA GT SUPERCUP

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2011 MICHELIN GINETTA GT SUPERCUP

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

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

MSA Championship Permit No:

Race Status: **National A**

MSA Championship Grade: **B**

1.2 Officials:

1.2.1	Championship Coordinators:	Stewart Linn Max Gregory Mike Simpson	Ginetta Cars Ginetta Cars (Dep) Ginetta Cars (Dep)
1.2.2	Licenced Eligibility Scrutineer:	Stuart Vincent	BARC
1.2.3	Championship Stewards:	Dale Wells Rick Smith Bill Coombs Robin Knight	BARC BARC BARC 750 MC

Any three of the above may reach a decision.

1.2.4	Championship Clerk of the Course:	David White / Steve Burns	BARC
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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 'A' Status Licence (minimum).
- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.
- 1.3.4 Only those cars complying with the 2011 Technical Regulations for the Championship and any amendments to the Technical Regulations issued from time to time by way of an official Championship Bulletin, in accordance with MSA Regulation D11.1. will be allowed to compete in any round of the Championship.
- 1.3.5 Entrants/Drivers must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing. At any time during an Event, the Championship Clerk of the Course can require a Driver to have a medical examination by the BTCC Medical Adviser or his/her nominee.

1.4 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 2 April 2011. Registrations are accepted on a "first come first served basis". The Organisers reserve the right to accept registrations after this date. Acceptance of registration and the terms thereof is at the discretion of the Organisers.



- 1.4.2 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. If applicable, the Registration Form must also be counter signed by the Parents or Legal Guardian of the driver.
- 1.4.3 The acceptance or rejection of a registration application will be based upon the information given on the registration form. It is therefore a condition of registration that drivers accept that the BARC reserves the right to reject registration applications and / or entries to individual events without giving reasons [C(a)57(b) applies].
- 1.4.4 The Drivers Registration Fee is
- G55 Cup: £11,750.00** plus VAT per driver.
G50 Supercup: £9,750 plus VAT per driver.
- Cheques should be made payable to Ginetta Cars Ltd. This registration fee is fully inclusive of entry fees to all rounds of the Championship, timing fees and medical provision. This fee is payable in full by all competitors prior to the first round of the championship on 3 April 2011.
- 1.4.5 The Drivers Registration Fee is inclusive of BARC membership.
- 1.4.6 A registration once made and accepted shall constitute a legally binding contract and a registration may only be withdrawn without penalty with the mutual consent of both parties. An entrant or driver whose registration is accepted and who otherwise fails to participate in the Championship shall forfeit their registration fees in their entirety.
- 1.4.7 The Organisers may accept or refuse any entry or registration and withdraw a registration at any time, should the inclusion of the competitor or team be deemed by him in his/her absolute discretion not to be in the best interests of the Championship.
- 1.4.8 Registrations will be accepted from 1 December 2010 until further notice. A maximum of 26 registrations will be accepted for entry into the championship on a first come first served basis. Any registrations received after the first 26 will be held as entry reserves but may join the championship at the discretion of The Organisers.
- 1.4.9 Registration numbers will be the permanent Competition numbers for the Championship and will be allocated by the Co-ordinator. Numbers 1 through 5 are reserved for Championship Organisers use and will be allocated to returning drivers. Number 50 is reserved for Championship Organisers use and may not be assigned by anyone other than the Co-ordinator.
- 1.4.10 Guest Competitors may be permitted to make guest appearances at the sole discretion of the Organisers and subject to such conditions as they may stipulate from time to time but subject to meeting the licence requirements of Sporting Regulation 1.3. As a condition of registration and entry, no guest driver is able to score points or be awarded prize money in the Championship. At the discretion of the Organisers and Ginetta Cars Ltd the driver of any Guest Competitor entered in this way need not comply with the membership requirements of regulation 1.3.2. The registration form must be completed but the payment of the registration fee specified in regulation 1.4.4 is waived and a fee of **£50.00** will apply. Otherwise, all regulations of the Championship must be observed.

1.5 Medical

- 1.5.1 A BTCC Medical Information Sheet (Appendix A) must be completed and returned to the BTCC Medical Adviser via the Championship Organisers, at least 7 (seven) days prior to the first event or Ginetta Cars official test day in which a Driver intends to compete. These will be available from the Championship Coordinator.
- 1.5.2 Drivers must notify the BTCC Medical Adviser if:
- (i) The Driver is involved in any serious accident at any event or otherwise at any venue.
 - (ii) There is a significant change in the general physical or mental condition of the Driver.
 - (iii) The Driver is hospitalised for any reason



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

1.6 Championship Rounds

The 2011 MICHELIN GINETTA GT SUPERCUP will be contested over 10 EVENTS (28 races) as follows:

Round:	Date:	Circuit:	Organising Club/Centre:
1/2	2-3 April	Brands Hatch	BARC
3/4	16-17 April	Donington Park	BARC
5/6	30 April-1 May	Thruxton	BARC
7/8	4-5 June	Oulton Park	BARC
9/10	18-19 June	Croft	BARC
11/12	6-7 August	Snetterton	BARC
13/14	3-4 September	Knockhill	BARC
15/16	17-18 September	Rockingham	BARC
17/18	1-2 October	Brands Hatch	BARC
19/20	15-16 October	Silverstone	BARC

All rounds are TOCA / BTCC meetings

1.6.1 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.

1.7 Drivers Championship Scoring

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

- **G50 Cup**
- **G55 Supercup**

1.7.2 Points will be awarded to G50 Cup and G55 Supercup 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

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

- The competitor has been penalised with points on his/her MSA licence for any incident
- The competitor has been given a points penalty / reduction for any incident
- The competitor is excluded from a classified race result

1.7.4 Ties shall be resolved using the formula in Regulation W1.3.4 of the 2011 MSA Yearbook.

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

1.8 Teams Championship Scoring

1.8.1 The team classification is a classification independent from the driver classification. At the start of the season each team must submit to the Championship Co-ordinator their nominated vehicle(s) to score points for the team classification. The nominated vehicles may be from either class (G50 or G55).

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



- 1.8.3 Points will be allocated to the top two scoring vehicles from each team, regardless of class, at each round using the points system described in section 1.7.1. To qualify for the team award, teams must be licensed as per D7.1.12 of the 2011 MSA Yearbook.

1.9 Chairmans Cup Championship Scoring

- 1.9.1 The Ginetta GT Supercup Chairmans Cup Championship will be open to the following:

Any competitor who has not finished within the top 3 of a UK / European racing championship within the last three years and Competitors aged 40 or over and any competitor who is not deemed to be a professional / career driver by the Championship Organisation.

The Championship organisation will have the final say upon whether a competitor can be classified in the Ginetta GT Supercup Chairmans Cup.

The Chairmans Cup can be contested by anyone who meets the above criteria and is open to entrants driving a G50 or G55 model car. The winner of the Chairmans cup will be the driver who meets the above criteria and scores the most points in their respective class.

- 1.9.2 All drivers will score points as per the usual Championship scoring. A separate championship table will form with those drivers registered for the Chairmans Cup.

1.10 Awards:

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

- 1.10.2 Trophies per Championship Round:
G55 Championship: 1st, 2nd, 3rd.
G50 Championship: 1st, 2nd, 3rd.
Chairmans Cup – 1st

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

- 1.10.3 Garlands per Championship Round: 1st (provided by race organisers)

- 1.10.4 Ginetta G55 **Championship** prizes
1st – Funded BTCC Drive for 2012
2nd – Free entry to the 2012 Ginetta GT Supercup
3rd – Half price entry to the 2012 Ginetta GT Supercup

Ginetta G50 Championship Prizes
1st – The use of a Ginetta G55 for the 2012 Ginetta GT Supercup
2nd – Free entry to the 2012 Ginetta GT Supercup
3rd – Half price entry to the 2012 Ginetta GT Supercup

Chairman's cup winner - £2000 parts / entry fee credit at Ginetta Cars Ltd

- 1.10.5 Trophies - G55 Championship: 1st, 2nd & 3rd.
G50 Championship: 1st, 2nd & 3rd
Charimans Cup Championship– 1st
Teams Award – 1st

- 1.10.6 A trophy will be awarded to the winning team, registered for the teams championship as described in section 1.7.5.

- 1.10.7 Other additional championship awards – In the event of additional championship awards being introduced all registered competitors will be informed by official bulletin.

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



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

1.10.10 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.

1.10.11 Entertainment Tax Liability:

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

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. 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 6483



2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

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

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

2.3 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.



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

3.1 Entries:

- 3.1.1 The Championship Registration Form that includes the race Entry Form is contained within Appendix B of these Championship regulations.
- 3.1.2 Entrants are responsible for sending in fully completed Registration Forms, signed by the competing Entrant and Driver together with the registration fee to the Championship Co-ordinator prior to the closing date, of 2nd April 2011. The Championship Co-ordinator reserves the absolute right to accept registration/entries after that date.
- 3.1.3. Any withdrawal of entry or amendments to an entry must be notified to the Championship 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 is included in the Registration Fee.
- 3.1.5 Qualification races will be held at the discretion of the Organisers.
- 3.1.6 Any reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If any Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in practice shall determine their grid positions. If Reserves are given Grid Places after publication of the Grid Sheet and prior to cars collecting in the Official "Assembly Areas" they will be placed at the rear of the Grid and will be started WITHOUT any time delay. Otherwise they will be held in the pitlane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.2 Briefings:

The Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings or by bulletin at the event. Competitors must attend all briefings.

3.3 Scrutineering Protocol

- 3.3.1 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.
- 3.3.2 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.
- 3.3.3 A completed log book for each vehicle must be correctly submitted in accordance with Regulation 5.1.10 unless the championship scrutineer requests otherwise.
- 3.3.4 Aside from the official safety scrutineering, the vehicles may also be subject to eligibility scrutineering during and after the Event. Vehicles will be selected at the sole discretion of the 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.
- 3.3.5 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.
- 3.3.6. 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 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.

- 3.3.7. 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. Any breach to Parc Ferme regs will be reported to the Clerk who may impose penalties as appropriate. At their discretion the Clerk of the Course or Organisers may assign other penalties to any driver / team breaching Parc Ferme regulations. On request of the Series Eligibility/Safety Scrutineer, the Parent or Legal Guardian of the driver will be permitted in Parc Fermé.
- 3.3.8. Cars may not 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.
- 3.3.9. 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 partners premises. An invited member of the team may also be present. Removal of components from the car may be required at the Event or at the Ginetta Cars workshop at the discretion of the Series Eligibility/Safety Scrutineer. After thorough scrutineering of the parts, the result will be submitted to the Championship Clerk of the Course.
- 3.3.10. In the case of a breach of the Technical Regulations or a breach of the procedure surrounding the Technical Regulations, any costs associated with scrutineering and/or eligibility inspections (including, but not limited to transportation, checks, inspections, rebuilds, etc.) will be the sole responsibility of the Entrant.
- 3.3.11. 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.
- 3.3.12. The Championship Organisers will nominate 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 reserve the right to test a vehicle on the nominated rolling road dyno machine and may use any data from the rolling road dyno machine as guidance and to assist with their determination of eligibility. Competitors / entrants must be willing to sign any associated indemnities to allow their car to be tested on the dyno.

3.4 Qualifying:

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

3.5 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
- 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 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 Grid

- 3.6.1 Each driver's fastest qualifying time will determine the grid for the first Championship race at this Event.
- 3.6.2 The starting grid for the second race will be formed from the finishing order of the first race, as published by the official timekeepers. Competitors not classified as finishers in the first race will be placed on the starting grid for the second race after the last classified competitor according to the number of laps covered.
- 3.6.3 The starting grid for the third race will be formed from the finishing order of the second race, as published by the official timekeepers. Any number between, and including, the first four and six finishers from the second race shall have their grid positions for the third race reversed, with the number to be picked at random by the winner of the second race or someone nominated by the Championship Coordinator. All other classified finishers will be allocated grid positions in accordance with their finishing order from the second race.

3.7 Races:

- 3.7.1 The standard minimum scheduled race distance shall be 15 minutes for the first race where three races are held at an event and 20 minutes for all other races. However should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.
- 3.7.2 This distance will be converted into a specific number of laps and announced prior to each Event. When the number of laps defined as the race distance has not been achieved by the leading Driver after 20 (twenty) minutes have elapsed for the shorter races at an event or after 30 (thirty) minutes have elapsed (25 (twenty-five) minutes for the rounds at Rockingham, Croft and Oulton Park), the leader will be shown the Chequered Flag the next time he/she passes the Start/Finish Line. In this case, where possible notification of the last lap will be advised to Entrants/Drivers by the showing of a board on the Start/Finish Line. The Start/Finish Line applies both to the track and the Pit Lane.
- 3.7.3 When a 'Wet Race' has been declared by the Clerk of the Course then the rearward facing red warning lights must be illuminated, if the car has such a light fitted.

If weather conditions significantly change after leaving the Assembly Area and before the race start, the start will be delayed and Entrants/Drivers will be allowed to change onto a tyre of their choice. The maximum delay will be 10 minutes before the 2 minutes countdown board is shown.

3.8 Starts:

- 3.8.1 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.
- 3.8.2 When the signal is given, the cars will be released on to the circuit behind the Championship Safety Car and led to the grid. Once the train of cars following the Safety Car has left the Assembly Area, the Assembly Area and Pit Lane Exit will be closed. The cars will keep in formation with no overtaking. The Safety Car will set the pace. No practice starts may be executed during the course of this lap. At the end of this lap the cars will take up their grid positions. Any car unable to join the train of cars following the Safety Car shall be held in the Pit Lane and may only start the race after the last car to take the start has passed the Pit Lane Exit on the first racing lap, but shall only do so under the instruction of the Pit Lane Marshals.
- 3.8.3 All starts will be Standing Starts and grids will be determined in a 1 x 1 formation:
The countdown procedures/audible warnings sequence shall be:

2 minutes to start of Green Flag/Pace Lap - Close 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
- 3.8.4 During the Green Flag Lap the cars will keep in formation with no overtaking. The Safety Car will set the pace. No practice starts may be executed during the course of this lap. At the end of this Green Flag Lap, the cars will take up their grid positions.
- 3.8.5 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.
- 3.8.6 Any drivers unable to start the Green Flag/Pace Lap or Race Start are required to indicate their situation as per MSA Regulation Q12.13.2. and any drivers unable to maintain their grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.8.7 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.
- 3.8.8 Any Driver(s) unable to maintain their grid position on the Green Flag Lap to the extent that all other cars are ahead of him/her may complete the Green Flag Lap but must remain at the rear of the last row of the grid, but ahead of any cars to be started with a time delay. Any Driver(s) unable to maintain their grid position on the Green Flag Lap, but who still has other moving competing cars behind him/her may regain their allocation grid position(s). However, this must be undertaken by exercising maximum caution.
- 3.8.9 A 5-second board will be used to indicate that the grid is complete, the red lights will be switched on 5 seconds after this board is withdrawn and the race will start when the red lights are switched off.
- 3.8.10 Any driver adjudged to have committed a False Start or breached any part of the Start Procedure will be served with a Drive through Penalty in accordance with MSA Regulation Q12.5.

3.9 Start Delayed Procedure:

- 3.9.1 If the starter deems that the start needs to be delayed, he/she will display a "Start Delayed" board. The Countdown Procedure/Audible Warning sequence will then recommence from the one-minute board and the race may be started by use of the National Flag if all Drivers have been informed of the change of start signal.
- 3.9.2 Any Driver(s) deemed to have caused an aborted start will be moved to the back of the grid but ahead of any cars to be started with a time delay. Depending on individual circuit layout, the car(s) will either be removed to the back of the grid before the Green Flag Lap commences or the driver(s) will be instructed to commence the Green Flag Lap from his/her original grid position but must, during the course of the Green Flag Lap, allow any car(s) starting behind them to overtake, thus ensuring that they take the restart from the back of the grid (but ahead of any car(s) to be started with a time delay). If more than one car is penalised in this way, then their order at the back of the grid will reflect their original grid positions. The onus is on the Driver to comply and failure to do so will result in a report to the Championship Clerk of the Course who may impose a Drive Through Penalty or retrospective 30-second time penalty.
- 3.9.3 Aborted start procedure will be as follows:
- (i) The start-delayed board is displayed, engines may be switched off and team members are allowed back onto the grid.
 - (ii) When the Operations Clerk and Championship Clerk of the Course are happy, the countdown restarts from the one-minute signal and the grid cleared in the usual way.
 - (iii) Any car(s) that then cannot be started will be pushed to the side of the track (or Pit Lane if practical) and covered by a waved Yellow Flag. If any such car(s) at the side of the track can start unaided, it may join the Green Flag Lap under the usual restrictions.
 - (iv) The remaining cars are waved off on a Green Flag Lap.



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

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

3.10 Race Stops:

3.10.1 Should the need arise to stop any race, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and return to the starting grid area which will automatically become a Parc Fermé Area. Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

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

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

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

The race will restart from a grid set out in the finishing order of part one. Only cars that took part in the original start will be eligible and then only if they returned to the grid under their own power by an authorised route and were still under their own power at the showing of the Red Flag. The decision of the Championship Clerk of the Course will be final. Parc Fermé conditions will apply on the grid and to cars already in the Pits between the two parts of the race. The only work permitted on the cars will be on the grounds of safety and only with the permission of the Series Eligibility/Safety Scrutineer. The result of the race will be the finishing order at the end of part two, the result will not be aggregated. The length of the restarted race will be determined by the Clerk of the Course.

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

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

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

3.11 Re-Scrutiny / Driver Availability:

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

3.11.2 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.

3.11.3 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.



- 3.11.4 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.
- 3.11.5 Entrants' / Drivers' cars may not be removed from the Paddock during an Event after initial scrutineering except for the purpose of competing in the rounds comprised in the Event or with the prior written permission of the 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.

3.12 Pits & Pitlane Safety:

- 3.12.1 Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.12.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in pitlanes. During qualifying sessions and races, Drivers leaving the Pit Lane will do so on their own responsibility, however a marshal with a Blue Flag will warn of cars approaching.
- 3.12.3 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.
- 3.12.4 Speed Limit: The Pit Lane Speed Limit during each Meeting and official test day at all times is 40 mph (64 kph) with the exception of Meetings and official test days at Croft and Knockhill where it is 30mph (48kph) unless otherwise notified by way of a Bulletin.

The Penalty will be a Drive through Penalty in the race but if the infringement is notified to the Championship Clerk of the Course after the end of a race, he may levy a fine of £10 for each Km/h above the speed limit (this penalty will apply for qualifying) or impose a retrospective time penalty. Signs and /or lines are used to indicate the beginning and end of the area to which the speed limit applies.

3.13 Race Finishes:

- 3.13.1 After taking the Chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pitlane Entrance going directly to Parc Fermé as instructed, comply with any directions given by Marshals or Officials and keeping helmets on and harnesses done up while on the circuit or in the pitlane and should remain in Parc Ferme with their cars until released by the Series Scrutineer or are required for Podium Presentations.
- 3.13.2 Parc Fermé Regulations will apply to the area between the Start / Finish Line and the Parc Fermé entrance. Any area deemed necessary by the Series Eligibility/Safety Scrutineer and/or his nominated representative will be subject to Parc Fermé conditions with no exceptions.
- 3.13.3 Once in the Parc Fermé area, Drivers required for the podium presentations must proceed immediately to the podium. The Drivers required will be those finishing first, second and third.
- 3.13.4 Team personnel are only allowed into the Parc Fermé area at the invitation of the Series Eligibility / Safety Scrutineer. Should unauthorised team personnel be present in Parc Fermé, they render their car liable to exclusion from the Event. Any breach to Parc Ferme regs will be reported to the Clerk who may impose penalties as appropriate. On request of the Series Eligibility / Safety Scrutineer, the Parent or Legal Guardian of the driver will be permitted in Parc Fermé.

3.14 Results:

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. The Championship Clerk of the Course may declare the race results provisional until any investigation of video or other evidence has been completed and subsequent judicial procedures undertaken regardless of whether this investigation is as a result of a protest or merely a result of



establishing if a Regulation has been broken. These results will remain provisional until such time as they are declared final by the Championship Clerk of the Course upon completion of any judicial procedures and this will be communicated to all Entrants / Drivers via a Championship Newsletter.

3.15 Timing Modules:

- 3.15.1 All competitors will be required to fit an Electronic Self Identification Module (Transponder) as per Q12.2.1. to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.
- 3.15.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.
- 3.15.3 Timing modules must be positioned in the location as shown within the 2011 Ginetta G50 and G55 nomenclatures (See regulation 5.2.1).

3.16 Difficulty

If any Driver experiences a serious mechanical problem at any stage he / she must leave the track as soon as it is safe to do so and park in a position of relative safety. The car must be left in neutral and any removable steering wheel must be reattached before the Driver gets behind the protective safety barriers. The Driver should stay with the car to assist recovery crews with the task of bringing the car back to the pits at the end of the session.

3.17 Assistance

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

3.18 Spare Cars

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.

3.19 Safety Car

- 3.19.1 3.17.1 Unless specified below or within supplementary regulations, the safety car will operate in accordance with the 2011 MSA Yearbook (Section Q4.91-Q4.94)

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.

- 3.19.2 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/finish line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.
- 3.19.3 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.
- 3.19.4 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.

- 3.19.5 Flashing yellow lights may also be used at the start-line and at other points around the circuit.
- 3.19.6 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.
- 3.19.7 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.
- 3.19.8 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.
- 3.19.9 The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
- 3.19.10 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.
- 3.19.11 Following the safety car extinguishing its lights, and prior to passing the green flag, the-race leader will dictate the pace and, if necessary, fall more than five car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 3.19.12 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.
- 3.19.13 The first three laps while the safety car is in service will not count as race laps. Subsequent laps covered while the safety car is in service will be counted as a race laps.
- 3.19.14 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.
- 3.19.15 Should it be necessary to stop a race during a Safety Car deployment the Safety Car, with all competing vehicles following, will pass through the red flag at the start/finish line, complete one further lap at reduced speed and then, once the Safety Car comes to a stop at a position indicated by the Safety Car observer (which will usually be either the grid or Parc Fermé), all competing cars must stop behind it unless otherwise directed.
- 3.19.16 In exceptional circumstances the following may apply:
 - (i) The race may be started behind the Safety Car. In this case its revolving yellow/amber lights will be turned on at the two-minute signal. This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown. When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 (five) car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.



- (ii) Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking, except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. If a car falls to the back of the grid, it must remain at the back of the grid.
- (iii) Any car(s) delayed leaving the grid may not overtake another moving car if stationary after the remainder of the cars had crossed the line. In this case the car(s) shall remain at the back of the grid, in the order they left the grid.
- (iv) A time penalty or Drive Through Penalty may be imposed on any Driver who, in the opinion of the Clerk of the Course, unnecessarily overtakes another Driver during these laps.
- (v) The "SC" boards and Yellow Flags will be displayed at Marshals' Signalling Posts around the circuit until the Clerk of the Course withdraws the Safety Car from use in accordance with Regulation 3.19.10, 3.19.11 and 3.19.12.
- (vi) All laps undertaken in this start procedure will be deemed to be counted as race laps

3.19.17 Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

3.20 Driving Standards:

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

- During practice and / or qualifying: The competitor concerned may be Black Flagged and subsequently, may be prevented from taking any further part in that session
- During race: The competitor concerned may be penalised by way of a drive through penalty in accordance with MSA Regulation Q12.6.

3.20.4 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.

3.20.5 Failure to comply with the imposition of a drive through penalty, may result in exclusion from the race in question

3.20.6 In the event that a penalty described above cannot be imposed for operational reasons during a race, the competitor concerned may be given a 30 second elapsed time penalty (and relative Licence Penalty Points) as an alternative

3.20.7 Any competitor who exceeds the limit of the track should only rejoin when safe to do so and without gaining an advantage. Any competitor who is deemed to have gained an advantage, or repeatedly exceeds the track limits may be penalised by way of a 'Drive Through' or 'Stop / Go' penalty, in accordance with MSA regulation Q12.6.

In addition to a 'Drive Through' or 'Stop / Go' penalty, the competitor may also be subject to penalties in accordance with Q14.5.

3.20.8 The Organisers will meet following each race weekend to assess all on and off track incidents.

3.20.9 The Organisers will use any evidence available to them to request that the Championship Stewards investigate any drivers who are deemed to show poor driving standards or bring the championship into disrepute in any such manner through on and / or off track incidents.

3.20.10 The Championship Stewards have the ability to impose and enforce Championship penalties affecting championship points and potential refusal of race entries in the way of race suspensions. Penalties made through the driving standards panel may be in addition to any penalties made by the race Officials.

3.20.11 Any evidence available to the driving standards panel, such as observers reports and video evidence, may be used to support the imposition of penalties.

3.21 Additional Sporting Regulations issued for the Championship



- 3.21.1 The organisers of the Ginetta G50 Championship are determined to create a championship which is cleanly fought and with good sportsmanship prevailing.

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

Any driver found guilty of a driving offence which generates penalty points under C 2.1.4 will also have championship points deducted proportional with the severity of penalty imposed. Any deduction of championship points will be three times that of the associated licence penalty points. i.e. formal written reprimand 6 points, fine or time penalty 9 points, exclusion from practice, heat or race 12 points, exclusion from meeting 18 points.

In addition to the penalties laid down the Championship Stewards are empowered to deduct Championship points if the conduct of the driver is deemed unacceptable.

- 3.21.2 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.21.3 Each Entrant/Driver is required to have one fire extinguisher per car (minimum capacity 5kg or its equivalent) within their transporter/awning at each Event. This shall not include the extinguisher fitted to the car(s).

3.22 CAMERAS

- 3.22.1 All 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.
- 3.22.2 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.
- 3.22.3 The on-board cameras remain the property of Ginetta Car 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.
- 3.22.4 Details of the specification, installation and operating procedures for the Judicial camera are available from Ginetta Cars.
- 3.22.5 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. Other in-car video, still or motion picture cameras will be permitted ensuring that notice is taken of the commercial regulations (See regulation 8).

3.23 MANDATORY PIT STOPS

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



4. CHAMPIONSHIP RACE PENALTIES:

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulation C3.3

4.1.2 Arising from post race Scrutineering or Judicial Action:

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

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

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.



2011 MICHELIN GINETTA GT SUPERCUP

5. TECHNICAL REGULATIONS - General

5.1 INTRODUCTION

- 5.1.1 The following Technical Regulations are set out in accordance with the MSA specified format.
- 5.1.2 Everything that is not explicitly authorised and anything that is not specified:
- (i) in these regulations
 - (ii) in the workshop manual/nomenclature relating to the G50 and G55
 - (iii) in any official technical bulletin that may be published
- is strictly forbidden.**
- 5.1.3 Each Ginetta race car is manufactured to an identical class specification. In the interests of fairness and safety, competitors may not depart from this specification under any circumstances, other than as specified within these regulations.
- 5.1.4 All Ginetta manufactured parts and in particular body panels must be supplied by Ginetta Cars Ltd (or in the case of force majeure a supplier nominated by the organisers) and fitted in their original position.
- 5.1.5 Whilst the 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 shall be presented with the car at pre event scrutineering.
- 5.1.11 IT MUST BE CLEARLY UNDERSTOOD THAT THE OVERRIDING PRINCIPLE OF THESE REGULATIONS IS THAT UNLESS IT IS STATED THAT YOU CAN DO IT, YOU SHOULD WORK ON THE PRINCIPLE THAT YOU CANNOT.
- 5.1.12 Whilst Ginetta will endeavour to inform Competitors of any changes of components or part numbers, they reserve the right to fit updated components during the life of these Regulations.



5.2 GENERAL DESCRIPTION

5.2.1 Nomenclature

The 2011 version of the Workshop Manual/Nomenclature for the Ginetta G50 and G55 cars incorporating all clarifications, amendments and details of updated components shall remain the only active version of the document.

The parts used to build Ginetta G50 and G55 cars are described in the document named 'nomenclature'. These parts are divided into 3 categories.

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

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

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

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 2011 MICHELIN GINETTA GT SUPERCUP is a 'one make' race series with classes for Ginetta G50 and G55 race cars as specified herein.

5.3 RACE SUITS

5.3.1 All competitors will be supplied with a championship-specific race suit as part of their 2011 championship registration fee. The championship-specific race suit must be worn at each round of the 2011 Michelin Ginetta GT Supercup and must retain the original championship and trade sponsor badges. Other areas of the championship race suit may be used for competitors own spobsor badges. The championship organisers reserve the right to remove any badges or branding which is deemed to be unsuitable or conflicts with other championship / Ginetta sponsors.

5.3.2 Any competitor not wearing the designated championship-specific race suit on a championship race weekend will be ineligible for points and prize money.

5.3.3 Any guest competitor must purchase or hire a championship-specific race suit from Ginetta Cars.

5.4 NUMBERS AND DECALS:

5.4.1 All cars must carry championship and trade sponsor decals.

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

5.4.3 Ginetta Cars may request at any point that additional championship / trade sponsor decals are carried on cars. This will be done by way of an official championship bulletin.

5.4.4 Failure to comply with regulations 5.4.2 and 5.4.3 will not be subject to a technical non-compliance but will be liable to penalty under the commercial regulations for the championship.

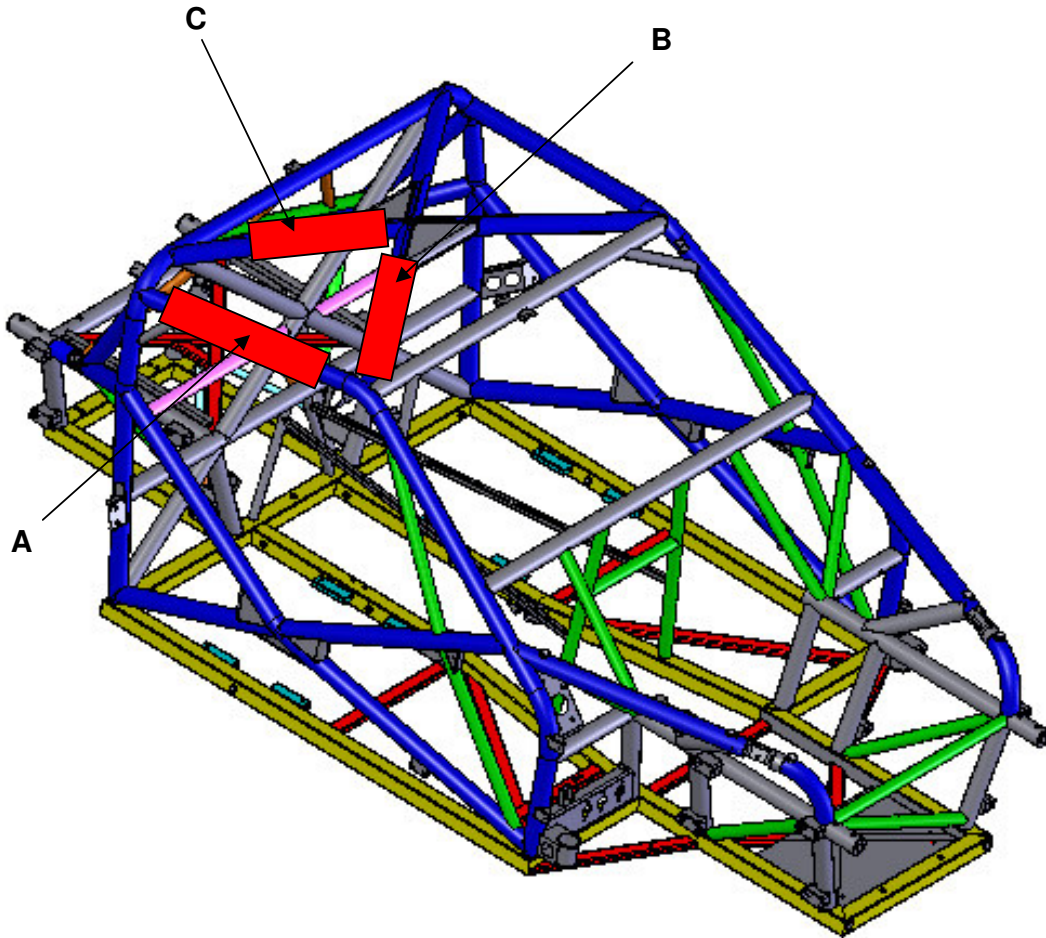


2011 MICHELIN GINETTA GT SUPERCUP

6. TECHNICAL REGULATIONS – Ginetta G50 Cup

6.1 SAFETY REQUIREMENTS

- 6.1.1 The Ginetta G50 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 with the rear light cluster
 - K6 Internal fuel filler that can be positively closed
 - K8 External Circuit Breaker
 - K13 Head restraint – as part of mandatory seat.
- The attention of all competitors is drawn to Articles K9, K10, and K11 of the MSA Yearbook, relating to overalls, crash helmet and visors.
- 6.1.2 The use of head and neck support systems (HANS) according to the FIA Code, standard 8858-2002, is compulsory. The helmet manufacturer must certify the tether anchorages and their mounting.
- For clarification on clothing standards and for a list of approved helmets you may refer to the FIA website, www.fia.com.
- 6.1.3 Any padding on the roll cage must comply with FIA standard 8857-2001
- 6.1.4 Roll cage padding (complying with FIA standard 8857-2001) must be used on the sections of roll cage as shown in the diagram below:



Lengths of padding required:

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

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

6.2 GENERAL TECHNICAL REQUIREMENTS

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

6.2.2 From time to time it will be necessary to approve alternative equivalent components. Only components approved as alternatives and published as such by the Championship Organisers and/or their appointed representatives in official amendments to these regulations are eligible for the 2011 MICHELIN Ginetta GT SUPERCUP.

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

6.3 CHASSIS

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



6.4 BODYWORK

- 6.4.1 The Ginetta G50 race car body is manufactured to a standard specification. All body parts must be supplied through Ginetta Cars Ltd. Minor fibreglass repairs may be undertaken by the competitor, provided that the body profile is not altered in any way. Additional ventilation holes may not be cut into the bodywork unless written consent has been given by Ginetta Cars Ltd and approved by the Eligibility Scrutineer.
- 6.4.2 A bodywork template/profile tool may be used by the scrutineer to ensure that original shape and car profile is retained. No extra panelling, either under floor or around the wheel arch area, is permitted. The presentation of vehicle bodywork and repairs must be deemed acceptable by Ginetta Cars Ltd and the Championship Organisers, in the interest of all cars being presented in a way representative of the Ginetta marque. It is not permitted to cover bodywork apertures and joint lines with adhesive tapes unless authorised by the championship scrutineer as a short term repair.
- 6.4.3 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.
- 6.4.4 The driver's seat is fixed and in compliance with MSA Regulation J 5.3.1 (Ginetta part number G50Q0001). Drivers may change their seat only with written confirmation from the Championship Organisers and must be declared within the car's log book when the car is presented for scrutineering.
- 6.4.5 A standard front screen, as supplied by Ginetta Cars Ltd must be fitted. (Ginetta part number G50B0005)
- 6.4.6 A rear floor kit must be fitted to the Ginetta G50 race car as detailed in drawing number X0017 within the 2011 Ginetta G50 Cup nomenclature. The diff cooler must be remounted accordingly as shown in drawing number XX048 within the 2011 Ginetta G50 Cup nomenclature.
- 6.4.7 The rear section of the bodywork must have one naca duct on either side as per the 2011 Ginetta G50 Cup nomenclature. The position of the naca ducts must be as supplied by Ginetta Cars and may not be altered.
- 6.4.8 The rear bumper of the bodywork must be 2011 specification with vents cut out as shown in the 2011 Ginetta G50 Cup nomenclature. The vents must be covered with mesh as supplied by Ginetta cars. Alternative mesh may not be used.
- 6.4.9 The bonnet must be a 2011 specification bonnet with uncovered airbox inlet. 2010 specification bonnets may be updated using the official Ginetta splash mold and update kit.

6.5 REAR WING

- 6.5.1 The Ginetta G50 race car must only use a rear wing aero kit as supplied by Ginetta Cars. All components of the rear wing kit must remain as standard and as supplied by Ginetta cars and may not be altered in any way. No additional structures, other than those permitted by Ginetta Cars are allowed.
- 6.5.2 Details of the rear wing kit are shown in the Workshop manual and 2011 Ginetta G50 Cup nomenclature.
- 6.5.3 The position, angle and height of the rear wing may only be adjusted within standard limits of the rear wing aero kit using the pre-drilled holes and standard components. A template may be used to certify that no modifications have been made to any part of the rear wing kit.

6.6 PERMITTED ENGINE

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

- 6.6.1 The Ginetta G50 Cup Car is supplied with a Ford 3500cc V6 engine and ancillaries built by Ginetta Cars and sealed using Ginetta specific seals. The engine seals must be intact and undamaged for the engine to be eligible to take part in official testing, qualifying or racing events. It is the responsibility of the Competitor to ensure the security of the seals. Seals can only be removed by the 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.



- 6.6.2 If the engine is damaged or worn it must be returned to Ginetta Cars for exchange or repair by Ginetta Cars. Any maintenance to the engine in an area not covered by the Seals must use original parts for this engine, in any dispute the part in question will be compared to the relevant part and/or drawing held by Ginetta Cars.
- 6.6.3 Engine Control Unit. (ECU) The cars are fitted with a MOTEC M800. This is fitted with a bespoke Fuel and Ignition map and Engine run data which are Password protected. The ECU must not be tampered with in anyway. The ECU can be interrogated at anytime during a race meeting by the MSA Scrutineer or approved Ginetta Cars agent. The Championship Organisers reserve the right to exchange any Competitors ECU with an Official Series spare.
- 6.6.4 Engine Wiring Loom. This must remain as supplied by Ginetta Cars (G50L0006) with no modifications permitted.
- 6.6.5 Manifolds. It is permissible to use only inlet and exhaust manifolds (G50F0002, G50F0003) as supplied by Ginetta Cars and bearing official identification stamps. Polishing, abrasive cleaning, or otherwise altering the manifolds internally, is prohibited.
- 6.6.6 Catalytic Converters. A catalytic converter must be fitted to each exhaust and must be working at all times and remain unmodified. Tests will be carried out to ensure compliance.
- 6.6.7 Air Filter. (G50E0015) This must be fitted at all times and must remain located in the 2011 specification G50 air box.
- 6.6.8 Fuel Pressure. The fuel pressure regulator supplied with the car is the only eligible type. The fuel pressure must be 5.0 BAR +or-0.1 BAR. The fuel pressure will be checked regularly to ensure compliance.
- 6.6.9 Spark Plugs. Only NGK PTR 5A-10 5055 Plugs are eligible in the Championship.

6.7 TRANSMISSION / FINAL DRIVE

- 6.7.1 The Ginetta G50 race car must retain the standard 6 speed quaife sequential gearbox as supplied through Ginetta Cars Ltd for the first three championship weekends only. Following the third championship weekend at Thruxton, competitors must install and then retain the Hewland 6 speed sequential gearbox as supplied through Ginetta Cars Ltd.

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

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

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

- 5.7.3 The gear flat shift load cell (Ginetta part L0075) as shown on drawing number X0029-A must be used

6.8 INDUCTION SYSTEM

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

6.9 ELECTRICS

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



- 6.9.2 The coil on plug units must remain standard and in their original location. (Ginetta part number G50E0018). The dual-triple channel ignition modules must remain standard (Ginetta part number G50L0048).
- 6.9.3 The fitting of additional instrumentation is not permitted unless under regulation 6.9.5
- 6.9.4 The standard Motec data acquisition system is the only permitted device and must remain set to standard config as supplied with the Ginetta G50 Cup Car. No additional connections may be made to the ECU whatsoever. As a routine part of eligibility control procedures, it may be called upon by either the Championship Organisers or Eligibility Scrutineer to make available all acquired data from the above detailed equipment at any point for the purpose of collecting engine performance data during either race or qualifying sessions and during official test sessions / Ginetta organised sessions. For this purpose, the ECU download point must remain in its standard location. The Championship Organisers reserve the right to download and access all data at anytime during either race or qualifying sessions and during official test sessions / Ginetta organised sessions.
- 6.9.5 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.
- 6.9.6 The 12 volt standard alternator must be fitted. The minimum output of the alternator must remain as standard at all times.
- 6.9.7 The starter motor must remain standard as supplied by Ginetta Cars LTD (Ginetta part number G50E0004)
- 6.9.8 Cars must be fitted with standard Ginetta front lights with clear lenses or the alternative imitation light pod (Ginetta part number G50B0141 / G50B0142) with clear lenses (Ginetta part number G50B0101 / G50B0102).
- 6.9.9 Cars must be fitted with the 2011 specification rear lights including LED brake lights, fog lights and indicators.

6.10 COOLING SYSTEM

- 6.10.1 The standard layout of the cooling system must be as issued by Ginetta cars LTD. The radiator (Ginetta part number G50P0001) must be standard and remain in its original location. The thermostat and housing may not be replaced.
- 6.10.2 It is permitted to fit an optional larger oil cooler, part number 50-625-7612 as supplied by Ginetta cars.
- 6.10.3 It is permitted to fit the larger oil cooler, part number 50-625-7612 to the diff cooling system. It is also permitted to mount the cooler with the unions to the top. This update also requires a new larger cooler duct part no G50G0135, which is permissible. New oil pipes will be required with this layout. It is permitted to source and replace the pipes as necessary providing they are considered a direct replacement.
- 6.10.4 No other modifications than those referred to above are permissible.

6.11 BRAKES

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

Front discs: Ferrous, vented, discs 330mm o/dia x 32mm thick with 6 x grooves per side
Type: DV 330/32/55 – 12/203 R (right-hand) and – L (left-hand)

Rear discs: Ferrous, vented, discs 280 mm o/dia x 23mm thick with 6 x grooves per side
Type: DV 280/23/44 – 8/177 R (right-hand) and – L (left-hand)

With:

Front Callipers: Alloy 4 pot callipers : with 2 x 41mm dia pistons and 2 x 38mm dia pistons
Type: CRB 330/32 – 38/41 RT (right-hand) and –LT (left-hand)

Rear Callipers: Alloy 2 pot callipers with 2 x 44.5mm dia pistons
Type: CRR 280 x 25 – 44 RT (right-hand) and –LT (left-hand)



There are NO permitted modifications.

6.11.2 Brake master cylinders (Ginetta part number G50I0016), with 0.7 inch bore size front and rear, must be retained as standard.

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

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

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

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

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

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

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

6.12 SUSPENSION

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

6.12.2 Front and Rear anti-roll bars must remain standard as supplied by Ginetta Cars LTD and remain in the standard locations and standard material T45 35/2mm. Anti-roll bar stiffness adjustment is free within the range provided. The operating linkage may be disconnected but not removed.

Front anti roll bar (Ginetta part number C0022)

Rear anti roll bar (Ginetta part number D0009)

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

At each championship round, the championship scrutineer will designate a location where all ride height measurements shall take place.

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

6.12.4 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 3.00 mm thick shim per upright and to a maximum of 15.00 mm per upright using a combination of the standard shims.

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

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



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

Front Spring range (outlined only) and part numbers;

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

6.12.7 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.

6.12.8 The standard track and wheelbase dimensions must be retained.

6.13 WHEELS

6.13.1 The standard wheels of size 9 x 18" as supplied by Ginetta Cars Ltd (Ginetta part number G50J0001) may not be modified or substituted for others.

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

6.14 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.

6.14.1 The only permitted tyres for use in this Championship are Michelin 24/64-18 N1 (slick tyre) and Michelin 24/64-18 P2G (Wet Tyre).

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

A maximum of 6 tyres must be presented at scrutineering (4 on the car, 2 additional tyres) for registration and recording by the Eligibility Scrutineer. Two of the six tyres must be those used at a previous meeting in the 2011 championship and as such will be recorded within the car's log book from a previous meeting. The only exception to this is the first event at Brands Hatch. At the Brands Hatch meeting only, the maximum number of tyres available to each car is 6 tyres (new or used).

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.

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

6.14.4 Tyre location on the G50 Cup Car must remain standard throughout any qualifying session, i.e. it is not permissible to move tyre location across an axle or front to back mid session.

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



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

- 6.14.5 The use of tyre heating equipment / heat retention devices, tyre treatments or compounds, is prohibited. Any artificial cooling of tyres is prohibited.
- 6.14.6 Dry weather, (slick) controlled tyres for the Championship, will be marked on one face of the tyre by the appointed tyre marker, with an individual unique serial number which will also be recorded in the drivers Tyre Purchase Record,.
- 6.14.7 Wet weather (treaded) tyres will not be serial numbered and will not be subject to this number limiting regulation.
- 6.14.8 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.

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

- 6.14.9 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 slick tyres makes further participation in the event impossible, nominated 'used' front and/or rear tyres may be substituted. A 'used' tyre is defined as a tyre that is visibly worn and been subjected to at least one heat cycle. With the exception of the first race weekend, the 'used' spare tyres must be those used (and thus will have been nominated) on a previous race weekend. The substitution may only be authorised by the Series Eligibility/Safety Scrutineer.

6.15 Tyre Nomination:

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

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

- 6.15.2 During practice, heats and race(s), only tyres nominated under 5.16.1 and wet weather (treaded) tyres may be kept in the pits.
- 6.15.3 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 will automatically be checked for compliance with this tyre regulation. Non-compliance at any time during the event will be the subject of a report to the Clerk of the Course/Stewards.
- 6.15.4 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, is being used.
- 6.15.5 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.



- 6.15.6 It is not permitted to use any means to artificially raise the temperature of tyres above ambient at any time prior to or during any event, other than by the natural addition of heat resulting from permitted driving on the circuit.
- 6.15.7 Tyre warmers or any other device intended to modify or maintain tyre temperature is forbidden. Tyre warmers found at the circuit will be judged to be available for use and appropriate action will be taken.
- 6.15.8 Tyres must only be used in the standard condition as supplied by the manufacturer. The application of any material (liquid, solid or gas) to any part(s) of the tyre, is therefore forbidden. The only exceptions are the use of a mixture of pure domestic water and household detergent or the lubricant applied to the tyre bead for fitting purposes. The Championship Organisers reserve the right to take samples of tyre material at any time for laboratory analysis.
- 6.15.9 The application of any material (liquid, solid or gas) to any part(s) of the tyres, during official practice is forbidden.
- 6.15.10 It is not permitted to remove debris / rubber pick-up from the tyre surface by the use of a tool and / or heat gun.
- 6.15.11 Any tyre protection covers used at any time within the confines of the circuit, must be of a temporary construction and must be capable of being used many times.
- 6.15.12 Pressure regulation valves are forbidden.
- 6.15.13 At the Series Safety/Eligibility Scrutineers discretion, the 6 tyres for the event, listed on the Tyre Nomination Form may be retained at the end of Official Practice and Race(s) until a minimum of 30 minutes prior to next time that the tyres are required to be used.

6.16 WEIGHT

- 6.16.1 The minimum vehicle weight excluding driver is (985kg) , including driver is 1090kg. The latter weight is intended to include the driver suitably dressed for competition, with safety helmet and all safety equipment. It is emphasised that both these minimum weights must be respected at all times during both Qualifying and Competition. Failure to meet either or both will be considered an offence under these regulations.
- 6.16.2 In order to meet the criteria of 5.17.1 only, it is permitted to add ballast to the car in accordance with MSA Regulation J 15.15.1 Such ballast must be formed of solid unitary blocks. They must only be fixed using a ballast plate supplied by Ginetta cars (Part number G50R0056) which is bolted to the floor of the passenger seat well in the designated area of the car. The ballast plate fixings must be able to withstand acceleration / deceleration forces of 25G.
- 6.16.3 Provision must be made for Scrutineers to affix seals to any ballast fitted.
- 6.16.4 Following competition, the driver must remain available with the car under Parc Fermé conditions until released by 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 weighing is completed.
- 6.16.5 If a car loses a part during qualifying or a race, the weight of that part may be taken into account during eligibility checks. Following consultation the Championship Eligibility / Safety Scrutineer will determine whether any lost part should be taken into account.

6.17 FUEL, FUEL INJECTION AND FUEL TANK

- 6.17.1 A standard fuel tank as supplied by Ginetta Cars Ltd must be retained in its original position. The fuel delivery system must remain as original specification.
- 6.17.2 The standard 60 litre fuel tank and fuel delivery system may only be substituted by alternative components that are approved and supplied by Ginetta Cars. If alternative components are to be used, these must be declared within the car's log book when the car is presented for scrutineering.



- 6.17.3 The use of a controlled unleaded fuel complying with the definition laid down in the Terminology Section of MSA Regulations. (Technical Definitions), and supplied by Petrochem Carless, is mandatory. Compliance with this regulation will be verified by fuel testing throughout the season.
- 6.17.4 At the end of practice / qualifying, and of the race, at least 3 litres of fuel from the tank of the competing car must be available to the 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.

6.18 SILENCING

- 6.18.1 The exhaust system as supplied by Ginetta Cars Ltd must remain as standard and may not be altered. All cars must comply with MSA Regulation J5.1.7. concerning noise levels and it is the competitor's responsibility to ensure that the car complies with currently enforced levels.
- 6.18.2 Catalytic Converters. These must be fitted at all times and remain unmodified. Tests will be carried out on these during the Season.

6.19 PRESENTATION

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 MICHELIN Ginetta GT Supercup. Individual cars may fail scrutineering if as deemed by the championship scrutineer to be of poor presentation and / or mechanically unacceptable.

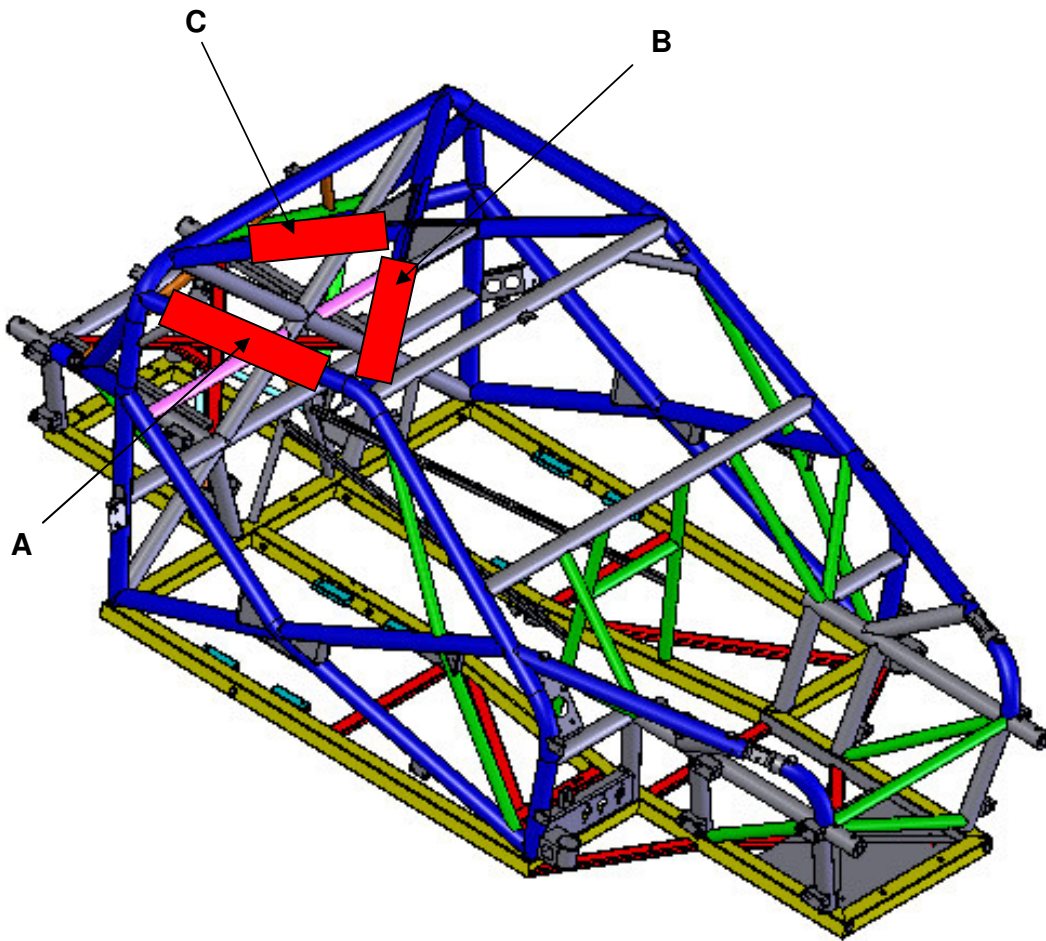


2011 MICHELIN GINETTA GT SUPERCUP

7. TECHNICAL REGULATIONS – Ginetta G55 Cup

7.1 SAFETY REQUIREMENTS

- 7.1.1 The Ginetta G55 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 with the rear light cluster
 - K6 Internal fuel filler that can be positively closed
 - K8 External Circuit Breaker
 - K13 Head restraint – as part of mandatory seat.
- The attention of all competitors is drawn to Articles K9, K10, and K11 of the MSA Yearbook, relating to overalls, crash helmet and visors.
- 7.1.2 The use of head and neck support systems (HANS) according to the FIA Code, standard 8858-2002, is compulsory. The helmet manufacturer must certify the tether anchorages and their mounting.
- For clarification on clothing standards and for a list of approved helmets you may refer to the FIA website, www.fia.com.
- 7.1.3 Any padding on the roll cage must comply with FIA standard 8857-2001
- 7.1.4 Roll cage padding (complying with FIA standard 8857-2001) must be used on the sections of roll cage as shown in the diagram below:



Lengths of padding required:

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

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

7.2 GENERAL TECHNICAL REQUIREMENTS

- 7.2.1 The Ginetta G55 race car is built to comply with the provisions of Sections J Tech (all vehicles) and Q (race vehicles). Competitors are reminded that a catch tank must be fitted and that the location of the vehicle towing eyes should be suitably marked
- 7.2.2 From time to time it will be necessary to approve alternative equivalent components. Only components approved as alternatives and published as such by the Championship Organisers and/or their appointed representatives in official amendments to these regulations are eligible for the 2011 MICHELIN Ginetta GT SUPERCUP.
- 7.2.3 In case of force majeure, Ginetta Cars may at any time approve alternative components. Competitors will be notified of any changes to the regulations via a published bulletin. If alternative components are to be used, these must be declared within the car's log book when the car is presented for scrutineering.



7.3 CHASSIS

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

7.4 BODYWORK

7.4.1 The Ginetta G55 race car body is manufactured to a standard specification. All body parts must be supplied through Ginetta Cars Ltd. Minor fibreglass repairs may be undertaken by the competitor, provided that the body profile is not altered in any way. Additional ventilation holes may not be cut into the bodywork unless written consent has been given by Ginetta Cars Ltd and approved by the Eligibility Scrutineer.

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

7.4.3 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.

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

7.4.5 A standard front screen, as supplied by Ginetta Cars Ltd must be fitted. (Ginetta part number G55B0016.

7.4.6 The rear bumper vents must be covered with mesh as supplied by Ginetta cars. Alternative mesh may not be used.

7.5 REAR WING

7.5.1 The Ginetta G55 race car must only use a rear wing aero kit as supplied by Ginetta Cars. All components of the rear wing kit must remain as standard and as supplied by Ginetta cars and may not be altered in any way. No additional structures, other than those permitted by Ginetta Cars are allowed.

7.5.2 Details of the rear wing kit are shown in the 2011 Ginetta G55 nomenclature.

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

7.6 PERMITTED ENGINE

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

7.6.1 The Ginetta G55 Cup Car is supplied with a Ford 3700cc V6 engine and ancillaries built by Ginetta Cars and sealed using Ginetta specific seals. The engine seals must be intact and undamaged for the engine to be eligible to take part in official testing, qualifying or racing events. It is the responsibility of the Competitor to ensure the security of the seals. Seals can only be removed by the 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.

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

7.6.3 Engine Control Unit. (ECU) The cars are fitted with a MOTEC M800. This is fitted with a bespoke Fuel and Ignition map and Engine run data which are Password protected. The ECU must not be tampered with in anyway. The ECU can be interrogated at anytime during a race meeting by the MSA Scrutineer or



approved Ginetta Cars agent. The Championship Organisers reserve the right to exchange any Competitors ECU with an Official Series spare.

- 7.6.4 Engine Wiring Loom. This must remain as supplied by Ginetta Cars with no modifications permitted.
- 7.6.5 Manifolds. It is permissible to use only inlet and exhaust manifolds as specified in the Ginetta G55 Cup nomenclature and supplied by Ginetta Cars and bearing official identification stamps. Polishing, abrasive cleaning, or otherwise altering the manifolds internally, is prohibited.
- 7.6.6 Catalytic Converters. A catalytic converter must be fitted to each exhaust and must be working at all times and remain unmodified. Tests will be carried out to ensure compliance.
- 7.6.7 Air Filter. This must be fitted at all times.
- 7.6.8 Fuel Pressure. The fuel pressure regulator supplied with the car is the only eligible type. The fuel pressure must be 5.0 BAR +or-0.1 BAR. The fuel pressure will be checked regularly to ensure compliance.
- 7.6.9 Spark Plugs. Only NGK PTR 5A-10 5055 Plugs are eligible in the Championship.

7.7 TRANSMISSION / FINAL DRIVE

- 7.7.1 The Ginetta G55 race car must retain the Hewland 6 speed sequential gearbox as supplied through Ginetta Cars Ltd. It is the competitor's responsibility to ensure that the following prescribed gear ratios are retained at all times during competition: 1st 15:30, 2nd 15:23, 3rd 17:21, 4th 20:21, 5th 25:23, 6th 24:20. A Ginetta Cars supplied CWP limited slip differential, with a final drive ratio of 3:42 must be used. The sealed Gearbox and sealed differential may only be rebuilt by Ginetta Cars Ltd
- 7.7.2 The clutch, as supplied by Ginetta Cars Ltd must be retained in its original form.
- 7.7.3 Flywheel. The flywheel must remain as supplied by Ginetta Cars Ltd. The weight of a new flywheel is 3.75kg and must not be modified in any way.
- 7.7.4 The gear flat shift load cell (Ginetta part L0075), as shown in the Ginetta G55 Cup nomenclature, must be used

7.8 INDUCTION SYSTEM

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

7.9 ELECTRICS

- 7.9.1 Battery must remain as supplied by Ginetta Cars. The original location of the battery must be retained utilising the standard mountings. Terminals must be insulated. In compliance with MSA Regulation J 5.14.5, the battery earth lead should be identified by a yellow marking.
- 7.9.2 The coil on plug units must remain standard and in their original location. The dual-triple channel ignition modules must remain standard.
- 7.9.3 The fitting of additional instrumentation is not permitted unless under regulation 7.9.5
- 7.9.4 The standard Motec data acquisition system is the only permitted device and must remain set to standard config as supplied with the Ginetta G55 Cup Car. No additional connections may be made to the ECU whatsoever.

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.

- 7.9.5 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.
- 7.9.6 The 12 volt standard alternator must be fitted. The minimum output of the alternator must remain as standard at all times.
- 7.9.7 The starter motor must remain standard as supplied by Ginetta Cars LTD (Ginetta part number G50E0004)
- 7.9.8 Cars must be fitted with standard Ginetta front lights with clear lenses or the alternative imitation light pod with clear lenses.
- 7.9.9 Cars must be fitted with the 2011 specification rear lights including LED brake lights, fog lights and indicators.

7.10 COOLING SYSTEM

- 7.10.1 The standard layout of the cooling system must be as issued by Ginetta cars LTD. The radiator (Ginetta part number G55P0001) must be standard and remain in its original location. The thermostat and housing may not be replaced.
- 7.10.2 The diff cooler, part number 50-625-7612, must remain as standard and unmodified. It is permitted to mount the cooler with the unions to the top.
- 7.10.2 No other modifications than those referred to above are permissible.

7.11 BRAKES

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

Front discs: Ferrous, vented, discs 378mm o/dia x 32mm thick
Type: DIV2175X533C24 R (right-hand) and – L (left-hand)

Rear discs: Ferrous, vented, discs 330mm o/dia x 32mm thick with 6 x grooves per side
Type: DV 330/32/55 – 12/203 R (right-hand) and – L (left-hand)

With:

Front Callipers: Alloy 6 pot callipers : with 2 x 30.2mm dia pistons, 2 x 34.9mm dia pistons and 2 x 38.1mm dia pistons
Type: CAR8949Y14SS RT (right-hand) and –LT (left-hand)

Rear Callipers: Alloy 4 pot callipers : with 2 x 41mm dia pistons and 2 x 38mm dia pistons
Type: CRB 330/32 – 38/41 RT (right-hand) and –LT (left-hand)

There are NO permitted modifications.

- 7.11.2 Brake master cylinders (Ginetta part number G50I0016), with 0.7 inch bore size front and rear, must be retained as standard.
- 7.11.3 The use of the following Brake Pads and friction material is mandatory:
Front: PERFORMANCE FRICTION; 7790.01.25.54
Rear: PERFORMANCE FRICTION; 7700.01.16.54

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

- 7.11.4 Brake lines must remain as standard and in the manufacturers layout.
- 7.11.5 Brake bias may be altered using the standard balance bar supplied by Ginetta Cars Ltd.



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

7.12 SUSPENSION

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

7.12.2 Front and Rear anti-roll bars must remain standard as supplied by Ginetta Cars LTD and remain in the standard locations and standard material T45 35/2mm. Anti-roll bar stiffness adjustment is free within the range provided. The operating linkage may be disconnected but not removed.

Front anti roll bar (Ginetta part number C0022)

Rear anti roll bar (Ginetta part number D0009)

7.12.3 The minimum ride height of the chassis shall be in excess of 60mm at all times, as measured in a vertical plane from the lowest point of the chassis to the ground surface below. The minimum ride height of any part of the car, other than the chassis, shall be in excess of 45mm, as measured in a vertical plane.

At each championship round, the championship scrutineer will designate a location where all ride height measurements shall take place.

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

7.12.4 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 3.00 mm thick shim per upright and to a maximum of 15.00 mm per upright using a combination of the standard shims.

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

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

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

Front Spring range (outlined only) and part numbers;

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

7.12.7 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.

7.12.8 The standard track and wheelbase dimensions must be retained.

7.13 WHEELS



- 7.13.1 The standard wheels of size 9 x 18" as supplied by Ginetta Cars Ltd (Ginetta part number G50J0001) must be used on the front axle uprights and may not be modified or substituted for others.
- 7.13.2 The standard wheels of size 10 x 18" as supplied by Ginetta Cars Ltd must be used on the rear axle uprights and may not be modified or substituted for others.
- 7.13.3 The use of wheel spacers or other wheel spacing mechanism, is not permissible.

7.14 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.
- (v) 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.

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

Michelin 24/64-18 N1 (slick front tyre)
Michelin 27/65-18 S8C (slick rear tyre)

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

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

A maximum of 6 tyres must be presented at scrutineering (4 on the car, 2 additional tyres) for registration and recording by the Eligibility Scrutineer. Two of the six tyres must be those used at a previous meeting in the 2011 championship and as such will be recorded within the car's log book from a previous meeting. The only exception to this is the first event at Brands Hatch. At the Brands Hatch meeting only (April 2/3), the maximum number of tyres available to each car is 6 tyres (new or used).

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.

- 7.14.3 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.
- 7.14.4 Tyre location on the G55 Cup Car must remain standard throughout any qualifying session, i.e. it is not permissible to move tyre location across an axle or front to back mid session.

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

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

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



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

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

7.14.8 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.

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

7.14.9 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 slick tyres makes further participation in the event impossible, nominated 'used' front and/or rear tyres may be substituted. A 'used' tyre is defined as a tyre that is visibly worn and been subjected to at least one heat cycle. With the exception of the first race weekend, the 'used' spare tyres must be those used (and thus will have been nominated) on a previous race weekend. The substitution may only be authorised by the Series Eligibility/Safety Scrutineer.

7.15 Tyre Nomination:

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

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

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

7.15.3 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 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.

7.15.4 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, is being used.

7.15.5 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.

7.15.6 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.

7.15.7 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.



- 7.15.8 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.
- 7.15.9 The application of any material (liquid, solid or gas) to any part(s) of the tyres, during official practice is forbidden.
- 7.15.10 It is not permitted to remove debris / rubber pick-up from the tyre surface by the use of a tool and / or heat gun.
- 7.15.11 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.
- 7.15.12 Pressure regulation valves are forbidden.
- 7.15.13 At the Series Safety/Eligibility Scrutineers discretion, the 6 tyres for the event, listed on the Tyre Nomination Form may be retained at the end of Official Practice and Race(s) until a minimum of 30 minutes prior to next time that the tyres are required to be used.

7.16 WEIGHT

- 7.16.1 The minimum vehicle weight excluding driver is 1055kg , including driver is 1150kg. 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.
- 7.16.2 In order to meet the criteria of 7.16.1 only, it is permitted to add ballast to the car in accordance with MSA Regulations J 15.15.1 – J15.15.4 Such ballast must be formed of solid unitary blocks. They must only be fixed using a ballast plate supplied by Ginetta cars (Part number G50R0056) which is bolted to the floor of the passenger seat well in the designated area of the car. The ballast plate fixings must be able to withstand acceleration / deceleration forces of 25G.
- 7.16.3 Provision must be made for Scrutineers to affix seals to any ballast fitted.
- 7.16.4 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 weighing is completed.
- 7.16.5 If a car loses a part during qualifying or a race, the weight of that part may be taken into account during eligibility checks. Following consultation the Championship Eligibility / Safety Scrutineer will determine whether any lost part should be taken into account.
- 7.16.6 Ginetta Championship Organisers reserve the right to amend the minimum weights. Any amendments will be made by official championship bulletin.

7.17 FUEL, FUEL INJECTION AND FUEL TANK

- 7.17.1 A standard fuel tank as supplied by Ginetta Cars Ltd must be retained in its original position. The fuel delivery system must remain as original specification.
- 7.17.2 The standard 107 litre fuel tank and fuel delivery system may only be substituted by alternative components that are approved and supplied by Ginetta Cars. If alternative components are to be used, these must be declared within the car's log book when the car is presented for scrutineering.
- 7.17.3 The use of a controlled unleaded fuel complying with the definition laid down in the Terminology Section of MSA Regulations. (Technical Definitions), and supplied by Petrochem Carless, is mandatory. Compliance with this regulation will be verified by fuel testing throughout the season.



7.17.4 At the end of practice / qualifying, and of the race, at least 3 litres of fuel from the tank of the competing car must be available to the 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.

7.18 SILENCING

7.18.1 The exhaust system as supplied by Ginetta Cars Ltd must remain as standard and may not be altered. All cars must comply with MSA Regulation J5.1.7. concerning noise levels and it is the competitor's responsibility to ensure that the car complies with currently enforced levels.

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

7.19 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 MICHELIN Ginetta GT Supercup. Individual cars may fail scrutineering if as deemed by the championship scrutineer to be of poor presentation and / or mechanically unacceptable.

8 COMMERCIAL REGULATIONS and CHAMPIONSHIP CONTACTS

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

8.1 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
Website: www.ginetta.com

Eligibility Scrutineer:

Stuart Vincent
Tel: 01476 586127
Email: vincent.stuart@lineone.net

Championship Clerk of the Course:

TBC

Championship Organiser:

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

Championship Co ordinator:

Stewart Linn (Ginetta Cars)
E-mail: stewart.linn@ginetta.com

BTCC Medical Advisor

Dr Paul J. Trafford
7 Victoria Circus
Dowanhill
GLASGOW
G12 9LB

Mobile: 07785 557470
Fax: 0141 404 2624
E-mail paul@doctruff.co.uk

Control Fuel Supplier

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

Control Fuel Distributor

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



8.2 Commercial Undertakings

- 8.2.1 The Race Meetings comprising the Championship shall be conducted in accordance with the Regulations and these Commercial Undertakings.
- 8.2.2 In these Commercial Undertakings the nomenclature definitions and abbreviations specified in the General Regulations of the MSA and in the Sporting Regulations shall be adopted.
- 8.2.3 The Administrator has the right to amend, vary or add to the Commercial Undertakings from time to time. Such amendments, variations, and additions shall be notified by bulletin to all registered competitors by posting to the address detailed on the Championship Registration Form, or sending to the e-mail address detailed on the Championship Registration Form or faxing to the fax number detailed on the Championship Registration Form, or delivery to the competitor by hand.
- 8.2.4 All competitors, teams, manufacturers and team members agree to be bound by the Commercial Undertakings and any additions, variations or amendments thereto and to procure compliance by persons associated with them.

8.3 Penalties:

- 8.3.1 **WARNING:** The terms of the Commercial Undertakings are fundamental to the contract between TOCA, Ginetta Cars and the competitor and the team respectively. A breach of any of the Commercial Undertakings may render the competitor and / or the team ineligible for competition and participation in this Championship will be entirely at the discretion of the Administrator. The Administrator as an alternative and/or in addition to excluding the competitor, the team and/or the manufacturer from the Championship may impose any one or more of the following penalties as a condition of continued participation in the Championship:
 - 8.3.1.a. Reprimand, which may include forfeiture of a qualifying time or times
 - 8.3.1.b. Time penalty,
 - 8.3.1.c. Exclusion
 - 8.3.1.d. Forfeiture of Championship points (even if this results in a minus total of points)
- 8.3.2 In addition or in lieu of any such penalty the Administrator may require the competitor and/or team to take such steps as may be reasonable to mitigate the damage to the reputation of the Championship.
- 8.3.3 In the case of an alleged breach of any Commercial Undertaking the decision of the Administrator is final as to the culpability and penalty and there is no appeal to the MSC National Court. Continued future participation in the Championship may not be permitted until any fine imposed pursuant to these Commercial Undertakings is paid in full.
- 8.3.4 Where in the opinion of the Administrator any Competitor(s) and / or Team(s) has gained an unfair advantage (whether inadvertently or not) from a breach of the Commercial Undertakings by its own actions or those of another Competitor or Team the Administrator may impose any one or more of the penalties set out in Commercial Undertaking 4.2.1 above in order to remove or otherwise compensate for such advantage.
- 8.3.5 All cars must have a transponder fitted and working for any official practice session prior to race weekends. All Friday practice sessions immediately prior to race weekends are classed as official practice sessions. Any competitor running without a transponder during an official test session will have championship points deducted. 5 championship points will be deducted for each test session that a driver fails to fit a working transponder.

It will be at the decision of the Championship Coordinator and Clerk of the Course as to whether or not a driver is penalised. Any evidence may be used to determine whether or not a working transponder has been fitted, including information / data from the official timekeepers.



8.4 Television:

- 8.4.1 By entering the Ginetta GT Supercup Championship, competitors, entrants and teams are obliged to assist TOCA and Ginetta Cars Ltd in the promotion of the Championship and in particular, the television coverage:
 - 8.4.1.a All competitors, entrants and teams are obliged to assist the TOCA nominated TV Production Company in the filming of Championship events and activities through the granting of interviews when requested and any other reasonable requests of the TV Production Company or the Administrator.
 - 8.4.1.b Without prejudice to the generality of 4.3.1.a drivers finishing first, second and third in the Drivers' Championship must make themselves available immediately after each Qualifying session, Race and/or the prize giving ceremony for any media interviews in accordance with the requirements and directions of the Administrator and/or the Co-ordinator.
 - 8.4.1.c All cars must carry an in-car camera or on-board camera during testing, free practice, official qualifying sessions and/or the races at the request of the TV Production Company or the Administrator, and all cars must carry a Championship on-board Judicial camera (See regulation 3.22).
 - 8.4.1.d Footage from any camera used by competitors or teams cannot be used for commercial exploitation or public broadcast. Any footage produced in breach of this Regulation will forthwith upon request be delivered up to the Administrator in addition to any penalty imposed.
 - 8.4.1.e Any competitor and/or anyone connected with a competitor is prohibited from trying to influence the editorial decisions of the TV Production Company in connection with the Championship as it is shown on television or of otherwise interfering with television coverage.
 - 8.4.1.f The decision as to which car is to carry an on-board camera and/or an in-car camera rests solely with the TV Production Company, Ginetta Cars and the Administrator whose decision shall be final.
- 8.4.2 Each team is permitted to install its own brackets to incorporate an in-car camera subject to the prior approval of the Championship Scrutineer and the nominated TV Production Company.
- 8.4.3 The TOCA nominated TV Production Company shall have unrestricted access to any video footage captured by the drivers and / or teams or their associates and may incorporate any such material in its coverage of the Championship.
- 8.4.4 All footage obtained or recorded by the TOCA Nominated TV Production Company of the Championship belongs to TOCA and/or the TOCA nominated TV Production Company and all competitors, entrants and teams and their associates consent to their images being used by TOCA (and those authorised by it) for promoting the Championship and merchandise associated with the Championship.

8.5 Advertising:

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

8.6 Publicity:

- 8.6.1 At all Championship Meetings, Drivers, wearing their driving overalls, must take part in any autograph session, paddock walkabout and pre-race parade, when requested by the Co-ordinator.
- 8.6.2 All drivers who qualify for an award pursuant to Commercial Undertaking 6.15 shall attend the podium ceremony and any post-race televised interviews wearing their race winners caps to be provided by Ginetta Cars. Failure to attend the podium ceremony or failure to attend correctly attired may result in a fine being imposed by the Administrator.
- 8.6.3 In signing the Championship Registration Form, competitors, entrants and teams agree that TOCA (and those authorised by it) and Ginetta Cars Ltd may make use of his/her/its activities and successes in motor



sport for any advertising, publicity, public relations and merchandising purposes. The competitors, entrants and teams also agree that in any advertising or promotion with which he/she/it is associated (relating to the Championship), the full title of the Championship (including the Championship sponsors name) will be used at all times.

8.7 Merchandising:

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

8.8 Meeting Arrangements:

- 8.8.1 Throughout the course of the Championship, the Administrator and the Co-ordinator may inspect all race transporters and motorhomes to ensure that they are of smart appearance and in good order. The Administrator may refuse to issue a Paddock vehicle pass to any vehicle that he/she deems to be unsuitable for display within the Paddock.
- 8.8.2 At the start of each Meeting, practice session and race, the competing cars and all team vehicles must be clean, of smart appearance, and in good order. The Administrator reserves the right to suspend competitors not meeting this requirement from taking further part in the Championship and withdraw passes until this Regulation is fulfilled to his/her satisfaction.
- 8.8.3 Paddock parking space will be allocated as follows:
One and two car teams – one race transporter
Teams with more than two cars – a maximum of two race transporters
- Each race transporter is permitted one additional support vehicle which may be parked in the allocated paddock area if there is sufficient space. Allocation of space is at the sole discretion of the Co-ordinator.
- Support vehicles will not be permitted to have awnings attached.
- 8.8.4 Any team considered by the Administrator, in his/her absolute discretion, to be exhibiting unsuitable advertising may be asked to withdraw it immediately.
- 8.8.5 Each one or two car team will be permitted one motorhome plot of maximum dimensions 16.5 metres long x 8 metres wide in the designated area.
- Each three or four car team will be permitted one motorhome plot of maximum dimensions 16.5 metres long x 10 metres wide in the designated area.
- The motorhome, awning and kitchen unit must all fit within the motorhome plot. Motorhomes must be no higher than 6 metres.
- 8.8.6 Any pipes, wires or cables trailing from motorhomes and/or transporters and/or generators must be protected by hard covers where they will be crossed by vehicles or pedestrians. All health and safety requirements must be met at all times and warning signs must be erected where there is any danger to the public or other persons.



8.9 Passes:

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

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

Please note that these passes are issued in accordance with Commercial Undertaking 8.1.0 with respect to team transport.

8.9.2 TOCA passes are issued on condition that the person or organisation to whom it is issued waives any and all claims it may have now or in the future and releases from all liabilities and agrees not to take any legal action and to always hold harmless TOCA and Ginetta Cars Limited and their employees, agents and representatives and servants, the MSA, the Race Organisers, the Promoters, the Venue owner, any participating team and all employees, agents, servants and contractors thereof for any personal injury, death, damage or loss of any kind that the pass holder may sustain as a result of or in connection with the pass holders presence within the venue. This indemnity does not apply insofar as injury or death is caused as a result of the negligence of the party seeking an indemnity.

8.9.3 Competitors will be required to sign for receipt of their passes. By accepting the issue of TOCA passes the competitor is deemed to agree to abide by the pass conditions and to undertake the obligation to advise each person to whom a pass is issued of the pass conditions and to ensure the observance thereof.

The Ginetta Cars Championship Co-ordinator reserves the right to redeem any TOCA pass from any competitor at any given time. The Ginetta Cars Championship Co-ordinator reserves the right to impose a fine of up to £1000 per pass on failure of the competitor to redeem their allocation of TOCA passes.

8.9.4 TOCA passes are issued subject to the following conditions:

8.9.5 TOCA passes may only be used to gain access to the areas indicated on the face of the passes. Any person found within a restricted area without the appropriate pass may be removed from the venue immediately and/or have any pass held by them withdrawn (without prejudice to any other remedy that TOCA may have under the terms of this Commercial Undertaking 6.12.).

8.9.6 TOCA passes may only be used by the person to whom they are specifically issued. It is forbidden to alter or deface or offer for sale passes in any way or to allow a pass to be used to authorise the entry of more than one person at each Meeting.

8.9.7 TOCA passes must not be removed from their official lanyards and must be worn around the neck of the person to whom it is issued so as to remain clearly visible at all times. It is forbidden to combine with or enclose a TOCA pass within a wallet or holder of any kind or to attach additional unauthorised items of any kind to it.

8.9.8 TOCA reserves the right to request further proof of identity in addition to a TOCA pass.

8.9.9 TOCA at all times reserves the right to refuse admission to the venue or access to a designated area to any person, notwithstanding that such person may have been issued with an appropriate TOCA pass.

8.9.10 TOCA passes remain at all times the property of TOCA and may be issued, altered or withdrawn at any time at the absolute discretion of the Administrator and/or the Co-ordinator.

8.9.11 TOCA reserves the right to remove immediately from the venue any person who is found to have violated the pass conditions contained in this Commercial Undertaking 6.12. and/or to withdraw permanently a TOCA pass issued to such person and/or to take or institute legal proceedings against that person.

8.9.12 All registered competitors are fully liable for any personnel and vehicle passes issued to them by TOCA and/or received on the competitor's behalf. The misuse of any passes allocated to a competitor may result (without prejudice to any other action which may be taken by TOCA under the terms of this Commercial



Undertaking 6.12.) in TOCA imposing a fine of up to £1,000 for each act of misuse of the pass together with the confiscation of the pass concerned for such period of time as the Administrator shall deem appropriate.

- 8.9.13 TOCA Passes will not be replaced if they are lost/mislaid unless they have been stolen and a copy of the police report relating to that offence is submitted to TOCA.

8.10 Paddock Vehicles:

- 8.10.1 Competitors will be issued with a specific time to park up their race transporters and motorhomes in the Paddock by way of a Bulletin prior to each Meeting. This parking up time must be adhered to unless the express permission of the Co-ordinator has been obtained to park up at a different time. Verbal permission from circuit employees will not be accepted. Access to the Paddock for the purpose of parking outside your parking up time will be forbidden.

Only small four-wheeled motorised Paddock vehicles which are authorised by TOCA may be used within the Paddock. These vehicles may only be used during authorised times and when driven by a current full road traffic licence holder for race team related business. Recreational use is strictly prohibited.

- 8.10.2 Motorised Paddock vehicles may only be used within the venue during the period from two hours prior to the first scheduled track activity until one hour after the last track activity on each day of the Meeting and test day. There is a total ban on their use outside these times.
- 8.10.4 A speed limit of 10 mph applies in the Paddock at each Championship Meeting.
- 8.10.4 It is a condition of registration of Paddock vehicles that third party insurance is in place. Competitors are reminded that it is a criminal offence for any person to ride or drive any motor vehicle on the roads or other public areas under the control of the venue promoters unless they are covered by a minimum of third party insurance.
- 8.10.5 A fine of a minimum of £500 may be levied for any infringement of Paddock regulations contained in these Commercial Undertakings at the absolute discretion of the Administrator. Each registered entrant is responsible for the payment of fines incurred by all vehicles entering the Paddock/Pits on their behalf. The decision of the Administrator in respect of this additional penalty shall be final with no appeal to MSC National Court.
- 8.10.6 The Ginetta Cars Championship Co-ordinators reserve the right to impose a fine of a minimum of £100 for any infringement of Paddock regulations contained in these regulations.

8.11 Miscellaneous:

- 8.11.1 Manufacturers, competitors, entrants and teams and officials may not either individually or with any such participants or through any representative or agent, procure, solicit or arrange for any supplies, gratuities, products, merchandise, equipment or any other thing of value to be provided from any source whatsoever bearing or depicting any Championship logo and/or any trademark and/or any copyright and/or any image used or associated with the Championship without the prior written permission of the Administrator to do so.
- 8.11.2 All images, photographs, recordings or representations of the participation in the Championship or association with the Championship of manufacturers, competitors, entrants and teams may only be used for commercial purposes with the prior written consent of the Administrator. No consent is required for normal media reporting of the Championship.
- 8.11.3 All the broadcast, recording, cable, satellite, digital, video, internet and interactive rights and other rights in all media to the Championship and other related events are the sole property of TOCA. Any recording or broadcast of the Championship and other related events or, rebroadcast or reproduction of material without express written permission of the Administrator is strictly prohibited. Manufacturers, competitors, entrants and teams currently registered in the Championship may, subject to the prior written permission of the Administrator and subject to any conditions that he may impose at his/her absolute discretion, be granted rights to use broadcast material for their own specific promotional use within the UK without fee or charge. Rights requested for any other commercial use must be made in writing to the Administrator and if granted will be subject to Licence which may include a fee or charge.

8.12 Championship Livery:



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

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

8.13 Breach of Commercial Regulations

A breach of any of the Commercial Undertakings may result in a fine, up to a maximum of £1,000 for each offence, being imposed by the BTCC Co-ordinator or the Championship Coordinator. Championship registration will be temporarily suspended until such payment has been received.

A serious or continual breach of any of the Commercial Undertakings may render the Entrant/Driver ineligible for competition, in which case participation in the Championship by that Entrant/Driver will be entirely at the discretion of the BTCC Co-ordinator and the Championship Coordinator.



APPENDIX A

GINETTA GT SUPERCUP CHAMPIONSHIP

CONFIDENTIAL MEDICAL INFORMATION

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

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

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

RETURN THE ORIGINAL (not a copy) TO:

Dr Paul J. Trafford

7 Victoria Circus
Dowanhill
GLASGOW
G12 9LB

Mobile 07785 557470

Facsimile 0141 404 2624

E-mail paul@doctrtraff.co.uk

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



MEDICAL INFORMATION SHEET

Car Number

DETAILS OF DRIVER

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

HOME ADDRESS	
	POSTCODE

TELEPHONE NUMBERS	WORK:
HOME:	MOBILE:

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

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

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



TEAM MANAGER

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

GENERAL PRACTITIONER

NAME	
ADDRESS	
	POSTCODE
TELEPHONE NUMBER	

DRIVER INFORMATION

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

IF SO PLEASE CONTINUE ON A SEPARATE SHEET.



Medical Sheet Declaration:

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

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

Driver's Signature: _____

Full name of driver (please print): _____

Date: _____

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

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

Signature of Parent/Legal Guardian: _____

Name: _____

Address: _____

Date: _____

e-mail address: _____

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



APPENDIX B

2011 GINETTA G55 CHAMPIONSHIP
OFFICIAL ENTRY FORM

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

This entry form is valid for the following Events:

<u>Date</u>	<u>Circuit</u>	<u>Organising Club</u>
2 / 3 April	Brands Hatch	BARC
16 / 17 April	Donington Park	BARC
30 April / 1 May	Thruxton	BARC
4 / 5 June	Oulton Park	BARC
18 / 19 June	Croft	BARC
6 / 7 August	Snetterton	BARC
3 / 4 September	Knockhill	BARC
17 / 18 September	Rockingham	BARC
1 / 2 October	Brands Hatch	BARC
15 / 16 October	Silverstone	BARC

Name of Driver: _____ Date of Birth: _____

Home Address: _____

_____ Post Code: _____

Daytime Telephone No: _____ Evening 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: G55

Year of Manufacture: _____ Colour: _____

RACE DETAILS

Class Entered: 2011 GINETTA G55 CHAMPIONSHIP Competition No: _____



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

Name: _____ Relationship to Driver: _____

Address: _____

_____ Postcode: _____

Tel No: _____ Tel (Mobile): _____

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

Circuit	Competed here before?	Licence signed?
Brands Hatch	Yes / No	Yes / No
Donington Park	Yes / No	Yes / No
Thruxton	Yes / No	Yes / No
Oulton Park	Yes / No	Yes / No
Croft	Yes / No	Yes / No
Snetterton	Yes / No	Yes / No
Knockhill	Yes / No	Yes / No
Rockingham	Yes / No	Yes / No
Brands Hatch	Yes / No	Yes / No
Silverstone	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 £11750 + VAT.
Payment in full will guarantee one of the places in the G55 Championship.

Alternatively you can pay in instalments as follows:-

- £2750 + VAT Deposit - This will reserve one of the places within the Championship
- 1st Instalment - £3000 + VAT (Payable before 31st January 2011)
- 2nd Instalment - £3000 + VAT (Payable before 28th February 2011)
- 3rd Instalment - £3000 + VAT (Payable before 31st March 2011)

Declaration:

I _____ (insert name) declare that I commit to race in the 2011 Ginetta G55 Cup. 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 £11750 + VAT

Or

2. I have enclosed payment of £2750 + VAT deposit and agree to meet the final three installments.

Please note; should you choose to pay in installments, your place is reserved following receipt of the deposit but you cannot race in any rounds until the further three installments are made.

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 £11750 +VAT registration fee
Or enclosed the deposit of £2750 + VAT

Please return this completed document to:

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

Max.gregory@ginetta.com



APPENDIX C

TBC