

**2017 GT CUP CHAMPIONSHIP
SPORTING & TECHNICAL REGULATIONS****DRAFT COPY**

Signed _____

Date _____

2017 GT CUP CHAMPIONSHIP - SPORTING & TECHNICAL REGULATIONS

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Overall GT Cup Champions

2016	Jordan Witt	Bentley GT3 Continental	Jordan Racing
2015	Wayne Mars & Charlie Hollings	Ferrari 458 GTC	FF Corse
2014	Jim Geddie	McLaren MP4-12C GT3	United Autosports
2013	Jeff Wyatt	BMW M3	Geoff Steel Racing
2012	Derek Johnston	Ferrari 458 GTC	Graypaul Racing
2011	Andy Ruhan	Porsche 997 GT3	JMH
2010	Marco Pullen	Ferrari 360 GTC	Team OMG

GT Cup Championship Preparer's Championship

2016	JMH Automotive
2015	FF Corse
2014	In2Racing
2013	FF Corse

2017 GT CUP CHAMPIONSHIP - SPORTING & TECHNICAL REGULATIONS

1 SPORTING REGULATIONS GENERAL**1.1 Title & Jurisdiction:**

The GT Cup Championship is organised and managed by MotorSport Vision Racing (MSVR) and is promoted by Bute Motorsport Ltd, collectively and separately "the organisers", 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), these Championship Regulations and Bute Motorsport commercial undertakings.

MSA Championship Permit No. **CH2017/R108** Race Status: **Nat B**

MSA Championship Grade: **C**

1.2 Officials:

1.2.1 Championship Co-ordinator: Hannah Wilson

1.2.2 MSA Licenced Eligibility Scrutineer: Alistair Poulter

1.2.3 Championship Stewards: Mike Dixon, Eric Cowcill, Bill Shewan, David Simons
Any three of the above may reach a decision.

1.2.4 Clerk of the Course: Anita Williams or her appointed Deputy

1.2.5 Technical Co-ordinator: Philip Boland

1.3 Competitor Eligibility:

1.3.1 Entrants must be in possession of a valid MSA Entrants Licence if the entry is not made by a holder of a valid licence the driver will be considered to be the entrant.

1.3.2 All Drivers and Entrant Drivers must:

- (a) be Members of MSVR and
- (b) be Registered for the Championship
- (c) be in possession of valid Competition (Racing) Nat B status Licence, *as a minimum*
- (d) or be a professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.
- (e) *If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfill registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

Membership of MSVR is free on entry to any event in the Championship.

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

1.3.4 a) Entry into the GT Cup Championship will be by invitation of the Organisers following full consideration of the official 2017 Registration & Race Entry Form (available from the GT Cup Website www.gtcup.co.uk or from the Championship Coordinator on 01963 442787) sent by post, fax or email, to Bute Motorsport at their address given in [Section 6](#).

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- b) An Entrant in the GT Cup may be either a solo driver or a 2 driver entry.
- c) The GT Cup Championship is intended to be within reach of Sporting Drivers, defined as a driver who is participating purely for sport not commercial gain.
- d) Drivers categorised as a Pro-driver are invited to enter when driving with a Sporting Driver, however, the following defining factors will apply: prior motorsport experience, performance, and achievements that the Organisers consider would be deemed as professional.
- e) All drivers must complete the driver CV section of the registration form. All Drivers will be reviewed and categorised by the Championship Co-ordinator and Organising Team consisting of:
- Hannah Wilson
 - Philip Boland
 - Anita Williams or her appointed deputy
- Their decision of categorisation will be published before each event.
- f) The organisers reserve the right to regrade drivers and adjust specific pairings by weight or other means of adjustment during the season.

1.3.5 Pro Drivers:

- i) No Pro Driver can enter the Championship as an individual solo championship registered driver.
- ii) A Pro driver may only drive the second half of any pit stop race.
- iii) They may not set the qualifying time for grid position.
- iv) Pro drivers may not compete in the sprint races.

Drivers aged 50 or over at 01.01.2017 may be exempt from the criteria set out in 1.3.4 d) at the Organisers discretion.

- 1.3.6 Any dispute about the categorisation of a pro-driver or a sporting driver will be resolved by a majority decision of a committee made up of the Clerk of the Course, Championship Co-ordinator and 3 registered competitors picked at random. Their decision will be published and final.

- 1.3.7 Please note that in the context of these regulations a 'competitor' has the same standing as an 'entrant'.

1.4 Registration:

- 1.4.1 a) 2 Driver Entries are those where a single car is to be raced by more than one driver.
- They must elect a Manager to act on behalf of the 2 Driver Team and notify the manager's name on the Registration form.
 - 2 Driver Entries may only have a maximum of two drivers.
 - No new drivers will be permitted into a 2 Driver Entry without express prior permission of the Organisers.
 - Entrants must inform the organiser which driver intends racing at which race by submitting the driver order form to the Championship Coordinator.
- b) All competitors must register for the GT Cup Championship by returning the 2017 Registration & Race Entry Form (available via the official website gtcup.co.uk) with the appropriate Fee to the Championship

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Organisers. Acceptance of registration and the terms thereof is at the discretion of the Championship Organisers.

- 1.4.2 Acceptance: Championship Registration will only be complete when written acceptance is issued by the Organisers. Registration does not guarantee entry to all races the Race Entry part of the Form and fee must be submitted for any race that the registered competitor wishes to participate in (for race entry procedure see section [2.1](#)). Grid slots including reserves will be allocated on a "First Received" basis where the entry form is accepted and full payment made.
- 1.4.3 Registration Deadlines: Registrations and race entries for the GT Cup Championship should be received a minimum of 14 days prior to the round entered. The Championship Organisers reserve the right to allow a competitor to take part in the race if the Registration is received after this date up until noon of the Thursday prior to the round entered. Competitors entering less than 14 days prior to the event may not appear in the official programme.
- 1.4.4 Competitors will only score Championship points when they have submitted the required Technical Documentation to the Technical Coordinator, phil@butemotorsport.com the Thursday prior to the round entered at the very latest.
- 1.4.5 Competitors entering into the final event of the season will be unable to score points unless they have raced at another event within the GT Cup Championship in the 2017 Season.
- 1.4.6 Payment can be made by Debit/Credit Card (credit cards subject to additional 2% charge to cover additional costs charged to Bute Motorsport by the card merchant), cheque or bank transfer or any other means notified by Bute Motorsport whose bank details can be found in Section [6.1](#). Completed forms and payment if being made by cheque should be sent to: - Bute Motorsport at the address shown in Section [6.1](#).
- 1.4.7 Registrations will be accepted on publication of these regulations and accepted until the closing date for entries of the final round of the Championship.
- 1.4.8 Permanent competition numbers for the GT Cup Championship will be allocated and supplied by the Championship Organisers. Number backgrounds and race numbers supplied by Bute Motorsport must not be altered in any way. Competitors are responsible for ensuring the appropriate race numbers and backgrounds are attached to their vehicle. Numbers one to three will be reserved all year and issued to drivers who finished the previous season in the top three Championship overall points table. The number issued will correlate to their position in the top three at the end of the season.

1.5 Championship Events:

The GT Cup Championship will be contested over 22 scheduled rounds and over 8 events as follows:

Event/Round	Date:	Circuit:	Organising Club:
Event 1/Round1	22 nd April 2017	Donington Park (National)	MSVR
Event 1/Round 2	22 nd April 2017	Donington Park (National)	MSVR
Event 1/Round 3	23 rd April 2017	Donington Park (National)	MSVR
Event 2/Round 4	20 th May 2017	Brands Hatch GP	MSVR
Event 2/Round 5	20 th May 2017	Brands Hatch GP	MSVR
Event 2/Round 6	21 st May 2017	Brands Hatch GP	MSVR

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Event 3/Round 7	9/10/11 June 2017	Spa Francorchamps	RAC de Spa
Event 3/Round 8	9/10/11 June 2017	Spa Francorchamps	RAC de Spa
Event 5/Round 9	1 st July 2017	Silverstone (Grand Prix)	MSVR
Event 5/Round 10	1 st July 2017	Silverstone (Grand Prix)	MSVR
Event 5/Round 11	2 nd July 2017	Silverstone (Grand Prix)	MSVR
Event 6/Round 12	29 th July 2017	Oulton Park International	MSVR
Event 6/Round 13	29 th July 2017	Oulton Park International	MSVR
Event 4/Round 14	12 th August 2017	Snetterton 300	MSVR
Event 4/Round 15	12 th August 2017	Snetterton 300	MSVR
Event 4/Round 16	13 th August 2017	Snetterton 300	MSVR
Event 7/Round 17	16 th September 2017	Donington Park (Grand Prix)	MSVR
Event 7/Round 18	16 th September 2017	Donington Park (Grand Prix)	MSVR
Event 7/Round 19	17 th September 2017	Donington Park (Grand Prix)	MSVR
Event 8/Round 20	14 th October 2017	Snetterton (300)	MSVR
Event 8/Round 21	14 th October 2017	Snetterton (300)	MSVR
Event 8/Round 22	15 th October 2017	Snetterton (300)	MSVR

- 1.5.1 The Organisers reserve the right to make changes to the calendar in the event of unforeseen circumstances. Any such change will be notified by official Bulletin to all registered competitors.

In the event of Force Majeure, the Championship Organisers reserve the right to reduce the total number of Championship rounds in accordance with the current MSA Yearbook D.11.1.

- 1.5.2 Competitors are free to test at any circuit subject to availability. The Championship Co-ordinator will assist competitors with information on available test days close to the race but it is the competitor's responsibility to contact the circuit and book testing independently of the Championship Organisers. Whilst every effort will be made to ensure that testing will be available for competitors at all circuits, this may not always be possible and the Championship Organisers bear no responsibility for a lack of availability.

1.6 Race Groups:

- 1.6.1 Please see [Appendix II](#) for a full list of current eligible race car make and models which are designated in Groups by potential lap time performance as identified by the organiser. Please note the list also requires max power and min weight for each make & model to achieve a balance of performance.
- 1.6.2 The Championship Organiser reserves the right to reclassify a car to the Race Group the Championship Organiser may consider most appropriate to the **cars** maximum potential lap time performance or to maintain competitive racing, if it is felt necessary.

Please also note this process of Group allocation takes no account of driver ability and focuses instead on the maximum capability of the cars performance if driven by a proven pro GT driver.

- 1.6.3 Cars modified beyond standard condition for the make and model entered and specified to a Group may either be placed into a higher Group or required to run equalisation measures to affect the cars performance to remain within the Group specified.

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1.6.4 There will be four groups defined by original manufacturer stated specifications comprising of;

GTO Open specification cars, cars built by very low volume manufactures (subject to meeting balance of performance), GT3, GT2 and GTE class cars, Modified challenge cars; cars that are not derived from universally recognised volume GT manufactures.

GTC Later model year Challenge and Cup specification cars, with performance balancing where required

GTB Early year Challenge and Cup cars with minimum specification changes together with modified saloon based GT vehicles

GTA Lower specification Cup, Challenge and One make series cars

1.6.5 Invitation Group: The Championship Organisers reserve the right to introduce an Invitation Group. This may include (but is not limited to) vehicles which are being assessed for potential full Championship Registration but which the organiser believes are not of a greater performance than those cars entered in the GTO Group. For the avoidance of doubt competitors in the Invitation Group are not required to register for the Championship and do NOT score Championship points and are not able to be Championship contenders.

It will be expected that any vehicle wishing to race regularly in the GT Cup Championship will become a full Championship entrant.

1.6.6 Should a driver change cars during the course of the season, points may be carried over to the new car provided that the car runs in the same group. A new set of points may be built up for drivers changing into a different group.

1.6.7 In the event that the Organisers *require* a car to move to a different Group, Championship points may be carried over at the discretion of the Championship Organiser.

1.6.8 Only in exceptional circumstances and at the sole discretion of the Championship Organiser Co-ordinator if a competitor changes to a car in a different group, may points be moved between groups.

1.6.9 In considering whether to permit any car to race the Championship Organiser reserves the right to take into account, at any point during the season, its appearance, safety equipment and the standard of its presentation (including its interior).

1.7 Scoring:

1.7.1 Points will be awarded to competitors listed as classified finishers ([please see 2.10.2](#))

In each Championship Group:

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
25	18	15	12	10	8	6	4	2	1

A starter is defined in the MSA Yearbook, regulation Q12.7.

1.7.2 The competitor setting the fastest lap in each Championship Group in qualifying will score one (1) additional point.

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- 1.7.3 The competitor setting the fastest lap in each Championship Group in each race will score one (1) additional point.
- 1.7.4 A bonus of 20 points in total will be awarded to every competitor [\(as defined in 1.6.1\)](#) entering and competing in the last six rounds (two events).
- Only competitors holding an MSA or MSI licence or a licence bearing an EU flag are entitled to score Championship points.
- 1.7.5 The totals from **ALL** point scoring rounds in the 2017 GT Cup Championship will determine total Championship points.
- 1.7.6 Any competitor not having taken a start in a 2017 GT Cup round will not score points if entered in the last event.
- 1.7.7 Ties shall be resolved using the formula in the 2017 MSA Yearbook W.1.3.4.
- 1.7.8 Where the race distance has been reduced [\(2.4.\)](#) it shall still count as a full points scoring round.
- 1.7.9 Competitors not registered for the Championship may be permitted on an individual round basis and will:
- be deemed "Guest Competitors"
 - not score points and for the purpose of points scoring will be ignored
 - qualify for Event awards
 - comply with the eligibility criteria as prescribed in [1.3.](#) above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate.

Guest competitors under 1.7.9 are drivers that possess a race licence that is not issued by MSA or an EU country.

1.8 Awards:

- 1.8.1 All Trophies are to be provided by Bute Motorsport, Champagne by MSVR and winners caps by Pirelli. Winners caps must be worn on the podium and whilst being interviewed or photographed.
- 1.8.2 Per Race: Award for 1st, 2nd, 3rd in each Championship Group. Champagne for 1st in each Group
- 1.8.3 Drivers Championship (including Driver Team Entries): 1st, 2nd, 3rd in overall Championship and 1st in each Championship Group.

The winner of each Championship Group will receive 1 Saturday Paddock Club Pass at the F1 British GP courtesy of Pirelli. (Sorry but only 1 Pass can be made available for 2 Driver Entries). This is not transferable.

- 1.8.4 Preparation Team Championship: Preparation Racing Teams holding an Entrants Licence may register for the Preparation Race Team award which will be given to the team which scores the most number of points using the same points score system as in section [1.7.1](#). Only the best two entrant scores in the Race Team will be counted for any one team at any one race.

1.8.5 Bonuses:

Per Round: The Championship Organisers reserve the right to add any additional trophies and awards as they see fit.

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Championship: The Championship Organisers reserve the right to add any additional trophies and awards as they see fit.

1.8.6 Presentations:

Champagne and cap are to be provided for the podium presentation for the winners of each group at the end of each race. Trophy Presentations to all winning competitors (1st, 2nd & 3rd of each group) will be presented at an awards presentation in the official Bute Motorsport Race Centre.

1.8.7 Entertainment Tax Liability.

In accordance with current government legislation, Bute Motorsport is legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, Bute Motorsport is required to deduct tax at the relevant rate applicable 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 Centre for non-residents, St John's House, Merton Road, Merseyside, L69 9BB. Tel: 0151 472 6488.

1.8.8 Title to all Awards:

In the event of any Provisional Results or Championship Tables being revised after any provisional presentations, and such revisions affect the distribution of any awards the Competitors concerned must return such awards to Bute Motorsport in good condition within 7 days.

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES**2.1 Race Entries:**

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry dates. The closing date for entries is 14 days prior to the event and any entry received after this will be deemed a late entry. The Organisers reserve the right to accept entries to the event after the closing date and before noon of the Thursday prior to the event. Accepted late entries carry an additional supplement of £100+VAT over and above the normal fee.

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

2.1.3 Withdrawal - Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Organisers in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.

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- 2.1.4 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 Group. If 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 places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Area" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pit lane and be released to start the race after the last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start **MUST** be obtained from the Clerk of the Course.
- 2.2 Briefings:**
- Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings which will usually be held in the Bute Motorsport race-centre unless another location is notified to competitors.
- 2.3 Qualification Practice:**
- 2.3.1. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, or any official test session at the relevant circuit in order to qualify for selection and order of precedence as set out in the MSA Regulations Q4.5.
- 2.3.3 In order to comply with MSA Regulation Q.4.5 and unless completed during the free practice on the Saturday, any pro-driver required to carry out the 3 mandatory laps must do this in the last 10 minutes of the qualifying session. In these cases the driver change procedure must be carried out in the stop /go penalty area and will be monitored by officials and recorded. These lap times will not count towards qualification.
- 2.3.4 In the event of a Driver Team Entry (1.4.1) consisting of two sporting drivers, the fastest time achieved in the relevant qualifying session at the relevant circuit will set the grid for the Race to be competed in by the CAR irrespective of the driver so long as both drivers comply with (1.4.1).
- 2.3.5 The Clerk of the Course shall have the right to allow a driver who has not taken part in official qualifying, to compete in the Championship races.
- 2.3.6 Starting grid – the starting grids will be in accordance with the circuit track licence.
- 2.3.7 On a two day event the grid for the Pit Stop Race (PS) will be set according to the fastest time in the Qualifying session prior to the race. On a one day event, the grid will be set according to the fastest lap times from the preceding Sporting Sprint Race (SSR).
- 2.3.8 The grid for the Sporting Sprint Race (SSR) will be set according to the fastest time in the qualifying session before the race.
- 2.3.9 In the interests of safety the grid for the second Sporting Sprint Race (SSR) will be set according to the fastest lap times from the preceding Sporting Sprint Race (SSR).
- 2.3.10 In the event of adverse conditions which result in a grid where cars from a lower Group have qualified ahead of cars from a faster Group, particularly where this results in a car from the highest numbered Group qualifying on the front two rows of the grid, at the discretion of the Clerk of the Course an

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alternative method for establishing grid positions may be implemented in accordance with MSA Regulation Q12.9.1.

2.4 Races:

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q5.4). ([1.7.8.](#) above applies)
- 2.4.2 The standard minimum scheduled duration shall be 25 minutes and the maximum duration shall be 50 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round. No last-lap board will be shown to competitors by officials.

2.5 Race Format:

The GT Cup Championship will comprise of two race formats:
A 2 day event will contain 2 sporting sprint races and 1 pit-stop race.
A 1 day event will contain 1 sporting sprint race and 1 pit-stop race.
The overseas round will contain 2 one hour pit-stop races.

2.6 Race Starts:

- 2.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time 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.
- 2.6.2 The minimum Countdown procedures/audible warnings sequence shall be:-

All starts will be Rolling Starts:-

1 minute to start of Pace Lap - Start Engines/Clear Grid.
30 Seconds - Visible and audible warning for start of Pace Lap.
- 2.6.3 Any cars removed from the grid after the 1 minute stage or driven into pits on Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 2.6.4 Any drivers unable to start the Pace lap are required to indicate their situation as per MSA Regulation Q 12.13.2 and any drivers unable to maintain grid positions on the pace lap MUST drop to the back of the grid. All other cars must maintain their original grid positions and not close any gaps.
- 2.6.5 The Pace car will pull off at the end of the pace lap. The cars will continue on their own with the pole position leading at a minimum speed of 70 kph and a maximum of 90 kph. A judge of fact may monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90 kph) before the start is given may result in a stop and go penalty. During the formation lap the red light will be on. In the event that the starting lights fail the Starter will revert to using the National Flag.
- 2.6.6 When the Red Lights are extinguished, no car may pass another car until the line. The event timekeepers will act as Judges of Fact and start Judges of Fact may also be named in an event Bulletin.
- 2.6.7 The Organisers reserve the right to employ an alternative starting procedure.

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2.7 Session Red Flag

- 2.7.1 Should the need arise to stop any race or practice, 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.
- 2.7.2 This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.
- 2.7.3 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.

2.8 Pits, Paddock & Pitlane Safety:

- 2.8.1. Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.8.2. 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 respect the pit lane speed limits.
- 2.8.3. Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.8.4 Speed Limit: Pit Lane Speed Limit will be 60 km/h unless otherwise instructed.
- 2.8.5 The Pitlane is defined by the outer edge of the garage entrance and the pitlane side of the pit wall. The outer lane or lanes (furthest from the garage entrance) are to be kept unobstructed at all times to allow safe passage of cars. The onus shall be on all Drivers to take due care and drive at safe minimum speeds in pit lanes.
- 2.8.6 No car may reverse in the Pit Lane under its own power.

2.9 Race Finishes:

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.10 Results:

- 2.10.1 All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation (D)26.3)
- 2.10.2 In order to be classified in the results, competitors must have completed 70% of the race distance (laps) covered by the class winner.

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2.11 Timing Modules:

- 2.11.1 All competitors will be required to supply and fit an Electronic Self Identification Module (Transponder) to their car for the purposes of accurate timing. The type is AMB TranX 260 direct powered transponder. These are available for purchase from TSL-Timing. It will be the responsibility of the competitor to fit these in the car in the position and manner specified in the Technical Manual. The Modules must be in place and functioning correctly for all Championship practice, qualifying sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers.
- 2.11.2 Any competitor who fails to fit a transponder to their car may not necessarily be timed by the official timekeepers for the event, at their discretion. In such a case, the competitor may start the race from the back of the grid but also may not necessarily feature on the results of the race, irrespective of their finishing position.
- 2.11.3 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.12 Operation of Safety Car

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations. The Safety Car may be used in practice, qualifying and the race.

2.13 On-board Cameras (in accordance with MSA Regulation J5.21 and the following regulations.)

- 2.13.1 All competitors in the GT Cup Championship are required to carry an on board in car camera for the primary purpose of safety. Footage from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation. The decision to review any such video footage is at the discretion of the Clerk of the Course, the Stewards of the Meeting or the Championship Stewards.
- 2.13.2 It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. The camera must be mounted and be angled to capture an image that provides a 'drivers' eye' view' that should include the steering wheel, 'dashboard' and a view of the circuit ahead with a field of vision of approximately 100 degrees.

To aid identification the car number should be visible on the dashboard and each memory card labelled with the competitor car number.

- 2.13.3 At all times cameras must be fitted in accordance with MSA Regulations and be approved by the Chief Scrutineer in accordance with MSA Regulation J5.20.5. The mounting of any camera must be specifically approved by the Chief Scrutineer. Any mountings must use a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. Where possible, a secondary means of attachment should be used. Suction mounts are not acceptable as the primary mounting method. Where cameras are fitted by professional TV or film companies, the Chief Scrutineer has discretion to approve non-mechanical mountings.
- 2.13.4 Fitting of cameras to helmets is only permitted in accordance with K10.3.3(d)
- 2.13.5 Registered competitors may be loaned a camera by the Organiser. It will remain the property of the Organiser at all times. A deposit is required for the camera and its equipment which will be refunded once the equipment is returned in good working order. If the camera or its equipment is lost, stolen, damaged or broken whilst being loaned the deposit will be forfeit.

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- 2.13.6 Competitors may supply their own camera and record onto easily removable SD cards. If equipment other than that supplied by the Organiser is used the same conditions apply as for equipment supplied by the Organiser. Playback of the video footage must be possible at the event by regular means such as a laptop computer.
- 2.13.7 Video footage may not be reviewed by the competitor until the time for Protests has elapsed as per MSA Blue Book C5.2.1. Failure to comply may result in the sanctions provided for in '2.13.13 below.
- 2.13.8 In the event of judicial action being instigated, all relevant on board footage must be retained until the time period for conclusion of all judicial matters has elapsed.
- 2.13.9 Where it is necessary for a Clerk of the Course to review footage after an Event, such footage should normally be reviewed within a period of 7 days of the Event.
- 2.13.10 In the event that no video footage is available upon request (other than due to a proven defect with the equipment) sanctions may be applied. The burden of proof to establish the cause of such failure will lie with the competitor.
- 2.13.11 The Clerk of the Course may also refer the matter of lack of recorded images to the Stewards of the Meeting or the Championship Stewards for further sanctions which could include, but are not limited, to loss of Championship points or referral to the MSA.
- 2.13.12 All rights including copyright in relation to footage captured by on board cameras, no matter that the camera is owned by the Competitor or the Organiser/Promoter will belong to the Organiser and/or Venue Owner/Operation and may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without permission of the Organiser and/or Venue owner/operator (if applicable).
- 2.13.13 Any breach of camera regulations may be subject to the penalties provided for in MSA Regulation C2.1.1 and on a case by case basis; they may include but are not limited to:
- A reprimand or fine of up to £865
 - Time Penalty/Grid Place Penalty/Qualifying Lap Times disallowed
 - Exclusion from the results.
 - Exclusion from the Meeting.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 Pit Stop Race:

- 3.1.1 During the pit stop race there will be a mandatory pit stop.
- 3.1.2 Driver changes MUST take place during the mandatory pit stop. In the event that no driver change takes place, the car must comply with the mandatory pit stop time. This means the car need not be stationary for the full duration of the pit stop but it must not pass the pit "out" control line before completion of the full pit stop period. For avoidance of doubt only one driver change is allowed in the pit-stop race.
- 3.1.3 Other than the driver/s all team personnel working in the pit lane must wear a high visibility bib as supplied by the Organiser when in the pit lane during a GT Cup race or qualifying session. Each entrant may only have the Team Manager, Driver and two additional personnel in the pit lane at any one time. In the event of Driver Team entries, when there is more than one driver sharing a car at an event, only the driver in the particular race will be allowed in the pit lane in addition to the specified team personnel.

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- 3.1.4 On the grounds of safety the organisers must be informed before the race which driver is in the car at all times on the driver order form provided by the Championship Co-ordinator.

Any failure to notify the championship coordinator may result in exclusion.

- 3.1.5 No car may queue at the Pit Exit or otherwise obstruct the pit lane.
- 3.1.6 On the grounds of safety, in the event of a driver change during a mandatory pit stop, the engine must be switched off. It may be restarted when the second driver is seated in the car and his seat belts are secured.
- 3.1.7 The pit stop time given to each driver will be based on the total elapsed time between Pit "In" and Pit "out". The total elapsed time to drive through at 60 kph will be notified to competitors. The total elapsed time will include any success seconds (see section [3.2](#)) and will be measured by the timekeepers who will be Judges of Fact but the onus is on the competitor to ensure that the total elapsed time is complied with.
- 3.1.8 The minimum pit stop time for any mandatory pit stop will be 60 seconds, + the time to pass through the pit lane + any success seconds.
- 3.1.9 The total cumulative minimum pit stop time for each individual entrant will be published in a Bulletin and will be posted in the Bute Motorsport hospitality Unit by the organisers prior to the race.
- 3.1.10 The pit stop must be carried out by passing the pit lane entry timing loop between the 24th and 40th minutes respectively of the race (not before 24m.00s.000 and not after 39m.59s.999). These times will be counted from the start of the race. Timing for the pit stop begins when the car triggers the timing loop at the pit lane entry. The stop is considered to be complete when the car triggers the timing loop at the pit-lane exit.
- 3.1.11 Any pit stop must be under the control of the Team Manager.
- 3.1.12 Additional emergency pit stops for repairs, punctures etc. will not be subject to a minimum stop time.
- 3.1.13 An additional pit stop "success seconds" time will be issued to 1st, 2nd and 3rd in each group. It is the team manager's responsibility to ensure that the total of: pit stop time + success seconds are completed.

3.2 Pit-Stop Success seconds.

- 3.2.1 "Success seconds" will be allocated to each driver based on the results for each class/group from the 1st pit stop race and subsequent races thereafter. These success seconds will be allocated at the next pit-stop race that the driver enters. Drivers finishing outside the top 3 will not have success seconds applied at the next pit-stop race. Success seconds are not cumulative.

Position in each Group

1st Place: 45 seconds
2nd Place: 30 seconds
3rd Place: 15 seconds

- 3.2.2 Any entrant joining the Championship after the second pit-stop race will incur a mandatory 'success seconds' penalty time.

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- 3.2.3 For Sporting Drivers/Sporting Driver Pairings: This will be calculated by taking the average 'success second' time for the Competitors group. These will be calculated by the Championship Organisers.
- 3.2.4 For Sporting Drivers/Pro Pairings: They will be given the same time in success seconds as the most successful group driver.
- 3.2.5 The total minimum pit stop time for each new entrant will be published in a Bulletin and will be posted on the Official Notice Board in the Bute Motorsport Race Centre Hospitality Unit by the organisers prior to the race.

3.3 Driving Standards

The encouragement of high driving and racing standards is paramount to Bute Motorsport, the onus is on **everyone** to have the appropriate level of respect for other competitors and their cars at all times. Bute Motorsport, The Clerk of the Course and if necessary the Championship Stewards will investigate thoroughly all reported incidents and take appropriate action.

The Organisers may appoint at its absolute discretion a Driving Standards Advisor to advise on driving standards.

4. SPECIFIC CHAMPIONSHIP PENALTIES:

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C 3.3.

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C 3.5.1(a) & (b)

4.1.2.1 For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C 3.5.1(c)

4.2 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship:

As per 2017 MSA Judicial Procedure Regulations.

4.2.1 The Clerk of the Course has the option to impose Stop and Go or Drive Through penalties in accordance with MSA Regulation Q12.6.

4.2.2 In the event that a decision of the Clerk of the Course applies Penalty Points on a competitors licence, an equivalent number of points will be deducted from that competitor's Championship Points even if this results in a negative score.

4.2.3 Competitors who bring the Championship, MSVR or Bute Motorsport or any of its sponsors and suppliers into disrepute through either on or off track behaviour or verbal statements may be refused entry to the following or any number of subsequent events at the discretion of the Championship Organisers, in this event no refunds will be given of any fees paid.

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- 4.2.4 Mentions and posts on Social Media channels that are of a derogatory nature by Competitors that similarly bring the Championship, MSVR or Bute Motorsport or any of its sponsors and suppliers into disrepute will not be tolerated. The Championship Coordinator may report such misuse to the Championship Stewards who will consider the penalties provided for in Section C2 of the MSA Yearbook.

4.3 Pit-Stop Penalties

Failure to be in the pits for the required duration will result in the following penalties:

- 4.3.1 The Clerk of the Course will impose a penalty for a short pit stop. This will be a 'stop & go' penalty equivalent to the pit stop time shortfall. A time penalty may be applied after the race finish in certain circumstances. (See MSA Regulation Q12.6)
- 4.3.2. The Clerk of the Course will impose a penalty for a pit stop that is carried out outside of the window. The minimum penalty will be a drive through further penalties can be applied.
- 4.3.3 The Clerk of the Course will impose a penalty for a defective pit stop. The minimum penalty will be a drive through further penalties can be applied.

5. TECHNICAL REGULATIONS**5.1 INTRODUCTION**

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

5.2 GENERAL DESCRIPTION

- 5.2.1 The GT Cup is open to all cars which can be described as GT as per 2017 MSA Yearbook terminology. With the exception that some cars may not have doors (for example KTM X-Bow and Lotus 211) or more than two doors. All cars must be approved by the GT Cup Championship who have the ultimate right of refusal of any car.
In considering whether a vehicle will be accepted the state of modification and prior proven performance of the vehicle will be considered. Specifically excluded will be sports racing cars (e.g. Lola etc.) and highly modified GT Specials who cannot comply with these regulations.
- 5.2.1.1 Cars will be declared to a Race Group by the Organisers. Please see section [5.4.4](#) for details of the Technical Declaration/DTD Forms a copy of which is available from the Championship website (www.gtcup.co.uk) or by post or email from the Championship Co-ordinator at the address shown in [section 6.1](#).
- 5.2.2 Any vehicles affected by any changes made by the Organisers will be notified at the earliest opportunity. The Championship Organiser reserves the right to adjust car specification including power and weight specifications in the interest of equalizing competitiveness between models at any time during the Championship.
- 5.2.3 All cars must comply with the minimum weight specified for the make and model in [Appendix II](#) for the car registered on the Technical Declaration Form. Any variance must be notified to the Championship Organiser and may result in the entrant being classified to a different Race Group.

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5.3 SAFETY REQUIREMENTS:

- 5.3.1 For Championship rounds in the United Kingdom, cars and drivers' equipment are subject to the provisions of MSA Regulations Section K - Safety Criteria - as an absolute minimum. It should be borne in mind that at all times the safety of the driver is paramount. All cars **must** comply with the following:
- a) K 1.6.1 – K 1.6.6 as applicable - noting Q 19.14.1,
 - b) K2.1.3/K2.1.4. noting Q 19.14.2,
 - c) K 8 noting Q 19.11.1.
 - d) Fire extinguishers must conform to at least K 3.1.2 a. Only plumbed in extinguishers are permitted Q19.14.7

Note 2017 MSA Regulations regarding permitted extinguishants. All competitors are advised to check their crash helmet, overalls, flame resistant gloves and shoes, seats and seat belts have the correct and genuine standard number and sticker as per the 2017 MSA Yearbook. The use of flame resistant balaclava, socks and underwear are strongly recommended.

- 5.3.2 The use of a FHR (Frontal Head Restraint) device is compulsory
- 5.3.3 It is recommended that drivers of open top cars wear arm restraints whilst on track.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

- 5.4.1 The Eligibility Scrutineer shall be the sole arbiter and shall be a judge of fact. Any finding as to whether or not any item or component is 'standard' or 'relevant' for the purpose of these regulations shall be a Judgement of Fact.
- 5.4.2 Entrants must confirm the exact make, road going model and year of production for the car they intend to use and declare such on their Technical Declaration Form a copy of which is available from the Championship website (www.gtcup.co.uk). The Eligibility Scrutineer may require an entrant to change such details where there is any doubt over the accuracy of the details provided. Any changes may require the car to be put into a different Group.
- 5.4.3 The decision of the Championship Organiser upon all matters in relation to interpretation, applications, breaches and enforcement of these regulations (including without limit, eligibility and Classification) shall be binding upon all competitors, who shall on registering for the Championship be deemed to have full knowledge of these regulations and to have accepted same in full.

5.4.4 Technical Declaration

All entrants shall be required to complete a **Technical Declaration (TD)**. This records vital technical information about the car entered and enables the Organiser to control the grid. The TD form is available for download from the official Championship website (www.gtcup.co.uk) or can be emailed or sent by post by the Organiser at the contact details in section 6.1. The Organisers Championship may require competitors with less standard cars to complete a more detailed description of the car or homologation papers on a **Detailed Technical Declaration Form (DTD)** available from the Championship Co-ordinator.

- 5.4.5 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and TD and/or DTD form, including any written amendments, for each round at which they are entered. Failure to comply in either respect will be a breach of these Regulations. Queries on eligibility should be referred in writing to the Technical Co-ordinator at phil@butemotorsport.com at least 14 days prior to an event entered in order to permit a ruling in advance of any meeting at which it is

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intended to compete. The Technical Co-ordinator and/or the Eligibility Scrutineer will log all correspondence and respond in writing to each enquiry.

5.5 EXAMINATION OF VEHICLES

- 5.5.1 The Eligibility Scrutineer (in addition to any other powers they may have under these rules) reserves the right before or after any qualifying or race in the Championship to designate any one or more of the competing cars for special eligibility scrutineering. Upon such selection being made the competitor shall immediately place the car under the control of the Eligibility Scrutineer and be deemed to have permitted all such scrutineering, examination and testing as the Eligibility Scrutineer may reasonably require undertaking. This may include taking fuel samples, retaining the vehicle or sealing the car and its components.

The Championship Organiser reserves the right to request the entrant to strip any part of a registered car including engine or transmission to establish its eligibility. In the event of any part being found to be in contravention of any of these regulations the cost of such work will be met by the registered competitor (not second driver if applicable). Any findings or refusals to comply with any request or instruction from the Eligibility Scrutineer will be reported to the Clerk of the Course or Championship Stewards as appropriate, the penalty for which may include exclusion from the results. The Organisers will cover any costs for eligibility compliance checks unless non-compliance is found.

5.5.2 Technical Query Procedure

Specific technical queries should be submitted in writing to the Technical Coordinator at phil@butemotorsport.com or by calling 07836608615

5.6 EQUALIZATION

- 5.6.1 The Championship Organiser may impose specific equalisation methods on individual cars which are modified beyond the level of modification of other cars of the same model and in the same Group. Equalisation methods may include the addition of weight which will be added to the declared base weight or minimum ride height, air intake restrictors or any other method deemed suitable. Alternatively the specific car in question may be placed in the next Group.

Equalization will not necessarily be achieved by equalizing power to weight ratio alone with factors including wheel width and track, aerodynamic aids and suspension all being considered as a complete package where it is the cars comparative potential lap time performance given consistent circuit conditions and driver input which is considered. Any appeals, requests or observations relating to any equalisation issues must be submitted in writing to the Championship Organiser at email:

hannah@butemotorsport.co.uk or by post to the Championship Coordinator at the offices of Bute Motorsport. These appeals, requests or observation will not be officially considered if made verbally at a race meeting. All correspondence will be recorded and responded to accordingly.

The car must retain its declared base weight (see section [5.15](#) for Base Weight definition) when any equalisation weight has been imposed by the Championship Organisers in addition to the declared base weight.

- 5.6.2 Only time keeping equipment and personnel approved by the Championship Organiser may be used to record times for cars in equalisation tests.

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- 5.6.3 In the interest of equalisation testing, entrants may be asked to allow a driver appointed by Bute Motorsport to drive their race car at speed on track to obtain lap time and performance data. The Championship Organisers will use this data to help them in making decisions to equalize performance of the different model of cars entered into the championship. Permission may be denied by the entrant for their car to be tested but this may result in the Championship Organisers taking a cautious approach and making equalisation decisions which reduces the lap time performance of the vehicle as achieved by the competitor if they are able to achieve lap times above those of the first three in Group. Once permission is given for their car to be test driven by the appointed driver, all such activities shall be at the risk of the registered entrant and/or the owner of the car who will assume full financial responsibility for the repair of the car and any consequential loss. Any team member of the registered entrant and /or car owner who makes available or allows a registered entrants and / or owners car to be tested will be deemed to have done so with the Registered Entrants permission.

5.7 CHASSIS

The chassis should be standard in all respects for the designated model entered unless declared on the TD Form and accepted by the Championship Organiser.

5.8 BODYWORK, AERODYNAMICS & INTERNAL TRIM.

- 5.8.1 Bodywork should be visually standard in all respects for the model designated on the TD or DTD form or as per homologation. The Organisers reserve the right to require bodywork to be changed in the interest of equalisation or safety.
- 5.8.2 The bodywork must be based on a production car and accepted on the TD or DTD form.
- 5.8.3 The external cut-out and the inside of the wheel arches may be modified to accommodate larger wheels. In relation to the standard car, no panel or element may be removed above the level of the wheel centre line and the wheel housings must always be closed by means of panels at least down to the level of the wheel centre line. The maximum width across the front and rear wheel arches may be increased by 20cm. The modification must retain the original appearance of the fenders as much as possible. The overall width (rear view mirrors excluded) must not exceed 200cm. The rocker panels / door sills and the sides of the front and rear bumpers may be modified for the sole purpose of joining them up to the widened wheel arch.
- 5.8.4 A rear aerofoil (wing) may be fitted, provided that no part of it protrudes outside of the rectangle made by the confines of the original standard bodywork of the standard car, **unless it is fully homologated and defined on the homologation forms which must accompany the car**. That is to say, it must be below the highest point of the roof, does not extend longitudinally from the rear bodywork by more than 100mm, and does not extend wider than the standard, unmodified, rear wheel arches. Please see [Diagram ONE](#) (5.8.8) for prohibited modification areas in green.
- 5.8.5 Provided that they do not include a wing profile and that the main structure is not modified, front bodywork elements may be replaced with aerodynamic elements within the limit of: 80mm forward of the furthest most point of the original bodywork, forward of the tangent vertical plane ahead of the front wheel arches, unless it is fully homologated and defined on the homologation forms which must accompany the car.
- 5.8.6 Either a standard rear diffuser can be fitted, or one inclined panel, no higher than the rear wheel centre line and no further back than the furthest point of the rear bumper.

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- 5.8.7 Additional air ducts may be set into or protrude from the original bodywork, subject to them being accepted by the Organisers on the TD or DTD form.
- 5.8.8 Internal Trim may be modified or removed, except that the standard dash board shell must be retained and instruments; **original manufacturer or modified versions, should be** located in **the** original position.

The green areas are the areas referred to in [5.8.4](#).

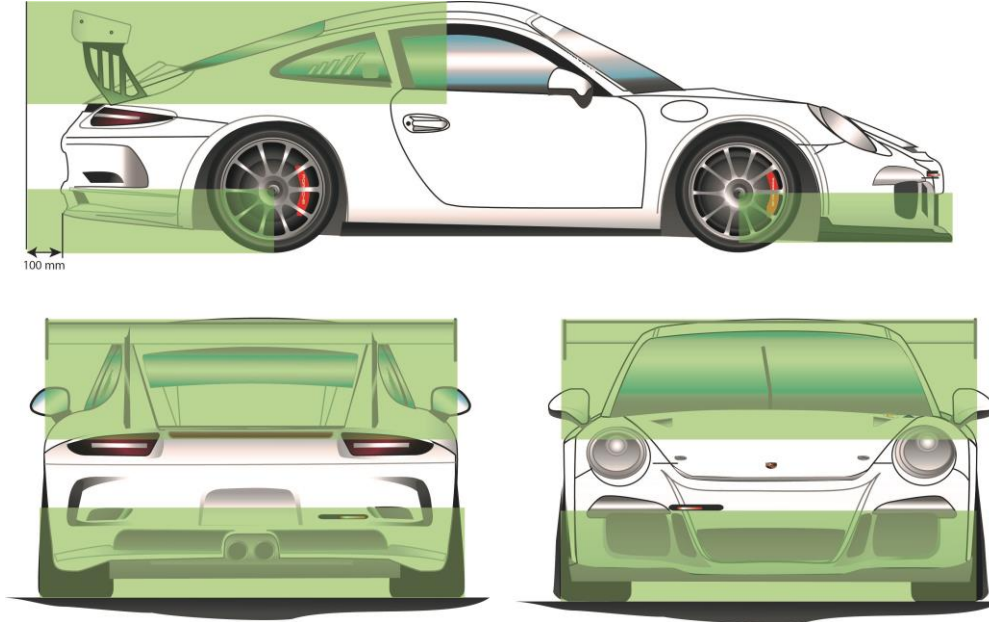


Diagram ONE

5.9 RIDE HEIGHTS

All vehicles must comply with the minimum ride height set by the MSA regulation J5.20.11 at all times. The Championship organisers reserve the right to set alternative ride heights to different marques in the interest of equalisation.

5.10 ENGINE

- 5.10.1 All engines must be standard for the model entered except where a modification is declared and accepted by the Championship Organiser. Any such variation from standard must be declared on the TD or DTD Form for the car being entered.
- 5.10.2 In all circumstances all cars must not exceed the maximum of 475 BHP/Ton
- 5.10.3 The Organisers reserve the right to require engine specification to be changed in the interest of equalisation.
- 5.10.4 Any restriction of power may be achieved by using an air intake restrictor to such specification as approved by the Championship Organiser. All FIA/SRO Homologated GT3 cars will be required to run, at all times during a GT Cup meeting, with the engine air restrictors and turbo boost pressures mandated for that model by the homologating authority.

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5.10.6 Data Logging:

- 5.10.6.1 Data loggers must be fitted to all Cars in the passenger front floor area and positioned so that the data card can be withdrawn towards the rear of the car.
- 5.10.6.2 The make and logging configuration of the Data Logger must be to the specification designated by Bute Motorsport and are available from Race Technology direct. The specification designated is the DL1 Club GT Cup or the DL1 SRO Data Logger. The Championship Organisers reserve the right to download and access all data at any time during any GT Cup event by way of the removal of the data card.
- 5.10.6.3 An Entrant/Driver not allowing full access to data logging, withholding, removing or manipulating data information will be penalised.
- 5.10.6.4 It is the Competitors responsibility to ensure that the data system and sensors are functional and logging at all times during the event that the car is running.
- 5.10.6.5 Any attempt to remove; tamper with, monitor or record this additional information equipment will be in breach of the Technical Regulations. All information gathered will remain the property of the Championship Organisers and may be used at their sole discretion.

5.10.7 Power testing:

- 5.10.7.1 The power figure for the purposes of these Regulations shall be power at the flywheel. This flywheel figure will be as determined by the rolling road operator listed in [Appendix I](#) of these regulations. The Organiser reserves the right to use a different method of power measurement which if changed will be notified to competitors.
- 5.10.7.2 Competitors will be required not to exceed the power figures stipulated in [Appendix II](#) for their make and model of race car at any time. The Championship Organiser reserves the right to confirm power test figures at the Organiser's nominated test facility. The result of the test shall be final and not subject to appeal. The operator of any power testing equipment shall be a judge of fact under the event regulations. A maximum tolerance of +5% will be permitted above the declared power figure.
- 5.10.7.3 Competitors shall be solely responsible for ensuring that their race vehicle is returned to the test facility at the request of the Scrutineer if it is not taken for post event power testing directly by the organisers. Seals will be put in place which are not to be removed by anyone other than the Eligibility Scrutineer or their appointed agent.
- 5.10.7.4 Competitors shall be solely responsible for any damage which may occur to their car during these tests how so ever caused and acknowledge the dangers such tests may present to their cars and accept responsibility for such risks as an essential element of this type of competitive event.
- 5.10.7.5 **Where an entrant has been selected to have their car power tested by the Eligibility Scrutineer or his appointed assistant, at the discretion of the Organiser any failure to test for any reason what so ever or removal of any seal put in place at the race meeting by anyone other than the Eligibility Scrutineer and/or his officially appointed assistant will result in exclusion from the results and the competitor will not be eligible to receive points or an award. Any award received at the prize giving must be returned, failure to return the award before the next race meeting after the power test may incur sanctions.**

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5.11 TRANSMISSION

- 5.11.1 Any modification of Transmission of a standard car must be approved by the Championship Organiser and declared on the DTD form.
- 5.11.2 Provided that the original location and orientation are retained, and there are a maximum of 7 forward ratios, the gearbox and differential are free. Chassis modifications are permitted in order to install the gearbox and the differential, but only if they are approved and under the express condition that they do not modify to too great an extent the integrity of the main structure and the internal dimensions of the cockpit and do not give an aerodynamic or chassis stiffening benefit.

5.12 SUSPENSION

- 5.12.1 Suspension should be standard in all respects for the designated model entered unless declared on the TD or DTD form and accepted by the Championship Organiser. The Organisers reserve the right to require suspension specification to be changed in the interest of equalisation.
- 5.12.2 All axle parts (arms, wishbones, hub carriers, wheel hubs, sub frames and cross members) as well as the position of the centres of their joints (pivot point of the joint) must comply with the Homologation Form or be standard for the make and model entered unless the modification is declared on the TD or DTD form and accepted by the Championship Organisers.
- 5.12.3 The suspension components (springs, shock absorbers and anti-roll bars) are free but the position of the centres of their joints must be standard. Suspension joints are free.
- 5.12.4 Adjustment of the shock absorbers from inside the cockpit is prohibited.
No connection is permitted between the shock absorbers.
- 5.12.5 Mass and inertia dampers are forbidden.
- 5.12.6 Any system, whatever the method of operation, controlled by the driver and designed to adjust the ground clearance when the car is stopped or in motion, is prohibited.

5.13 WHEELS

Wheels should be standard in all respects for the designated model entered unless declared on the TD or DTD form and accepted by the Championship Organiser. The Championship reserves the right to require wheel specification to be changed in the interest of equalisation.

5.14 TYRES

- 5.14.1 Pirelli will be the control tyre brand. All tyres used in the GT Cup must be supplied through the GT Cup Technical Tyre Co-ordinator, Natham Coleman (natham.coleman.ex@pirelli.com) who in conjunction with Pirelli will provide a fitting service at all rounds.
- 5.14.2 It is strictly forbidden for any vehicle, including those in an Invitation Group, to run in the GT Cup Championship on any tyre other than Pirelli. Under exceptional circumstances only, the Organisers reserve the right to specify an alternative tyre brand.
- 5.14.3 Tyres can be heated prior to use.

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- 5.14.4 The use of Heat Retention Devices, tyre treatments and compounds is prohibited.
- 5.14.5 Only full wets or slicks as supplied by Pirelli for the GT Cup will be allowed. Intermediate tyres will not be allowed. Wet tyres can only be used when the Clerk of the Course has declared the circuit to be Wet. On the grounds of safety tyres may be changed from slick to wet at any time following the declaration.
- 5.14.6 On the grounds of safety tyres damaged may be replaced subject to the Pirelli Tyre Engineer's approval.
- 5.14.7 The tyre size and compound must be as specified by Pirelli unless permitted by the Organisers in writing.
- 5.14.8 Pirelli tyres must be used for any free practice made available by the organisers over the duration of the round to help the organisers with the process of equalisation evaluation.
- 5.14.9 Competitors are restricted to 2 sets of slick tyres per day.
- 5.14.10 The competitor must submit the unique reference number on each tyre supplied specifically for use in dry weather to the eligibility scrutineer or his nominated deputy on a completed tyre nomination form available from the Championship Co-ordinator before qualifying each day.
- 5.14.11 There is no restriction on the number of wet tyres used.

5.15 WEIGHT

- 5.15.1 BASE WEIGHT – All cars must be weighed pumped dry of fuel without driver and that weight declared on the TD form.
- 5.15.2 All cars must weigh equal to, or more than the Finishing Weight specified for their car, at the end of every qualifying and race session.
- Declared base weight + 90K + any equalisation weight.
- 5.15.3 There will be a minimum car weight of 1200 Kg for Groups GTO, GTC and GTB.
- 5.15.4 The championship organisers reserve the right to adjust the minimum vehicle weights up or down following detailed analysis of the technical declaration documents that must be provided by the entrant one full month before the Championship round they intend to enter.
- 5.15.5 Minimum weights for vehicles in the GTA class will be nominated by the organisers following the same detailed analysis of the TD or DTD forms as described above which must be submitted before the Thursday of the event entered.

5.16 FUEL

- 5.16.1 Pursuant to MSA Regulation J5.13.4, competitors are permitted to use fuel complying with FIA Appendix J – Article 252 – Article 9.
- 5.16.2 Anglo American Oil Company Ltd (AAOC) and Sunoco race fuels have been appointed Official Fuel Supplier to GT Cup. AAOC will supply FIA and MSA conformant fuels to all events at discounted prices.
Please ensure that you contact AAOC 5 days prior to each event to order your fuel on 01929 551557 or email info@aaoil.co.uk

5.17 SILENCING

- 5.17.1 Unless stated otherwise in the Final Instructions vehicles must at all times conform to MSA Regulations **(105dBA at ¼ rpm at 0.5m)** as set out in the 2017 MSA Yearbook; Regulation J5.18. The method used for rear engine cars may be to the requirements of the MSA Regulations at the discretion of the MSA Environmental Scrutineer. Vehicles may also be required to comply with any circuit contractual conditions regarding noise.
- 5.17.2 Any vehicle not allowed to race because it does not meet the noise restriction will not be entitled to a refund of their entry fee.

5.18 PNEUMATIC JACKS

Pneumatic jacks may be fitted to the car but compressed air bottles specifically for pneumatic jacks may not be carried on board the car.

5.19 RADIO COMMUNICATION

Cars will be permitted to carry radio transmitters or receivers, for which Ofcom licences will be checked at scrutineering in compliance with MSA Regulation Q8.1.10 (iii).

5.20 NUMBERS & CHAMPIONSHIP DECALS

- 5.20.1 The Championship Organiser will require Windscreen header decals, GT Cup decals and Championship number panels to be displayed as a condition of eligibility and to compete in the Championship; a charge will be made for additional decal sets.
- 5.20.2 Race Numbers must comply with MSA Regulation Q11.4.
- 5.20.3 Organiser Specific car locations include the placement of Pirelli logos on each corner of the car and a cloth badge on overalls. An MSVR sticker will also need to be displayed on the car.
- 5.20.4 Drivers will be required to display a GT Cup Championship, Bute Motorsport, MSVR and Pirelli badge on their overalls.
- 5.20.5 The Organisers will reserve the following locations on all Championship cars for Championship and sponsor decals ([see figure 2](#)):
- Door number decals and background
 - Windscreen header strip
 - Front and rear number plate or equivalent area
 - All four bumper corners
 - Two Championship decals as supplied must be displayed on the race car (position optional)
 - Dashboard
- 5.20.6 Competitors will not be allowed to display sponsor logos (e.g. tyre manufacturers) which conflict with Championship sponsor logos. In particular, no advertising of any tyre manufacturer other than Pirelli may appear on the race car, race truck or tow vehicle, driver overalls or publicity material present at the race event. It should be further noted that all cars running in the GT Cup event, even those unregistered cars in the invitation Group, must run on Pirelli tyres.

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- 5.20.7 Each car must carry on both rear quarter windows the surname of competing driver in white lettering. Typeface to be Helvetica Bold, letters to be no greater than 100mm Capital Height, no alternative typeface will be permitted.
- 5.20.8 Advertising and sponsorship on all race cars, trucks or overalls of any competitor entering the GT Cup Championship must conform to the MSA Yearbook definitions of legality and decency. Competitors will be asked to remove any signage that might be deemed offensive or inappropriate. Competitors are encouraged to seek the permission of the Championship in cases where there is uncertainty. Their decision will be final.
- 5.20.9 Defacing of Championship Decals is strictly forbidden. Penalties and costs will be applied as appropriate.

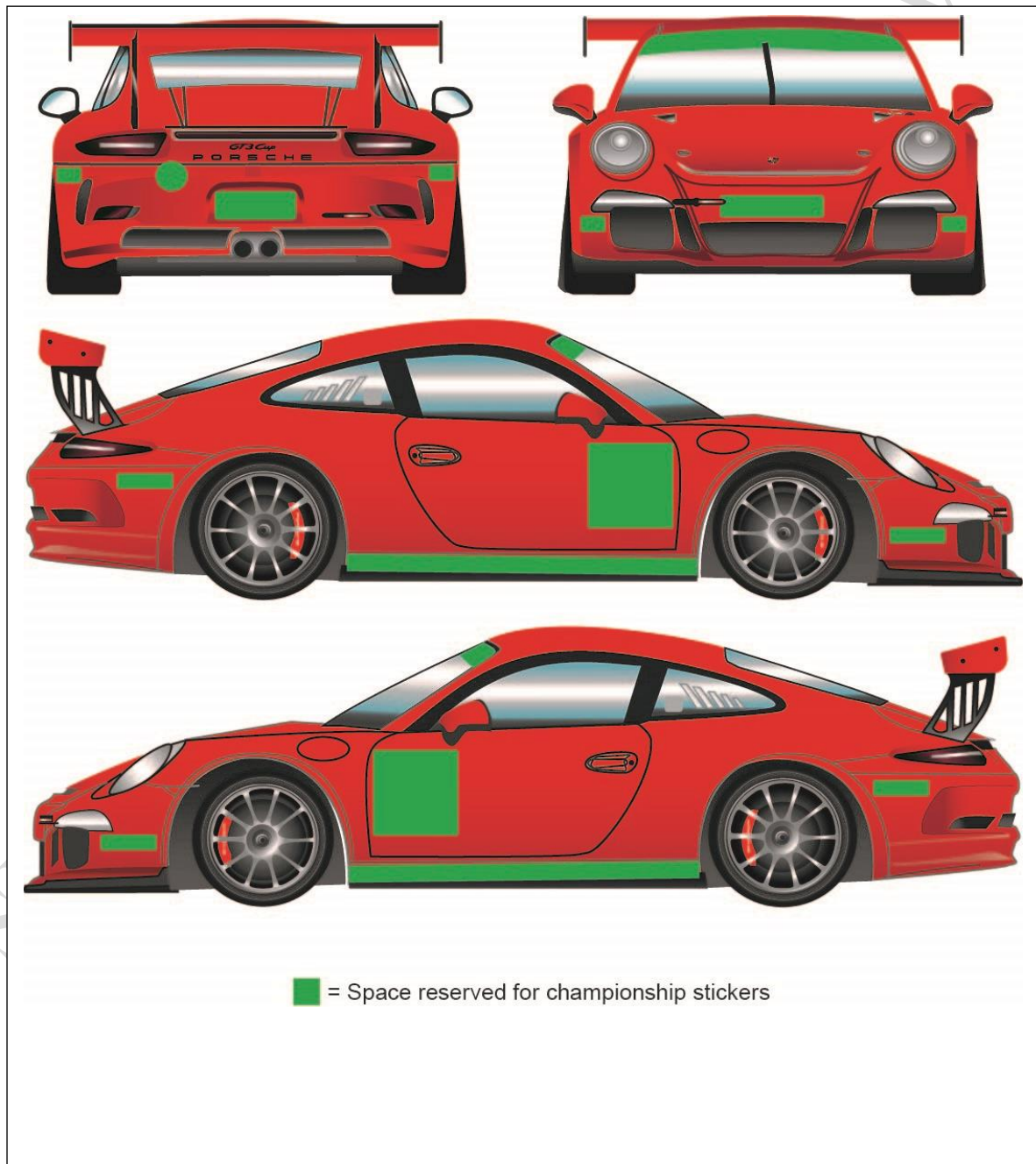


Figure 2

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6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the MSA/MSA.

6.1 Contacts:

Bute Motorsport Ltd: Bute Motorsport Limited c/o Haynes International Motor Museum Sparkford Yeovil Somerset BA22 7LH Office No: 01963 442787 Email: hannah@butemotorsport.co.uk Website: www.prototypecup.co.uk	Bank Details: Name: Bute Motorsport Limited Bank: HSBC Branch: Yeovil Sort: 40-47-28 Acc no.: 41694634 IBAN: GB17MIDL40472841694634 SWIFT: MIDLGB22 BIC CODE: MIDLGB2165H
Race Manager & Director, Championship Coordinator: Hannah Wilson Bute Motorsport Limited c/o Haynes International Motor Museum Sparkford, Yeovil, Somerset BA22 7LH Office No: 01963 442787 Mob: +44 (0) 7500 116687 Email: Hannah@butemotorsport.co.uk	Technical Coordinator: Phillip Boland Mob. 07836 608615 Email: phil@butemotorsport.co.uk Press/Media Coordinator : Thomas Baker Mob : 07974 779657 Email : tom@butemotorsport.co.uk
Control Tyre Supplier: Pirelli Pirelli Tyre Technical /orders/account enquiries Natham Coleman email: natham.coleman.ex@pirelli.com telephone: 07752 825 277	Finance: Pauline Penn Tel : 01963 442782 Email : pauline@butemotorsport.co.uk
MotorSport Vision Racing (MSVR) Brands Hatch Fawkham, Kent, DA3 8NG Tel: +44 (0) 1474 875 202 Email: david.scott@motorsportvision.co.uk www.motorsportvisionracing.co.uk	Fuel supplier: Anders Hildebrand Sunoco 58 Holton Road Holton Heath Trading Park Poole, BH16 6LT Tel: 01929 551 557 email: anders@aaail.co.uk
Timing Module Supplier: Timing Solutions Limited Unit 2 Ninian Way, Tamworth, Staffs, B77 5ES www.tsl-timing.com	Race Technology 16 King Street, Eastwood, Nottingham NG16 3DA Phone +44 (0) 1773 537620 email: kieran@race-technology.com

6.2 INTELLECTUAL, COMMERCIAL, MERCHANDISING AND SPONSORSHIP RIGHTS

The Intellectual, Commercial, Merchandising and Sponsorship Rights of the GT Cup Championship are the property of Bute Motorsport and may not be assigned to any other party or person without their written agreement. While the permit holder is MotorSport Vision Racing, the sporting ethos for the GT Cup shall be the domain of Bute Motorsport and any changes made to the sporting regulations shall be

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with the full agreement of Bute Motorsport within the framework of the regulations set out by the Motor Sport Association.

6.3 RACE ENTRY AND REFUND POLICY

- 6.3.1 Bute Motorsport will be responsible for communicating Registration & Race Entry Forms to all Registered Competitors in sufficient time for entries to be made in accordance with Regulation [2.1](#). A single Race Entry Form will be issued which can be used for all races. Once the single Race Entry Form is submitted to Bute Motorsport it is the Competitors responsibility to request a new form or download it from the Championship website in sufficient time before the race if they wish to enter a race not included on their original single Race Entry Form or obtain such from the official website.
- 6.3.2 Refunds – No refund of entry fee can be made for Full Season Entries or those sold at a discounted fee for whatever reason.
- 6.3.3 If a Race by Race entry is withdrawn refunds will be available on receipt of written confirmation of withdrawal received by the Championship Co-ordinator according to the following schedule:
- a. notification received more than four weeks prior to race meeting 100% refund less £75 administration charge
 - b. notification received more than three weeks prior to race meeting 75% refund
 - c. notification received more than two weeks prior to race meeting 50% refund.
 - d. less than two weeks notice no refund is available.

For the avoidance of doubt the race meeting mentioned above refers to 5pm on the Friday prior to the event. A week is given to mean a seven day week.

- 6.3.4 Entry prices can be obtained separately to these Regulations from Bute Motorsport. Bute Motorsport has sole discretion over entry prices and refund policy which they reserve the right to vary from those shown in these Regulations.
- 6.3.5 Supplementary Regulations, Race meeting Schedules and Paddock details will automatically be issued by email by Bute Motorsport to competitors entered in the race. Any competitor who would prefer this information by post should notify Bute Motorsport and supply an address and ensure their entry is in no later than 14 days prior to the event. Each Entrant will be issued six permanent Circuit Admission Passes.
- 6.3.6 Those entering on a race by race basis, or with an accepted late entry, may be issued with paper circuit admission tickets in place of permanent passes. All Permanent passes will remain the property of MSVR and must be surrendered if required to do so by the Race Meeting Organisers. Lost permanent passes will be supplied on written application to MSVR at a charge of £30 per pass. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry in accordance with Regulation [1.4.1](#). The Championship Organisers reserve the right to accept registrations and entries up to noon of the Thursday prior to the race, but an administrative fee may be charged for entries received later than 14 days prior to the event. No entry for the event will be accepted after noon of the Thursday prior to the event.

6.4 DEFINITIONS

For the purposes of these regulations a **DRIVER** is 'The person nominated as the driver of a vehicle in any event'. An **ENTRANT** is 'The person or body responsible for making an Entry into a competition and responsible for all matters pertaining to that entry'. Both these definitions are given in the MSA Yearbook.

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It should be noted that licences issued by the MSA to an individual driver afford the driver the rights & privileges of an entrant.

MSA regulation **H 27.1.1** states '*All personal licences entitle the holder to enter the car, truck or kart in which he/she will personally take part in the event. Any other organisation, company, sponsor or person must obtain an ENTRANT'S LICENCE by making separate application by completing an Application for Competition Licence Form*'.

A **Competitor** is 'A person or body whose entry is accepted or who competes in any event whatsoever whether as an Entrant, Driver....' MSA Yearbook.

Homologation - In motorsports, homologation is the approval process a vehicle or standardised part must go through to race. The regulations that must be met are generally set by the series' sanctioning body. In the case of race cars a homologation document is generally published by the FIA following documents submitted by the vehicle manufacturer.

6.5 COMMERCIAL UNDERTAKINGS:

- i. Entry into the GT Cup is conditional upon a competitor accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the Championship which may be used at Bute Motorsports discretion.
- ii. Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for relevant publicity and administration purposes.
- ii. The Championship title and associated logo styles (GT Cup & Bute Motorsport) may only be used with the prior written approval of the Commercial Rights Holder.

6.6 TRADE SUPPORT VEHICLE DECALS

- i. Championship decals will be provided and may be fixed to Championship trade support vehicles if wished.
- ii. Trade support vehicles should not display sponsor logos which conflict with Championship sponsor logos. In particular, no advertising of any tyre manufacturer other than Pirelli should appear on any vehicle situated in the GT Cup paddock.

6.7 PROMOTIONAL ACTIVITIES

All competitors taking part in the 2017 GT Cup events are expected to support the Championship in the following ways:

- i. winners in each Championship Group must attend the podium as quickly as possible after each event. They must be wearing race overalls, properly fastened and displaying Championship badges as requested. If requested to wear a sponsor's cap, these will be provided and must be worn as directed.
- ii. All competitors taking part in an event are requested to attend the prize giving where trophies are presented, to support their fellow competitors.

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- iii. All competitors in the 2017 GT Cup Championship are requested to attend the end of year awards dinner and should notify the Organisers if they are unable to do so for any reason.
- iv. Bute Motorsport will provide publicity material in the way of decals and flags for race trucks. Competitors must display these in the race paddock. Competitors are asked to display their Names, Team Name & Car Number in the window of their tractor unit.
- v. All competitors are requested to make every effort to attend any official pre-season Media or test days and launch in order to facilitate technical checks on vehicles entering the Championship.
- vi. All competitors are required to carry the relevant Championship Patches on their race suits or other patches as specified by the Championship Co-ordinator.

6.8 TELEVISION

6.8.1 The Championship promoter, Bute Motorsport, retain exclusive broadcasting, recording, cable, satellite, digital, video, games, internet and interactive rights and rights to all other mediums to film and record the participation of the driver, entrant, sponsor and any other team member in the events and activities throughout the Championship and to assign or otherwise deal with such surrender of his/her rights (if any) in such matters, which may then be used at the Championship promoter's discretion.

6.8.2 No on-board cameras will be permitted except by permission of the Championship Organisers. Competitors fitting on-board cameras may also require permission of the circuit management to film and should be prepared to pay any fee required by the circuit if it is deemed that the filming is of a commercial nature.

In the event that permission is given for a competitor to fit an on-board camera in his/her race car, the positioning and fitting of the equipment must be approved by the Eligibility Scrutineer prior to that car going on track.

It will be mandatory to carry on-board cameras provided by the Championship production company if required.

6.8.3 No sponsorship decals may be carried on the dashboard or in any position that may be visible from an in-car camera without the express permission of the Championship Organisers.

6.9 PADDOCK ARRANGEMENTS

6.9.1 The Championship Organisers will make every effort to secure suitable paddock space for the GT Cup competitors at each event. Competitors are requested to make every effort to park race trucks, motorhomes and road cars in a neat and professional manner in order to project the best possible image for the Championship.

6.9.2 Competitors are asked to please leave road cars outside the paddock where possible. No road cars will be permitted to park in the paddock at promoted events.

6.9.3 Motorhomes must be parked in the designated area.

6.9.4 Competitors with highly valuable and exotic cars who are concerned about leaving them in a public space should contact the Championship co-ordinator who will make every effort to agree with the event Organiser sufficient space to set up a 'supercar display' inside the paddock. It should be understood that

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this is only with the agreement of the event Organiser and any car displayed in this manner must be of sufficient quality and rarity to justify such a display and be presented in a suitable manner.

- 6.9.5 Competitors must follow the final instructions issued before each race meeting as well as paddock plans and must comply with instructions of parking up staff.
- 6.9.6 Tailgates on transporters must remain closed unless cars or equipment is being unloaded. A team member must be responsible for overseeing this operation. Tailgates must not be left across circuit roadways at any time.

Appendix I**Nominated rolling roads:****DS Automotives**

Address: 4-5 Edison Road
Aylesbury
Bucks
HP19 8TE

Tel: 01296 420000
01296 434084

Fax: 01296 420099

Email: info@dsautomotives.co.uk

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Appendix II

The figures and list of cars/groups are adjustable by the championship organisers between events with 7 days' notice. Latest version will be published on the website.

Make & Model Race group	Maximum BHP/ ton	Minimum Weight without driver
GTO	475	
AUDI R8 GT3	GTO	1200
Aston Martin DBR9	GTO	1200
BMW Z4 GT4	GTO	1200
Chevron GT3	GTO	1200
Corvette Z6 GT3	GTO	1200
Dodge Viper	GTO	1200
Ferrari 458 GT3	GTO	1200
Ferrari 430 GT3	GTO	1200
Ferrari 430 Scuderia GT3	GTO	1200
Jaguar XKR-S GT3	GTO	1200
Ginetta G55 GT3	GTO	1200
Lamborghini Gallardo LP520	GTO	1200
McLaren MP4-12 GT3	GTO	1200
Morgan Aero eight	GTO	1200
Mosler M900	GTO	1200
Nissan Skyline GTR GT3	GTO	1200
Porsche 911 RSR GT2	GTO	1200
Porsche 935	GTO	1200
McLaren 650 S	GTO	1200
Noble M600	GTO	1200
SIN R1	GTO	1200
Riley TDC	GTO	1200
GTC	475	
Ferrari 458 Challenge (std)	GTC	1200
Ferrari 458 GTC (mod)	GTC	1200
Porsche 991 GT3 Cup	GTC	1200
Lamborghini Gallardo Trophy	GTC	1200
GTB	425	
BMW M3 E46 GTR V8	GTB	1200
Chevron GR8 V8	GTB	1200
Ferrari 430 GTC	GTB	1200
Lotus Elise supercharged	GTB	1200
Marcos Mantis (Chevrolet)	GTB	1200
Porsche 997 GT3 Cup	GTB	1200
SIN R1 GT4	GTB	1200
TVR Cebera	GTB	1200
Noble M400	GTB	1200
GTA	375	
BMW M3 GTR E36 (6cyl)	GTA	1100
BMW M3 GTR E46 (6cyl)	GTA	1100
KTM Xbow	GTA	1100
Ginetta G50 Cup	GTA	1000
Ginetta G50 GT4	GTA	1055
Ginetta G55 Cup	GTA	1100
Ginetta G55 GT4	GTA	1100
Lotus Evora	GTA	1100
Nissan 350 Z	GTA	1150
Nissan 370 Z	GTA	1150
Porsche Cayman GT4	GTA	1100
Porsche 996 Cup	GTA	1150