

LMP3 CUP CHAMPIONSHIP - SPORTING & TECHNICAL REGULATIONS



LMP3 CUP CHAMPIONSHIP SPORTING & TECHNICAL REGULATIONS 2017

Version FIVE

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1. SPORTING REGULATIONS

1.1 TITLE & JURISDICTION:

The LMP3 Cup Championship is organised and managed by MotorSport Vision Racing (MSVR), and is promoted and administered 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) and these Championship Regulations and Bute Motorsport Commercial undertakings.

1.2 OFFICIALS:

- 1.2.1 LMP3 Cup Co-ordinator: Hannah Wilson
- 1.2.2 MSA Licenced Eligibility Scrutineer: Alister Poulter
- 1.2.3 LMP3 Cup Stewards: Mike Dixon, Eric Cowcill, Bill Shewan, and David Simons
Any three of the above may reach a decision.
- 1.2.4 Clerk of the Course: Paul Oakley or appointed deputy
- 1.2.5 Technical Coordinator: Philip Boland

1.3 COMPETITOR ELIGIBILITY:

- 1.3.1 Entrants must:
 - a) Be full members of MSVR and
 - b) Be in possession of a valid MSA Entrants Licence.
- 1.3.2 Drivers and Entrant/Drivers must:
 - a) Be Members of MSVR and
 - b) Be in possession (or have proof of applying) of an FIA Driver Grading Categorisation (application available from <http://www.fia.com/fia-driver-categorisation>)
 - c) and be in possession of valid Competition (Racing) Nat A status Licence, as a minimum or equivalent (MSA Regulation H26.2.1)
 - 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) Motorsport Ireland license are acceptable in accordance with MSA Regulation H26.1.5
 - f) 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 fulfil 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 the Championship.

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

a) Entry into the LMP3 Cup Championship will be by invitation of the Organisers following full consideration of the official Race Entry Form (available from the LMP3 Cup Website www.LMP3cup.co.uk or from the LMP3 Cup Championship Coordinator on 01963 442787) sent by post, fax or email, to Bute Motorsport at their address given in Section 6.

b) Entries into the LMP3 Cup Championship is designed to be for a 2 driver entry and must include at least one FIA bronze graded driver. Single driver entries MAY be accepted but must only be an FIA Bronze graded driver/entrant.

c) The LMP3 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 (i.e. FIA Graded Silver, Gold or Platinum) are invited to enter when driving with an Amateur Driver/FIA Bronze graded.

e) A Pro driver may only drive the second half of the pit stop race. For the avoidance of doubt, in a one hour race, the Silver, Gold or Platinum driver may only drive the final 30 minutes and must not exit the pits before 30:00:00 after the race start as shown on the TSL Timing Screen.

f) The definitive FIA list will be published on the FIA website - <http://www.fia.com/fia-driver-categorisation>.

1.3.4 Permanent competition numbers for the LMP3 Cup Championship will be allocated and supplied by the LMP3 Cup 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.

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.
- The first named driver will be deemed the 'Entrant'.
- No new drivers will be permitted into a 2 Driver Entry without express prior permission of the Organisers.

b) All competitors must register for the LMP3 Cup Championship by returning the 2017 Registration & Race Entry Form (available via the official website gtcup.co.uk) with the

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appropriate Fee to the Championship 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 LMP3 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 LMP3 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 LMP3 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

- 1.5.1 The LMP3 Cup Championship will be contest over 12 rounds and 6 events as follows:

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Event/Round	Date:	Circuit:	Organising Club:
Event 1/Round 1	22 nd April 2017	Donington Park (National)	MSVR
Event 1/Round 2	23 rd April 2017	Donington Park (National)	MSVR
Event 2/Round 3	20 th May 2017	Brands Hatch GP	MSVR
Event 2/Round 4	21 st May 2017	Brands Hatch GP	MSVR
Event 3/Round 5	9/10/11 June 2017	Spa Francorchamps	RAC de Spa
Event 3/Round 6	9/10/11 June 2017	Spa Francorchamps	RAC de Spa
Event 4/Round 7	1 st July 2017	Silverstone (Grand Prix)	MSVR
Event 4/Round 8	2 nd July 2017	Silverstone (Grand Prix)	MSVR
Event 5/Round 9	12 th August 2017	Snetterton 300	MSVR
Event 5/Round 10	13 th August 2017	Snetterton 300	MSVR
Event 6/Round 11	16 th September 2017	Donington Park (Grand Prix)	MSVR
Event 6/Round 12	17 th September 2017	Donington Park (Grand Prix)	MSVR

1.5.2 The Organisers reserve the right to make changes to the event in the event of unforeseen circumstances. Any such change will be notified by official Bulletin to all registered competitors in accordance with MSA regulation D11.1.

1.5.3 Competitors are free to test at any circuit subject to availability. The LMP3 Cup 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 LMP3 Cup 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 LMP3 Cup Championship Organisers bear no responsibility for a lack of availability.

1.6 RACE GROUPS:

1.6.1 There will be two (2) groups defined by original manufacturer stated specifications comprising of:

LMP3: As defined by the ACO Homologation papers which must accompany the vehicle at each event.

FIA Group CN: As defined by the FIA regulations (appendix j – article 259) together with amendments as defined by LMP3 Cup Organisers

1.6.2 In the event that a group falls below 6 entries then the race can be cancelled at the organiser's discretion.

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- 1.6.3 In considering whether to permit any car to race the LMP3 Cup Championship the Organiser reserves the right to take into account, at any point, its appearance, safety equipment and the standard of its presentation (including its interior).

1.7 SCORING

Points will be awarded to competitors listed as classified finishers (please see [2.9.2](#))

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.

- 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 The totals from **ALL** point scoring rounds in the 2017 LMP3 Cup Championship will determine total Championship points.

- 1.7.5 Ties shall be resolved using the formula in the 2017 MSA Yearbook W.1.3.4.

- 1.7.6 Where the race distance has been reduced it shall still count as a full points scoring round.

- 1.7.7 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:

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- 1.8.1 All Trophies are to be provided by Bute Motorsport and Champagne by MSVR and winners caps by Pirelli. Winners caps must be worn on the podium and whilst being interviewed.
- 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: Award for 1st, 2nd, 3rd in each LMP3 Cup Championship Group.
- 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 Overall Bronze Driver Award
- 1.8.6 Bonuses:
Per Round: The Championship Organisers reserve the right to add any additional trophies and awards as they see fit.

Championship: The Championship Organisers reserve the right to add any additional trophies and awards as they see fit.
- 1.8.7 The winning drivers in the 2017 LMP3 Cup Championship will receive a free entry into the 2018 ACO organised Le Mans Cup. This prize will include:
- Full entry fee in the 2018 Michelin Le Mans Cup
 - Participation in the "Road to Le Mans" race taking place on Saturday 17th June 2018 ahead of the 85th 24 Heures du Mans

1.9 PRESENTATIONS:

- 1.9.1 Champagne, Cap & Trophy Presentations to all winning competitors (1st, 2nd & 3rd of each group) will be presented on the podium.

1.10 ENTERTAINMENT TAX LIABILITY.

- 1.10.1 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.
- 1.10.2 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.
- 1.10.3 Under certain circumstances, it may be possible for competitors to enter into an agreement

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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.

- 1.10.4 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.

1.11 TITLE TO ALL AWARDS:

- 1.11.1 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 date. 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.
- 2.1.2 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 MSA Regulation D25.1.12 applies
- 2.1.3 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.
- 2.1.4 Refunds –If a Race by Race entry is withdrawn refunds will be available on receipt of written confirmation of withdrawal received by the Race Entry Secretary according to the following schedule:
Notification received more than four weeks prior to race meeting 100% refund less £75 administration charge.
Notification received more than three weeks prior to race meeting 75% refund
Notification received more than two weeks prior to race meeting 50% refund
Less than two weeks' notice no refund is available.

Any deposits paid for race entries are non-refundable. 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.

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2.1.5

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 during the free practice on the Saturday any pro-driver is required to carry out their 3 mandatory laps.
- 2.3.4 In the event of a Driver Team Entry, consisting of two sporting drivers, the fastest time achieved in the relevant qualifying session 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 race.
- 2.3.6 Starting grid – the starting grids will be in accordance with the circuit track licence.
- 2.3.7 The grid will be set according to the fastest time in the official qualifying session taking into account the provisions of 2.3.
- 2.3.8 Only drivers graded as Bronze /Amateur Drivers are eligible to take part in the qualifying sessions except with the permission of the Clerk of the Course. In any event any laps completed in qualifying set by a Silver, Gold or Platinum driver will not be used in setting the grid

2.4 RACE FORMAT

Day	Practice	Qualifying	Pit-Stop Race
Saturday Day 1	60 minutes	10 minutes	60 Minutes
Sunday Day 2		10 Minutes	60 minutes

2.5 RACE STARTS:

- 2.5.1 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.

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- 2.5.2 The minimum Countdown procedures/audible warnings sequence shall be:- The start will be a Rolling Start:-

1 minute to start of Pace Lap - Start Engines/Clear Grid.
30 Seconds - Visible and audible warning for start of Pace Lap.

- 2.5.3 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.
- 2.5.4 Any drivers unable to start the Pace lap are required to indicate their situation as per MSA Regulation Q 12.13.2. Any driver who is delayed leaving his position may not overtake another moving car if he was stationary after the remainder of the cars had crossed the start Line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order in which they left to complete the formation lap. This also applies to any driver that falls to the back during the formation lap.
- 2.5.5 The Pace car will pull off at the end of the pace lap. The car in Pole Position must maintain its speed until the starting lights extinguish. All the cars will keep their position until they have passed the start line. 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.
- 2.5.6 The Organisers reserve the right to employ an alternative starting procedure which will be notified to all competitors in writing and/or drivers briefings.

2.6 SESSION RED FLAG

- 2.6.1 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.

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.

- 2.6.2 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.

2.7 PITS, PADDOCK & PITLANE SAFETY:

- 2.7.1. Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.2. 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

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limits.

2.7.3. Refuelling: There will be no refuelling during the race.

2.7.4. Speed Limit: Pit Lane Speed Limit will be 60 km/h unless otherwise instructed.

2.7.5. The Pit lane is defined by the outer edge of the garage entrance and the pit lane 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.

2.7.6. Additional emergency pit stops for repairs, punctures etc. will not be subject to a minimum stop time.

2.8 RACE FINISHES:

2.8.1. After taking the Chequered Flag drivers are required to:

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

2.9 RESULTS:

2.9.1. 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)

2.9.2. In order to be classified in the results, competitors must have completed 70% of the race distance (laps) covered by the class winner.

2.10 TIMING MODULES:

2.10.1. 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 LMP3 Cup Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers.

2.10.2. 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.

2.10.3. Competitors may not place electronic timing equipment within five metres of the official

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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.

2.11 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.

2.12 ONBOARD CAMERAS (in accordance with MSA Regulation J5.21 and the following regulations)

- 2.12.1 All competitors in the LMP3 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.
- 2.12.2 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 in the field of view of the camera and each memory card labelled with the competitor car number.
- 2.12.3 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.
- 2.12.4 Fitting of cameras to helmets is only permitted in accordance with K10.3.3(d)
- 2.12.5 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.
- 2.12.6 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.
- 2.12.7 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 '2.12.13 below.

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- 2.12.8 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.
- 2.12.9 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.
- 2.12.10 Video footage must be retained in the event that the Clerk of the Course refers any matter to , the Stewards of the Meeting or the LMP3 Cup Championship Stewards
- 2.12.11 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.
- 2.12.12 The Clerk of the Course may also refer the matter of lack of recorded images to the Stewards of the Meeting or the LMP3 Cup Championship Stewards for further sanctions which could include referral to the MSA.
- 2.12.13 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).
- 2.12.14 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
Exclusion from the results. Exclusion from the meeting.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 Pit Stop

- 3.1.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race.
- 3.1.2 During the pit stop race there will be a mandatory pit stop.
- 3.1.3 Driver changes MUST take place during the mandatory pit stop and 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.
- 3.1.4 No car may queue at the Pit Exit or otherwise obstruct the pit lane.
- 3.1.5 "All engines off" while stationary.

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- 3.1.6 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 60kph will be notified to competitors. The total elapsed time 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.
- 3.1.7 The minimum pit stop time for any mandatory pit stop will be 70 seconds, + the time to pass through the pit lane.
- 3.1.8 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 Race Centre hospitality Unit by the organisers prior to the race.
- 3.1.9 The following team personnel are permitted in the pit lane during a pit stop:
Car Controller
1 person to assist the driver out of/into the car
2 mechanics
1 tyre technician
- 3.1.10 No car may reverse in the Pit Lane under its own power.
- 3.1.11 Other than the driver/s all team personnel working in the pit lane must wear a high visibility vest/waistcoat as supplied by the Organiser when in the pit lane during the LMP3 Cup Championship or qualifying session.
- 3.1.12 The pit stop must be carried out by passing the pit lane entry timing loop between the 28th and 40th minutes respectively of the race (not before 27m.59s.999 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.
- 3.1.13 Any pit stop must be under the control of the Car Controller who must keep a note of who is in the car being driven on the circuit at any one time and notify the LMP3 Cup Championship Coordinator on the relevant driver form before the race.
- Any failure to notify the LMP3 Cup Championship coordinator may result in exclusion.

3.2 DRIVING STANDARDS

- 3.2.1 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 LMP3 Cup Championship Stewards will investigate thoroughly all reported incidents.
- 3.2.2 The Organisers may appoint at its absolute discretion a Driving Standards Advisor to advise on driving standards.

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4. SPECIFIC LMP3 CUP 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)

4.1.3 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 C3.5.1(c)

4.2 INFRINGEMENTS OF NON-TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE LMP3 CUP CHAMPIONSHIP:

4.2.1 In accordance with Section C of the current MSA Yearbook.

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

4.3 PIT-STOP PENALTIES

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

4.3.2 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)

4.3.3 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.

4.3.4 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.

4.3.5 Competitors who bring the LMP3 Cup 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 referred to the Championship Stewards who may impose penalties.

4.3.6 Mentions and posts on Social Media channels that are of a derogatory nature by Competitors that similarly bring the LMP3 Cup, MSVR or Bute Motorsport or any of its sponsors and suppliers into disrepute will not be tolerated. The LMP3 Cup Championship Coordinator may report such misuse to the LMP3 Cup Championship Stewards who will consider the penalties provided for in Section C2 of the MSA Yearbook.

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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 LMP3 Cup is open to all ACO Homologated LMP3 and FIA specification group CN cars.

5.2.2 All cars must comply with the Homologation form.

5.3 SAFETY REQUIREMENTS:

5.3.1 For the LMP3 Cup Championship 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.

The use of a FHR (Frontal Head Restraint) device is compulsory.

5.3.2 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 and year of production for the car they intend to use.

5.4.3 The decision of the LMP3 Cup 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 entering the Championship be deemed to have full knowledge of these regulations and

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to have accepted same in full.

- 5.4.4 Technical Declaration – All entrants shall be required to produce a copy of the official Homologation form for each car entered in the LMP3 Cup.
- 5.4.5 Competitors will be personally and solely responsible for ensuring that their cars comply with their Homologation form, including any written amendments. 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 (07836608615) at least 14 days prior to an event entered in order to permit a ruling in advance of the meeting at which it is intended to compete.

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 the race 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.
- 5.5.2 The LMP3 Cup 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 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.

5.6 CHASSIS

- 5.6.1 The chassis should be standard in all respects for the designated model entered as defined on the Homologation form.

5.7 BODYWORK, AERODYNAMICS & INTERNAL TRIM.

- 5.7.1 Bodywork should be visually standard in all respects for the model designated on the Homologation form.

5.8 RIDE HEIGHTS

- 5.8.1 Ride height is free but at all times the maximum wear permitted on the skid block is 5mm as defined by the cars homologation document.

5.9 TRANSMISSION

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- 5.9.1 The Gear ratios used in all LMP3 cars, must be the ACO Homologated ratios. For the avoidance of doubt, either the Long (Set 1) ratios or the Short (Set 2) may be used. They must comply with the ACO homologation i.e no mixing of the gears from either set is allowed.

5.10 ENGINE

- 5.10.1 All engines must be standard for the model entered as defined on the Homologation form.

5.11 DATA LOGGING

- 5.11.1 Access to recorded data must be available to the eligibility scrutineer at all times.
- 5.11.2 An Competitor not allowing full access to data logging, withholding, and removing or manipulating data information will be penalised.
- 5.11.3 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.
- 5.11.4 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 LMP3 Cup Championship Organisers and may be used at their sole discretion.

5.12 TYRES

- 5.12.1 Pirelli will be the control tyre brand. All tyres used in the LMP3 Cup Championship must be supplied through the LMP3 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.
- 5.12.2 It is strictly forbidden for any vehicle to run in the LMP3 Cup LMP3 Cup Championship on any tyre other than Pirelli. Under exceptional circumstances only, the Organisers reserve the right to specify an alternative tyre brand. Competitors will be notified by a Bulletin issued in accordance with MSA Regulation D11.1.
- 5.12.3 The use of tyre heating devices is allowed.
- 5.12.4 Only full wets or slicks as supplied by Pirelli for the LMP3 Cup will be allowed. Intermediate tyres will not be allowed. In the event that the track is declared WET by the Clerk of the Course the qualifying or race will only be stopped if, in the opinion of the Clerk of the Course, the track is undriveable on wet weather tyres.
- 5.12.5 The tyre size and compound must be as specified by Pirelli unless permitted by the Organisers in writing.
- 5.12.6 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.

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- 5.12.7 Competitors are restricted to 2 sets of tyres for the Event. Should a wheel/tyre which has been nominated be damaged, then a replacement wheel/tyre may be fitted, once approval from the Championship Eligibility Scrutineer has been obtained. A record of Approved Changes must be made to the 'Tyre Record Form' to record the replaced and new tyre/tyres identification number/numbers. (Note: - Any wheel/tyre which has been replaced must be presented in conjunction with the relevant car at post qualifying/race scrutineering).
- 5.12.8 The competitor must submit the unique reference number on each tyre supplied specifically for use in dry weather to the Championship Eligibility scrutineer or his nominated deputy on a completed tyre nomination form available from the LMP3 Cup Championship Co-ordinator.
- 5.12.9 There is no restriction on the number of wet tyres used.

5.13 WEIGHT

- 5.13.1 BASE WEIGHT – The weight of the car is 930kgs. All cars must be weighed pumped dry of fuel and without driver.

5.14 FUEL

- 5.14.1 Pursuant to MSA Regulation J5.13.4, fuel used must comply with FIA Appendix J – Article 252.9. It is compulsory to use the specified control fuel at every race meeting for official testing, qualifying and race which will be supplied by nominated control fuel supplier Anglo American Oil Company Ltd (AAOC).
- 5.14.2 The specified control fuel, supplied by AAOC, is the Sunoco CMR (100RON, 89MON) FIA and MSA conformant unleaded race fuel.
- 5.14.3 To guarantee fuel supply please contact AAOC a minimum of 5 days prior to each event to order the Sunoco CMR on 01929 551557 (ext 1) or email info@aaoil.co.uk

5.15 SILENCING

- 5.15.1 Unless stated otherwise in the Final Instructions vehicles must at all times conform to MSA Regulations (108 dBA at ¾ 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.
- 5.15.2 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.
- 5.15.3 In order that vehicles comply with MSA regulation J5.18 it is permitted to have exhaust silencers/mufflers added to the homologated exhaust manifolds described in the ACO homologation document. For the Ligier JSP3 it is required that the Ligier authorised exhaust kit system is used which is available from Ligier UK. This kit includes the engine ECU

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upgrade which is required in order that the ORECA engine warranty is not compromised.

5.16 PNEUMATIC JACKS

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

5.17 RADIO COMMUNICATION

- 5.17.1 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).

5.18 NUMBERS & LMP3 CUP CHAMPIONSHIP DECALS

- 5.18.1 The LMP3 Cup Championship Organiser will require Windscreen header decals, LMP3 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 ([See Figure 1](#)).
- 5.18.2 Race Numbers must comply with MSA Regulation J4
- 5.18.3 It is mandatory that competitors must make available space and place on their vehicle and overalls for LMP3 Cup Championship Sponsor logos as may reasonably be specified from time to time by the LMP3 Cup Championship 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.
- 5.18.4 Drivers may be required to display a LMP3 Cup, Bute Motorsport, MSVR or Pirelli badge on their overalls.
- 5.18.5 The Organisers will reserve the following locations on all LMP3 Cup Championship cars for LMP3 Cup and sponsor decals:
 - Door number decals and background Windscreen header strip
 - Front and rear number plate or equivalent area
 - All four bumper corners
- 5.18.6 Competitors will not be allowed to display sponsor logos (e.g. tyre manufacturers) which conflict with LMP3 Cup 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 LMP3 Cup event, even those unregistered cars in the invitation Group, must run on Pirelli tyres.
- 5.18.7 Each car must carry the surname of competing driver in white lettering above the door. Typeface to be Helvetica Bold, letters to be no greater than 100mm Capital Height, no alternative typeface will be permitted.

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- 5.18.8 Advertising and sponsorship on all race cars, trucks or overalls of any competitor entering the LMP3 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 Organisers in cases where there is uncertainty.
- 5.18.9 Defacing of LMP3 Cup Decals is strictly forbidden. Penalties and costs will be applied as appropriate.

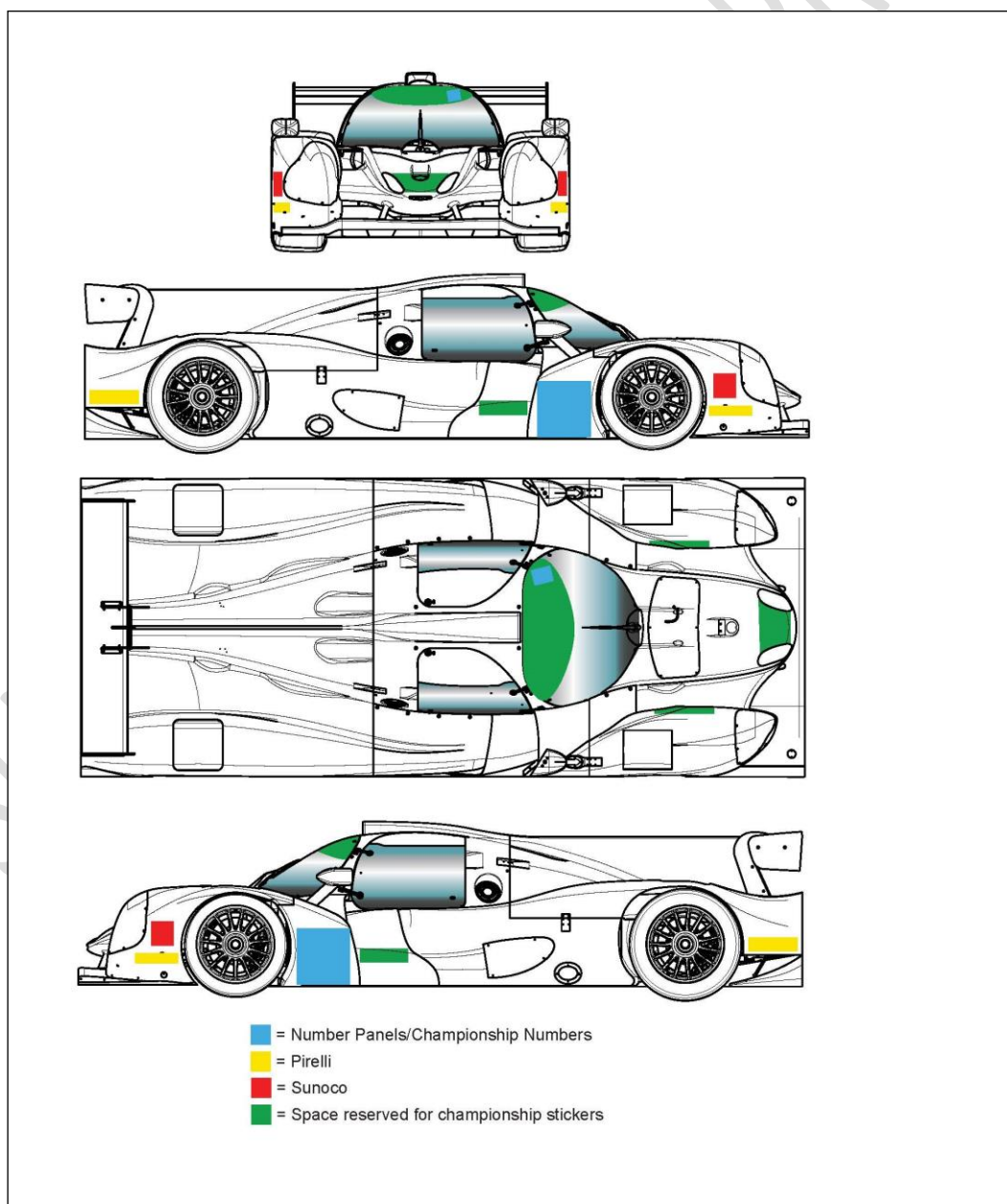


Figure 1

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6 APPENDICES:

The following Commercial Undertakings are not subject to the Judicial procedures of either the LMP3 Cup 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.LMP3cup.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, LMP3 Cup 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

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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	Control Fuel supplier: Anders Hildebrand Sunoco 58 Holton Road Holton Heath Trading Park Poole, BH16 6LT Tel: 01929 551 557 email: anders@aaol.co.uk
Timing Module Supplier: Timing Solutions Limited Unit 2 Ninian Way, Tamworth, Staffs, B77 5ES www.tsl-timing.com	

6.2 INTELLECTUAL, COMMERCIAL, MERCHANDISING AND SPONSORSHIP RIGHTS

The Intellectual, Commercial, Merchandising and Sponsorship Rights of the LMP3 Cup 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 LMP3 Cup shall be the domain of Bute Motorsport and any changes made to the sporting regulations shall be 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

Bute Motorsport will be responsible for communicating Race Entry Forms to all Competitors in sufficient time for entries to be made in accordance with Regulation 3.1.2.

Refunds –If a Race by Race entry is withdrawn refunds will be available on receipt of written confirmation of withdrawal received by the Race Entry Secretary according to the following schedule:
Notification received more than four weeks prior to race meeting 100% refund less £75 administration charge.

Notification received more than three weeks prior to race meeting 75% refund
Notification received more than two weeks prior to race meeting 50% refund
Less than two weeks' notice no refund is available.

Any deposits paid for race entries are non-refundable. 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.

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 Circuit Admission Passes.

6.4 ENTERTAINMENT TAX LIABILITY.

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- 6.4.1 In accordance with current government legislation, Bute Motorsport is legally obliged to withhold tax at the 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.
- 6.4.2 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 current rate applicable from any such payments they may make to non-UK residents.
- 6.4.3 Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 Fax: 0151 472 6483.

6.5 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.

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.

6.6 COMMERCIAL UNDERTAKINGS:

Entry into the LMP3 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 LMP3 Cup Championship which may be used at Bute Motorsports discretion.

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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.

The LMP3 Cup title and associated logo styles (LMP3 Cup & Bute Motorsport) may only be used with the prior written approval of the Commercial Rights Holder.

6.7 TRADE SUPPORT VEHICLE DECALS

Trade support vehicles should not display sponsor logos which conflict with LMP3 Cup Championship sponsor logos. In particular, no advertising of any tyre manufacturer other than Pirelli should appear on any vehicle situated in the LMP3 Cup paddock.

6.8 PROMOTIONAL ACTIVITIES

All competitors taking part in the 2017 LMP3 Cup Championship are expected to support the Event in the following ways:

- 6.8.1 Winners in each Group must attend the podium as quickly as possible after each event. They must be wearing race overalls, properly fastened and displaying LMP3 Cup badges as requested. If requested to wear a sponsor's cap, these will be provided and must be worn as directed.
- 6.8.2 All competitors taking part in an event are requested to attend the prize giving where trophies are presented, to support their fellow competitors.

6.9 TELEVISION

- 6.9.1 The LMP3 Cup 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 LMP3 Cup 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 LMP3 Cup Championship promoter's discretion.
- 6.9.2 No on-board cameras will be permitted except by permission of the LMP3 Cup 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.
- 6.9.3 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.
- 6.9.4 It will be mandatory to carry on-board cameras provided by the LMP3 Cup Championship

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production company if required.

- 6.9.5 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 LMP3 Cup Championship Organisers.

6.10 PADDOCK ARRANGEMENTS

- 6.10.1 The LMP3 Cup Championship Organisers will make every effort to secure suitable paddock space for the LMP3 Cup competitors at the 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 LMP3 Cup.
- 6.10.2 Competitors are asked to please leave Private/road cars outside the paddock. No road cars will be permitted to park in the paddock at promoted events.
- 6.10.3 Motorhomes must be parked in the designated area.
- 6.10.4 Competitors with highly valuable and exotic cars who are concerned about leaving them in a public space should contact the LMP3 Cup 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 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.
- 6.10.5 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.
- 6.10.6 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.**