

# ***THE AVON TYRES BRITISH GT CHAMPIONSHIP REGULATIONS***

Promoted By the  
Stephane Ratel Organisation

Organised and Administered By the  
British Racing and Sports Car Club



# 2011 Avon Tyres British GT Championship Regulations

Issued by the BRSCC: 8<sup>th</sup> March 2011

Version: MSA Approved

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### **BRITISH GT CHAMPIONS**

<b>2010</b>	<b>David Ashburn</b>	<b>Great Britain</b>	<b>Trackspeed – Porsche 997 GT3R</b>
2009	David & Godfrey Jones	Great Britain/Great Britain	Team Preci – Spark – Ascari KZ1R
2008	Jon Barnes & James Gornall	Great Britain/Great Britain	Team Trimate Brookspeed - Viper Competition Coupe GT3
2007	Alex Mortimer & Bradley Ellis	Great Britain/Great Britain	Team RPM - Viper Competition Coupe GT3
2006	Chris Niarchos & Tim Mullen	Canada/Northern Ireland	Scuderia Ecosse - Ferrari 430 GT2
2005	Andrew Kirkaldy & Nathan Kinch	Scotland/Scotland	Scuderia Ecosse - Ferrari 360GTC
2004	Johnathan Cocker	Great Britain	Gruppe M - Porsche
2003	Tom Herridge	Great Britain	Rollcentre Racing - Mosler MT 900R
2002	Thomas Erdos & Ian McKellar (GT1)	Brazil/Great Britain	Graham Nash - Saleen
2001	David Warnock & Mike Jordan	Great Britain/Great Britain	Lister Storm
2000	Calum Lockie	Great Britain	Marcos Mantara LM600
1999	Julian Bailey & Jamie C. Walter	Great Britain/Great Britain	Lister Storm GTL
1998	Kurt Luby & Richard Dean	Great Britain	Oftedahl Chrysler Viper GT S-R
1997	Tim Sugden & Steve O'Rourke	Great Britain/Great Britain	Porsche 911 GT2
1996	Ken Thomson	Great Britain	Darrian T90
1995	Chris Hodgetts	Great Britain	Marcos LM600
1994	Thorkild Thyrring	Denmark	Lotus Esprit S300
1993	John Greasley	Great Britain	Porsche 935 K3 Turbo

# 1 SPORTING REGULATIONS – GENERAL

## 1.1 Title & Jurisdiction

The 2011 British GT Championship (“the Championship”) is organised and managed by the British Racing & Sports Car Club (“BRSCC”) and is promoted by The Stephane Ratel Organisation Limited (“SRO”), collectively and separately “the Organisers”, in accordance with the General Regulations of the Motor Sports Association (“MSA”) incorporating the provisions of the International Sporting Code of the FIA and these Championship Regulations

The Organisers reserve the right to issue championship bulletins amending or clarifying the Regulations in accordance with the MSA Regulations D11.1.3 at any time before or during the championship and further issue additional statements concerning the regulations from time to time, subject to MSA approval, and all such statements will be issued by championship bulletin to the MSA and to all registered competitors either by post to the address detailed on the registration form, e-mail, website, fax or delivery by hand. It is the responsibility of registered competitors to notify all members of their Team and ensure that they are fully aware of the Regulations and any subsequent clarifications and/or amendments. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

MSA Championship Permit No: **CHR2011/R004**

Race Status: **International**

MSA Championship Grade: **A**

## 1.2 Officials

1.2.1	Championship Co-ordinator:	Benjamin Franassovici
1.2.2	Championship Eligibility Scrutineer:	Jon Crook
1.2.3	Permanent Championship Race Director:	Bernard Cottrell
1.2.4	Championship Stewards:	Bob Armstrong Dale Wells Rick Smith David Walton

Any three of the Championship Stewards may make a decision.

In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the Organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

## 1.3 Competitor Eligibility

- 1.3.1 Entrants must be in possession of a valid International Entrants Licence and if the entry is not made by a holder of a valid International Entrants Licence, the driver(s) will be considered to be the entrant under MSA Regulations.
- 1.3.2 All drivers wishing to take part in the Championship must complete their eligibility form and submit it to the championship organiser. At the start of the season, or before each race, drivers who have not previously been classified must apply to the Championship Coordinator in order to receive a classification.
- 1.3.3 Drivers and Entrant Drivers must be in possession of a current valid International (C) competition licence and valid International Medical Record Card. Holders of competition licences issued by ASN's other than the MSA must produce

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permission (visa) to compete from their licence-issuing ASN (National Sporting Authority), under article 70 of the International Sporting Code.

- 1.3.4 All Competitors must sign on before taking part in each event and all necessary documentation must be presented at this time for checking.

Entrant: all new competitors' entrant licence will be checked during sign-on at their first round. Competitors not holding a valid entrant licence will need to inform the Championship Coordinator of the entrant name. The clerk of the course will only communicate with the entrant in the event of any judicial decision.

- 1.3.5 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

All competitors cars should be presented to the event Scrutineers at the allotted times.

Any vehicles reported involved in contact incidents during races or practice must be re-presented to the event Scrutineers before continuing in the event.

## 1.4 Registration

- 1.4.1 Any teams (see 1.6.1 for definition of team) wishing to take part in the Championship must register as competitors by returning the Entry Form and Fee to the Championship Coordinator by February 21<sup>st</sup>, 2011. Only teams with an entrant licence will be allowed to register for the championship.

Teams joining the Championship during the season must enter a minimum of 7 working days prior to the start of the first event to be entered.

- 1.4.2 The Entry Fee must be paid in full to SRO for an amount of:

**GT3 - £13,200 plus VAT**

**GT3 B - £12,540 plus VAT**

**GT4 - £11,880 plus VAT**

**GTC - £11,220 plus VAT** This will cover the Championship season's race entries as well as the mandatory Media Day.

Race by Race entries will be accepted at the following rates:

GT3, **GT3 B**, GT4, GTC and Invitation Class **per Event**

**£1,950 plus VAT**

Media Day (non full season entries)

**£400 plus VAT**

**Please note: the current rate for VAT is 20%**

- 1.4.3 No refund will be made should an entrant/driver not take part in one or more of the Championship events.
- 1.4.4 The entrant is responsible for advising the Championship Coordinator in writing at least one week before the event of any changes to their entry.
- 1.4.5 Acceptance or rejection of an Entry is entirely at the discretion of the organiser.
- 1.4.6 Upon registration permanent competition numbers for the Championship will be issued by the Championship Coordinator (these decals cannot be modified in anyway):

**GT3 & GT3 B: 2 - 39**

**GT4: 41 - 59**

**GTC: 61 - 89**

**Invitation: 90 - 99**

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The numbers and number panels will be coloured as follows:

**GT3, GT3 B, GT4, GTC: Black numbers on white background**

Invitation Class – To be nominated at the series organiser discretion.

The number 1, 40 and 60 plate will be issued by SRO at their discretion.

Each car will carry a windscreen strip of the same colour with the exception of cars without a windscreen.

## 1.5. Championship Rounds

1.5.1 The **2011** British GT Championship will be contested over **7 Events for GT3, GT3 B, GT4 and GTC** at the following venues.

Dates	Venue	Race	Organising Club
March 8	Silverstone	N/A	Media Day
March 9	Silverstone	N/A	Track Day
April 23 -25	Oulton Park	2 x 60mins	MSVR
May 14/15	Snetterton 300	120mins	MSVR
June 18/19	Brands Hatch (GP)	120mins	MSVR
July 8/9	Spa	2 x 60mins	RACB
September 3/4	Rockingham	2 x 60mins	BRSCC
September 24/25	Donington (GP)	180mins	BRSCC
October 7-9	Silverstone	120mins	BRSCC

1.5.2 Certain rounds may be designated as qualifying rounds for additional awards. These additional awards and the qualifying rounds will be notified (if any) in an official Championship bulletin.

1.5.3 The Championship Organisers reserve the right to amend the **format for each round and the** published list of rounds, in which case an official championship bulletin will notify all registered competitors and neither the Championship Organisers, nor the race organisers or promoters shall be liable for any consequential loss or damages. MSA Regulation D11.1.3 applies.

## 1.6 Scoring

1.6.1 Each team will be made up of two drivers (**three driver option is possible during races longer than 2 hours – subject to driver grading**)

The drivers will be classified in four different categories: A, B, C and D. They will be categorised according to the eligibility criteria. These will be available from the organiser. The organiser will adjudicate this list and any driver who is dissatisfied with their classification may appeal this decision in writing to the Championship panel. **The Championship Organiser reserves the right to revise a driver's category during the season.**

The following pairings will not be allowed.

A + A = Not Allowed

A + B = Not Allowed

B + B = Not Allowed

A + C and B + C = Will incur a penalty, please refer to section 4. Championship penalties.

All other combinations will be allowed without any penalty.

At the discretion of the Organisers permission may be given for a driver to be a single driver entry. A time penalty will be imposed as section 4. championship penalties

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Any driver found to have misled the organisers may forfeit all his points up to the time of disclosure. In addition his co-driver and his team will also forfeit all points contributed to by that driver

1.6.2 Full points will be awarded to each driver being classified for each race when a final result is published. Only eligible drivers may score points. Drivers of Invitation Class cars will not score points.

1.6.3 Points will be awarded for each race towards the individual class championships as follows:

1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>
25 points	18 points	15 points	12 points	10 points	8 points	6 points	4 points	2 points	1 point

Points will be awarded for classification in each class. 150% points will be awarded for races longer than 2 hours.

1.6.4 If there are less than 3 (three) starters in each class, the points awarded for that class will be divided by two.

1.6.5 Ties will be resolved according to W1.3.4 of the current MSA Regulations

1.6.6 Time Penalties will be allocated to cars and drivers finishing in the top three places in a race. These times will be enforceable at the following race (time penalties are not cumulative). Time penalties will be added to the minimum pit stop duration set for the following race.

1 <sup>st</sup>	15 seconds (+5 seconds for races longer than 1 hour)
2 <sup>nd</sup>	10 seconds (+5 seconds for races longer than 1 hour)
3 <sup>rd</sup>	5 seconds (+5 seconds for races longer than 1 hour)

For the three hour event, time penalties will be enforced at the last mandatory pit stop (3 mandatory pit stops in total). Time penalties will correspond either to the time penalties allocated to the car or to that allocated to any driver entered in the car, whichever is greater.

## 1.7 Awards

1.7.1 All awards are to be provided by SRO.

1.7.2 Per Round

1.7.2.1 A trophy to 1<sup>st</sup> 2<sup>nd</sup> & 3<sup>rd</sup> in GT3, GT3 B (winner only), GT4 and GTC.

1.7.3 Championship:  
Title.trophy for GT3

1.7.3.1 The title/trophy of British GT Champion will be awarded to:

The driver or pair of drivers who have the most points from the GT3 category.

A trophy will also be presented to the driver or drivers finishing 2<sup>nd</sup> & 3<sup>rd</sup> in class.

1.7.3.2 The title/trophy of winner of the GT4 will be awarded to:

The driver or pair of drivers who have the most points from that category.

A trophy will also be presented to the driver or drivers finishing 2<sup>nd</sup> & 3<sup>rd</sup> in class.

1.7.3.3 The title/trophy of winner of the GTC will be awarded to:

The driver or pair of drivers who have the most points from that category.

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A trophy will also be presented to the driver or drivers finishing 2<sup>nd</sup> & 3<sup>rd</sup> in class.

## 1.7.4.1 The Team Trophy.

The official Tyre Supplier will provide the Team Awards:

20 tyres free of charge in 2011 to each of the winning teams of the GT3, and GT4 title,

The Avon Team Awards will be awarded in GT3, GT4 and GTC to the team scoring the most points in accordance with the following.

For teams with two or more registrations in the same class, only the points scored by the highest finisher for the team in each race will count.

Team Trophy Points awarded will be as per the class race points, i.e. 25-18-15-12-10-8-6-4-2-1. The team can only be awarded the points scored if the drivers of the car are eligible; i.e. if the drivers are not eligible to score points, the team will not be awarded points. All rounds to count.

MSA Regulation D7.1.12 applies. MSA Entrant Licence holders only may qualify per team award. Trophies will be consigned to the entrant licence holder or the designated entrant driver.

## 1.7.4 Bonuses

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship.

## 1.7.5 Presentations

Trophies will be provided for each round (as applicable) and will be presented at the end of each race.

Attendance at the presentation ceremony is mandatory. The top three driver pairings, in the GT3, GT4 and GTC classes should attend the podium within 5 minutes of the race finish. The winning crew in GT3B will be invited to the GT3 podium. Drivers' overalls must have the official Championship patches and drivers must wear the official Championship caps during the presentation ceremony - Failure to do so may lead to a penalty imposed as per section 6.

## 1.7.6 Entertainment Tax Liability

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen. 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 Isles or Eire.

This means that the organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.

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

For further information contact: - The Inland Revenue, Foreign Entertainers centre for Non-residents, Standard John's House, Merton Road, Merseyside. L69 9BB. Tel: 0151 472 6488

## 1.7.7 Title to All Trophies

In the event of any provisional results being revised after any provisional presentations and such revisions affecting the distribution of any awards the competitors concerned must return such awards to the SRO in good condition within 7 days.

## 1.8 Advertising

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1.8.1 Competitors may put their own advertising decals on the car, subject to compliance with the relevant MSA regulations and the Championship regulations.

Competitors are reminded of the restrictions on tobacco advertising; (see MSA Regulations H28. No display may contain offensive material and any ALCOHOL related advertising on a car MUST BE AUTHORISED IN WRITING by SRO, no later than 7 days before the event.

In addition all advertising/Presentation must comply with the commercial undertakings included with these regulations. Please refer to section 6.

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

### **2.1 Rounds**

In accordance with Section C of the current MSA Yearbook

### **2.2 Championship**

In accordance with Section C of the current MSA Yearbook

## 3 SPORTING REGULATIONS CHAMPIONSHIP RACE MEETINGS and RACE PROCEDURES

### 3.1 Entries

3.1.2 The Organisers are responsible for mailing the Championship Regulations, the Entry & Registration Form to all intending competitors prior to the published closing date for the first round to be entered. Competitors are responsible for submitting correctly signed and completed entries prior to the closing date for entries, which will be as detailed on specified forms. Please refer to section 6.

3.1.3 The Entry & Registration Form attached to these Regulations must be lodged with the Championship Coordinator on behalf of the Championship Organisers. This single entry form can cover all rounds/events of the Championship for the 2011 season.

3.1.4 Any team wishing to take part in any single event in the Championship must register as competitors by returning the Entry & Registration Form with the entry fee to the Championship Coordinator a minimum of 8 working days prior to the start of the event to be entered.

A payment, made out to SRO, for an amount specified by the Championship Coordinator, must accompany the Form.

3.1.5 The Race Organisers will acknowledge all correct and complete Entry & Registration Forms within 5 days of receipt.

3.1.6 Incorrect or incomplete entries (including drivers to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

3.1.7 Any withdrawal of entry or driver/car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If driver/car changes are made after publication of entry lists with final instructions the competitor concerned will be accepted in accordance with D25.1.12 of the MSA.

Changes of this nature will incur an administration charge as shown in the registration section of these regulations

3.1.8 Competitors will receive for each car registered personnel passes and vehicle passes. A charge will be made for any passes that have to be replaced for any reason.

3.1.9 The Entry List must match the title on the Entrant's Licence, when possible.

3.1.10 At each circuit where a round of the Championship will be held under an MSA track licence specifying the maximum number of cars allowed to start a race ("the race starters number").

There is also a separate number, which is the race starters number plus 20% rounded up to the next whole number ("the qualifying number").

If the number of entries for any race exceeds the race starters number, all competitors will be allowed to take part in the race qualifying sessions, subject to the number not exceeding the qualifying number.

3.1.11 If a round of the Championship is over-subscribed to the extent that the above cannot be applied, then the organisers will select the cars accepted to qualify by applying the following priorities:

- A Registered competitors who have entered in the Championship for the full season.
- B Date of Payment
- C Registered competitors who have taken part in previous rounds of the Championship in order of the number of rounds contested.

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- D Registered competitors who have scored points in the Championship class in order of points scored to date.
- E Registered competitors competing in the Championship for the first time.

3.1.12 Reserves may be nominated according to their class, a pro rata criteria will be applied between GT3, GT4, GTC and GT3 B

3.1.13 Reserves who set a time in the correct qualifying session will take precedence, in reserve number order, over any accepted entry whose qualifying times are disallowed, or who does not set a time during the correct qualifying session for the race.

## 3.2 Briefings

3.2.1 The Organisers will notify competitors of the times and locations for all briefings in either the final instructions and/or bulletins issued for all meetings.

3.2.2 It is mandatory that all drivers attend briefings at the specified times (MSA Regulations H33). A driver non-attendance or late arrival at driver briefings may result in penalties being imposed by the Clerk of the Course. Each driver must sign an attendance sheet on arrival at the briefing.

## 3.3 Practice & Testing

3.3.1 The minimum period of practice to be as specified in the relevant MSA Regulations in respect of circuit lengths.

3.3.2 Should any practice/qualifying session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Championship criteria and the decision of the Clerk of the Course shall be final.

3.3.3 Should the need arise to stop practice/qualifying, Red lights will be switched on at the Start Line and at all Signalling Points around the circuit in conjunction with red flags. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and return to the pit lane unless directed by officials not to do so.

3.3.4 Cars entered are prohibited from testing at the relevant Venue/Circuit less than 2 weeks prior to an event. Failure to comply will result in a penalty of back of the grid for start of the race and a fine up to £5,000.

## 3.4 Qualification

3.4.1 Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulations Q4.5. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per MSA Regulations Q4.5.3. Should any driver fail to meet this criteria, the car may be permitted to start at the discretion of the Clerk of the Course. The driver must fulfil the minimum requirements of the MSA General Regulations for the British GT Championship at the circuit in question.

The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per MSA Regulations Q4.5.3.

3.4.2 The drivers must, in order to qualify, set a time lower than or equal to 115% of the fastest time in their respective class. Drivers not complying with the above may be able to start at the discretion of the Clerk of the Course

3.4.3 Two qualifying sessions will take place before the first race. No refuelling is allowed between qualifying sessions

The driver starting the first race must qualify in the first session and the driver starting the second race must qualify in the second session. Only one driver is permitted in each qualifying session.

In the case of single race events qualifying sessions will be combined and teams must nominate their starting driver. No driver may take part in more than one session.

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The driver with the highest ranking must start the second race. In the event of both drivers having the same ranking, the team must notify the Championship Coordinator which driver will start each race before the end of scrutineering. The official form, available from the Championship Coordinator, must be used for this purpose.

If the name of the driver is not handed in within the stipulated time delay, the officials will designate the drivers.

3.4.4 After the qualifying sessions, if the number of cars qualified is greater than the maximum number of cars authorised to take part in the race. The priority will be given to the entrant as per 3.1.11

## 3.5. Races

3.5.1 Each race will have a scheduled race distance specified as a period of time by the race organisers. The race leader will be deemed to have finished the race the first time that the race leader crosses the Finish Line after the time period has elapsed.

3.5.2 Should any scheduled race distance be reduced by the Clerk of the Course or Stewards of the Meeting for what ever reason it shall still count as a full points scoring round.

3.5.3 In a case where more than one race is scheduled at the same event they may be combined to form an endurance race at the Organisers' discretion.

3.5.4 Where two races are to be run, any competitor whose car has not been classified for whatever reason in the first race, must confirm the participation of the car in the second race at the latest 60 minutes before the start of the race

## 3.6 Pit Stops & Driver Changes

### Races of one-hour duration or less.

3.6.1.1 Pit stops and driver changes will take place in front of each teams allocated pit garage or pit area ("the pit box").

3.6.1.2 During the race a mandatory driver change must take place under the responsibility of the team manager. It will, however, be of a controlled duration. Before the start of the meeting all competitors will be notified of the elapsed time by championship bulletin.

The pit stop will take place once the 23<sup>rd</sup> minute has started and before the start of the 37<sup>th</sup> minute of the race ("the mandatory pit stop window") i.e. after 23 minutes 0 seconds and before 36 minutes 59 seconds since the start of the race (extinguishing of the red lights).

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.

If a driver does not make their obligatory pit stop for the driver change within the mandatory pit stop window, the team will have to perform a stop and go penalty. (Refer to section 4, Championship Penalties)

If it is impossible for this stop and go to take place during the race, a time penalty will be added to the car's race time.

3.6.1.3 During any pit stop (driver change or other), the maximum number of mechanics authorised to work on or to help the drivers to get in and out of the car is limited to four plus the drivers.

No more than 2 wheel nut removing tools may be used per car.

3.6.1.4 The engine must be stopped immediately, unless the driver is in the car with the belts done up. All driver changes must take place on the pit apron, in the position allocated to the car / team.

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## 3.6.4 For races that require refuelling

### 3.6.4.1 Two hour format race

The driver changes are free except that the minimum drive time per driver is 50 minutes. The Mandatory Pit Stop time will apply with the time penalties added from the previous race (confirmed in a bulletin during the briefing). Only 2 drivers are permitted in 2 hour races.

#### Three hour format race

##### Two Drivers

The driver changes are free except that the maximum drive time per driver is 100 minutes. During the race the car must make a minimum of three pit stops, each of these stops must include a driver change.

##### Three Drivers

There is a 3 driver crew option. Maximum total drive time per driver is 100 minutes, the minimum drive time is 40 minutes, driver change obligatory (3 mandatory changes during 3 hour race). The highest rated driver can only do one stint. After qualifying the co-ordinator must be advised the name of any driver doing two stints.

3.6.4.2 Refueling is only allowed in the location provided on the pit lane and must comply with the relevant MSA Regulations and any local planning/by laws.

3.6.4.3 Refueling may only be carried out either at the beginning or at the end of a pit stop. While refueling is being carried out, the car must remain on its wheels and no other work can be done on the car.

3.6.4.4 Refuelling must be carried out using equipment complying with MSA regulation Q13.1.2 and passed by event scrutineers. It is the responsibility of the team to assemble and test the equipment for correct and leak free operation before the notified time for inspection.

The clothing worn by pit crew designated as refuellers and firemen must comply with MSA regulation Q13.1.2. In addition to this, during the refuelling process, these persons must wear goggles and all clothing must be worn correctly. Appropriate extinguishers/equipment is required for the fuels being used.

3.6.4.5 When refuelling couplings are attached to the car, the cars engine must be stopped, it's doors must be closed and no person can be inside it.

Throughout refuelling it is mandatory for one team member, (the fireperson) with an extinguisher (minimum capacity, 5 kg) ready to work, to be beside the car.

An additional person for the purpose of refueling may be used. They will also be considered to be a refueller for the definition of the clothing to be worn.

A self closing 90° cut-off valve, situated at the outlet of the supply tank and controlling the fuel flow, must be manned at all times during refueling.

3.6.4.6 Before and during any refueling operation, the car must be electrically earthed.

3.6.4.7 All fuel stocked in the pits must be in leak-proof containers which have been tested to a pressure of three atmospheres.

3.6.4.8 Refuelling stops will be of a controlled length. Before the start of the meeting all competitors will be notified of the elapsed time. 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. During this period:

- a) The driver change may take place.
- b) Computers may NOT be connected (except by championship officials or their designated deputy).

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c) If two cars are sharing a fuel rig, the first car may be pushed forward to allow the second car to refuel.

## 3.7 Starts

### 3.7.1 Countdown

The normal countdown procedures/audible warning sequence shall be:

12 minutes to start of pace lap.	Pit exit opens in two minutes audible warning.
10 minutes to start of pace lap	Pit exit opened audible warning.
7 minutes to start of pace lap.	Pit exit closes in two minutes audible warning.
5 minutes to start of pace lap.	Pit exit closed audible warning.
3 minutes to start of pace lap	Audible warning and 3-minute board shown at Start Line. Clear the Grid of all non-team personnel and major equipment.
2 minutes to start of pace lap.	Audible warning and 2-minute board shown at Start Line. Clear the grid signal / Grid closed. All work on cars must be complete by this time.  Any car being worked on after the showing of the 2 minute board may be given a stop and go penalty.
1 minute to start of pace lap	Audible warning and 1-minute board shown at Start Line. Clear the Grid /Start engines
30 Seconds to start of pace lap.	Audible warning and 30-second board shown on Start Line.
Green flag. Start of the pace lap.	The pace lap will normally _ be one lap. Exceptions to this are either when track conditions dictate or the grid formation is not correct for the start.

The organiser reserve the right to modify the above countdown if deemed necessary

### 3.7.2 Rolling Starts

2 x 2 x 2 line astern Grid formation.

3.7.2.1 The Organisers official leading 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. No car may overtake another one before the starting signal is given. In the event that the starting lights fail the Starter will revert to using the National Flag.

3.7.2.2 Any cars removed from the grid after the 1-minute stage or driven into the pits on the pace lap shall be held in the pit lane. They 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.

3.7.2.3 If one or more cars are removed from the starting grid, the gaps will not be closed up.

3.7.2.4 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.

### 3.7.3 Aborted Start

If the start is aborted prior to the leading car pulling off, the leading car will not extinguish his roof lights and will continue to lead the field around the circuit for an additional pace lap and a new start will be attempted in accordance with the above.

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If the race start is aborted after the leading car has left the circuit the signal to start will not be given, and the start lights will remain at red. When this signal is given, all cars should exercise extreme caution and return slowly round the circuit maintaining their original grid positions stopping on the grid. The race start countdown procedure will then be repeated from the one-minute countdown point. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly.

## 3.7.4 False Start

If a competitor is judged to have started illegally and thus gained an advantage the Clerk of the Course may impose a drive-through penalty.

## 3.7.5 Drive Through Penalties

3.7.5.1 The driver will be notified as soon as possible by means of a board displayed at the Start Line and the team will be notified where possible via the timing screen monitor or verbally by an official of the meeting.

3.7.5.2 After notification has been given the competitor must not complete more than 3 laps before taking the Drive Through Penalty. The driver must enter the Pit Lane, obeying the Pit Lane Speed Limit and drive through the Pit Lane without stopping at their pit and rejoin the race. However, a driver is not permitted to enter the Pit Lane to take a Drive Through Penalty during a Safety Car Intervention period, which for this purpose is deemed to be over when the car, subject to the Penalty, passes the Green Flag at the Start/Finish Line on the track.

3.7.5.3 Any driver failing to comply fully with this Regulation may be black-flagged. Failure to observe the Pit Lane speed limit whilst taking a Drive Through Penalty will result in a similar penalty or retrospective time penalty being applied.

## 3.8 Race Stops

3.8.1 Should the need arise to stop any race **or practice**, red lights will be switched on at the Start Line and red flags will be displayed at the Start Line and at all Marshals/Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc Fermé area.

Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

The race will be concluded as per MSA Regulations Q5.4 and Q5.5

### 3.8.1.1 Case A: Less than two laps completed by the race leader.

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

### 3.8.1.2 Case B: More than two laps completed by the race leader but less than 75% of the scheduled distance

The Race will restart from a grid set out by the finishing order of part one, (as per Q5.4.2). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.

### 3.8.1.3 Case C: More than 75% of race completed.

If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with MSA Regulation Q5.4.3, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

## 3.9 Incidents & Re-Scrutiny

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- 3.9.1 Any Driver, who abandons a car on the circuit, must leave it in neutral or with the clutch disengaged and with the steering wheel in place. Failure to comply may result in a penalty from the Clerk of the Course.
- 3.9.2 Any vehicle involved in an accident or having been modified in any way subsequent to pre-event scrutiny, must be represented to the Scrutineers for further examination.
- 3.9.3 At any time during an event, the Clerk of the Course or the Scrutineers may order that a vehicle be re-examined, even if this involves stopping a vehicle whilst practising or competing in a race.

## 3.10 Pits & Pit Lane Safety

- 3.10.1 Pits  
Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.10.2 Pit Lane  
The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take due care and drive at minimum speeds in the pit lanes.
- 3.10.3 Refuelling  
May only be carried out in accordance with the above and MSA Regulation Q13, circuit management regulations or final instructions issued for every meeting
  - 3.10.3.1 No more than 4 people per car including the driver will be allowed on the pit wall at any one time. Action will be taken if this is not obeyed.  
  
If the offence is repeated the Clerk of the Course may issue a penalty up to and including exclusion from the meeting.
  - 3.10.3.2 While the car is in the pit lane the engine must NOT be running unless all four wheels are on the ground.
  - 3.10.3.3 The speed limit in the pit lane is 60 km/h. Should this speed be exceeded, the following penalties will be applied:  
  
**Qualifying:** All times set by the relevant driver before the time of the infraction will be cancelled.  
  
**Race:** The first infraction will entail a 1-second Stop and Go penalty, with the engine running.
  - 3.10.3.4 Parking rules as below:  
  
**Free Practice, Practice, Qualifying and Warm-up:** 45°, nose in, car pushed back by mechanics  
  
**Race:** parallel parking  
  
Penalties may be imposed for failing to adhere to the above.
- 3.11.1 After taking the Chequered Flag drivers are required to progressively and safely slow down and remain behind any competitors ahead of them, return to the Pit Lane entrance/Parc Ferme as instructed, comply with any directions given by marshals or officials and keep their helmets on and harnesses done up while on the circuit and in pit lane.

## 3.12 Results

- 3.12.1 All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post

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Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

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

## **3.13 Timing Modules**

- 3.13.1 All competitors will be required to purchase and fit an Electronic Self Identification Modules to their cars for the purposes of accurate timing (These modules must be compatible with the timing systems used for the championship). Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

- 3.13.2 Competitors may not place electronic timing equipment within five metres of the official Start and/or Finish Line or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

## **3.14 Neutralisation of a Race**

- 3.14.1 The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

## 4 CHAMPIONSHIP RACE PENALTIES

The following infringements will incur penalties as described below: (Ref to MSA Regulation Q13).

- I) False Start: Datum penalty - Drive Through. Maximum penalty variable stop and go.
- II) Working on car After 2 Minute Warning: Datum penalty - stop and go (10 Seconds)
- III) A pit stop less than the mandatory time : Datum penalty - stop and go equal to the time short.
- IV) The maximum penalty will be a stop and go penalty equal to the time that the stop was made outside the mandatory pit stop window. If the penalty is not taken during the race, up to 2 minutes might be added to the race time. MSA Regulation Q12.6 Stop-Go Penalty applies.
- V) Engine running on Jacks: Datum penalty - 10 seconds stop and go.
- VI) Too many mechanics on car: Datum penalty -10 seconds stop and go.
- VIII) Exceeding Pit Lane Speed Limit: Datum Penalty - 1 second per km exceeded stop and go.
- IX) 'A' category driver, driving solo: Datum penalty – A minimum 40 seconds added to the mandatory pit stop time.
- X) 'B' category driver, driving solo: Datum penalty – A minimum 30 seconds added to the mandatory pit stop time.
- XI) 'C' category driver, driving solo: Datum penalty – A minimum 20 seconds added to the mandatory pit stop time.
- XII) 'D' category driver, driving solo: Datum Penalty – A minimum 10 seconds added to the mandatory pit stop time
- XIII) 'A' category driver, driving together with 'C' category driver **will carry a 40kg weight penalty.**
- XIV) 'B' category driver, driving together with 'C' category driver **will carry a 25kg weight penalty**
- XV) More than 4 people on the pit wall: Datum Penalty – 10 seconds stop and go
- XVI) None attendance at trophy presentation: Datum penalty - £250.00

**Penalties may be revised via Championship bulletins.**

### 4.1 Sporting Disputes

- 4.1.1 Disputes on the Sporting Regulations and/or their application by the Championship Coordinator that arise during the season will be settled by the Championship Stewards in accordance with MSA Regulations, these Championship Regulations and any Official Championship Bulletins that have been issued. The case for any dispute must initially be submitted to the Championship Coordinator in writing together with the appropriate MSA prescribed protest or appeal fee. The Championship Stewards' judgement will be subject only to a right of Appeal to the MSA. An appeal against any decision of the Championship Coordinator must be submitted in writing to the Championship Stewards within 7 days of the date of dispatch of such a decision and accompanied by the MSA prescribed appeal fee.
- 4.1.2 Any clarifications necessary during the year will be notified in writing to all registered competitors in an Official Championship Bulletin.

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4.1.3 The Championship organiser reserves the right to impose further penalties on teams/competitors proven by the Officials of any meeting to have behaved on or off the track, in a manner considered likely to bring the Championship into disrepute. Penalties may include individual race bans, loss of Prize/Bonus /Refund monies and /or end of season awards. In the case of repeated offences the Championship Coordinator reserves the right to exclude any team/competitor for a fixed number of races or the whole Championship. In such cases no other competitor's scores shall be adjusted.

Any driver found to have misled the organisers in any way in registering and entering this championship may forfeit all his points up to the time of any disclosure. In addition his co-driver and his team will also forfeit all points contributed to by that driver.

4.1.4 If it appears from the official video recordings or from any other additional evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner the Championship Coordinator considers to have brought the Championship into disrepute, They may request that the Championship Stewards consider to investigate this matter furthermore.

## 4.2 Infringements of Technical Regulations

4.2.1 Arising from post practice Scrutineering or Judicial Action.

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

4.2.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations C3.5.1 (a) & (b).

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

For double header events, points may be revoked for both races and not just one in accordance with C3.5.1 (c).

## 4.3 Infringements of Non-Technical MSA Regulations and The Sporting Regulations issued for the Championship

4.3.1 As per current MSA Judicial Procedure Regulations.

4.3.2 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season he/she will receive written warning from the Championship Coordinator that their driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

4.3.3 Additional Specific Championship Penalties:

A, Single Qualifying Session, Single Race:

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points gained solely at that event.

B, Multiple Qualifying/Multiple Races:

In the case of double header races or multi-races, where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs

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during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a 'double header' event takes place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offences are:

Driving in a manner incompatible or departing from the standard of a reasonable competent driver with general safety (MSA Regulation C1.1.5) where the Clerk of the Course imposes a penalty greater than a reprimand.

## 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.

The 2011 British GT Championship is open to FIA Homologated GT3 and GT3 cars with national homologation by other ASN's (subject to MSA agreement in each case), cars that comply with the requirements of the European GT4 and Supersport Championship, GTC cars and cars which are accepted by the championship organisers for registration in an Invitation class and are included on the list of cars acceptable to the Organisers. All cars must comply with the Technical Regulations published below.

Hereafter, any reference to European GT4 or European Supersport regulations within these regulations refers to 2011 GT4 Technical Regulations issued by SRO Motorsports Group and 2011 Supersport Technical Regulations issued by SRO Motorsports Group.

### 5.2 General Description

5.2.1 GT3. These cars will normally run to the 2011 FIA GT3 regulations, and GT3 cars with national homologation by other ASN's, subject to MSA agreement in each case and their current respective technical forms.

GT3 cars that can no longer get replacements parts or safety enhancements from the manufacturer or require reliability modifications will be permitted to compete in the GT3 Class, subject to written approval by the Championship Eligibility Scrutineer.

GT3 B. These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organisers discretion.

GT4 cars will run strictly to the GT4 or Supersport European Cup regulations as per their relevant class in the European Championship. Teams wishing to run on Bio Ethanol control fuels must submit a request to the Organisers for study and approval.

GTC cars are required to comply with the technical regulations as listed together with an individual technical specification approved by the organisers prior to the first event entered.

5.2.1.1 British GT equalisation measure

The Championship organiser's reserve the right to impose equalisation measures, in line with or varying from those imposed by the FIA equalisation bureau and European equalisation bureau.

GTC

At all events the car & driver will be required to comply with a maximum power to weight ratio of 0.34HP/kg when measured at the driving wheels with the same tyres used as at the end of the event. The Organisers reserve the right to adjust that power to weight ratio. The Organisers reserve the right to use additional methods to limit or adjust performance.

This power figure may be checked by a nominated technician or eligibility scrutineer at the organiser's approved rolling road test facility. A tolerance of plus 5% will be allowed above the base figure to allow for any variation in the calibration of the test facility, atmospheric conditions within the test area or the operation of the test.

There will be NO exceptions above the tolerance of 5%. Competitors who present cars that exceed the base figure may be

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excluded from future events at the discretion of the organisers. The power to weight ratio may be amended by the organisers at their absolute discretion.

Prior to acceptance into the GTC Class, the entrant must define the actual source of independent information to confirm the eligibility of standard manufacturers' parts. This source of information must be approved by the organisers.

## 5.2.3 Invitation Class

This class will be for cars, selected by the organisers, which for any reason do not comply with the regulations for either GT3, GT4 or GTC. Entries to the Invitation Class is totally at the discretion of the Organisers. **No points will be awarded for the Invitation Class.**

## 5.3 Validity of the Homologation

**Definition 1:** All homologations for a model lapse when the FIA homologation ceases, i.e. 7 years after the production of that model ceases, that is to say 7 years after the annual production has fallen below 1 item.

**Definitions 2 and 3:** All homologations relating to one model lapse 7 years after the production of this model has been abandoned, that is to say 7 years after the annual production has fallen beneath 1 item.

## 5.4 Definitions - General Description

### 5.4.1 Grand Touring Car

A closed automobile that has no more than one door on each side, no more than four seats, is fully legal for road use and has been modified to ensure suitability for speed races on circuits or closed courses.

### 5.4.2 Production/Standard Specification

The manufacturer's specification of the base model of the car to be used for racing includes all devices, equipment, accessories or components of the car as they are fitted on the production model. Optional equipment and performance kits listed in the manufacturer's catalogue are not permitted.

### 5.4.3 Original

As fitted in all respects (whether as to shape, size, material, manner of construction or otherwise) with the manufacturer's accepted specification for the production car or item in respect of which the expression is used, accepted and recorded as necessary by the Championship Organisers. The current homologation documentation shall be used as evidence of original as defined by Article 257A.1.2 of Appendix J of the **2011** FIA Yearbook.

### 5.4.4 Weight

GT3, **GT3 B** and **GT4**: The homologated weight and any additional weight as required by the championship's equalisation bureau and/or the Organisers.

GTC and Invitation Class: The weight of the car with no driver and no fuel on board.

### 5.4.5 Bodywork

All entirely sprung parts of the car in contact with the external air stream, except the parts definitely associated with the mechanical functioning of the engine, transmission and running gear. Any air intake shall be considered to be part of the bodywork.

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## 5.4.6 Cockpit

The volume that accommodates the driver and the passenger, its limits are defined by the roof, the floor, the doors, the lateral parts, the glazed parts and the front and rear bulkheads. Note: Minimum Cockpit sizes must be relevant to the FIA regulations at the time of the car's original construction. The organisers reserve the right to accept Invitation Class cars which do not comply with this regulation

## 5.4.7 Wheel

Flange and rim. Complete wheel: Flange, rim and tyre.

## 5.4.8 Door

That part of the bodywork that opens to give access to the driver and passenger compartments.

## 5.4.9 Supercharging

Increasing the weight of the charge of the fuel/air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust system) by any means whatsoever. The injection of fuel under pressure is not considered to be supercharging

## 5.4.10 Sprung Suspension

The means whereby all complete wheels are suspended from the body/chassis unit by a spring medium.

## 5.4.11 Active Suspension

Any system which allows control of any part of the suspension or of the trim height when the car is moving.

## 5.4.12 Mechanical Components

All those necessary for the propulsion, suspension, steering and braking, as well as all accessories, whether moving or not, which are necessary for their normal working.

## 5.4.13 Telemetry

The transmission of data between a moving car and anyone connected with the entry of that car.

## 5.4.14 Semi Automatic Gearbox

One which, when the driver calls for a gear change, takes over the control of one or more of the engine, clutch and gear selectors momentarily to enable the gear to be engaged.

## 5.4.15 Brake Calipers

All parts of the braking system outside the survival cell, other than brake discs, brake pads, calliper pistons, brake hoses, master cylinder and fittings, which are stressed when subjected to the braking pressure.

## 5.4.16 Location

A site defined relative to the original: axle centres, longitudinal and/or lateral centre line of vehicle, cockpit, luggage

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compartment and engine compartment. Location within an engine is a site relative to the crankcase and cylinder head.

## 5.4.17 Position

The site defined by dimensions from the original vehicle data e.g. axle centres and longitudinal and/or lateral centre line of vehicle.

## 5.4.18 Orientation

Is the relationship of the component to the longitudinal and/or lateral axis of the vehicle. If the component is turned 180° this will be regarded as a change in orientation.

## 5.4.19 Examination Of Vehicles

- a, Examine the car at the circuit for such period as they may reasonably require and take fuel samples, and/or
- b, Retain the car for detailed examination at premises chosen by the Organisers. If the Organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Championship unless the car is found to be in breach of these regulations, and/or
- c, Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and /or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The overseen stripping of the engine or any required component will be undertaken by the competitor and /or mechanic/technician nominated by the competitor.

All costs of any stripping, examination and rebuild will be the responsibility of the competitor. This will include all the associated costs of championship or technical officials who are required to attend.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the Championship Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

Tests to establish the power output of any car may be carried out by the Organisers or their representatives. Such power testing will be carried out using rolling dynamometer equipment.

## 5.5 Safety Requirements

At all times the safety of the driver is paramount.

The following equipment must comply with current/relevant Articles of Appendix J of the 2011 FIA Yearbook with regards to:

Fire Extinguishers, Safety Harness, Master Switches, Towing Eyes, Seats, Head Rests, Firewalls, Rollover Structure, Additional Fasteners, Rear View Mirrors – unless specifically approved by the Organisers.

The following equipment is mandatory and must comply with current/relevant Articles of Appendix L of the 2011 FIA

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Helmets, HR Device and fire proof Clothing.

## 5.6 General Technical Requirements & Exceptions

### 5.6.1 GT3, GT4, GTC and GT3B

Prospective competitors are encouraged to contact the Championship Organisers prior to preparing cars, as before a vehicle can be eligible to race in this Championship the specification of the base vehicle must be known and acceptable to the Organisers. The Organisers reserve the right at all times to refuse the entry of a car which, in their view, does not comply with the Technical Regulations, and further, to refuse the entry of a car whose design and construction does not comply with the spirit of a Grand Touring car prepared for racing. Competitors must make freely available for inspection by the organisers at any time a road registered model of the car to be raced complete and fully operational and suitable and legal for driving on the public highway. This must be a car other than the one to be raced.

The following Technical Regulations are set out in accordance with the MSA specified format. It should be clearly understood that if the following texts do not specifically permit modifications, of whatever nature, to the original car, competitors must work on the principle that modifications to the base model are NOT permitted.

Car eligibility and special cases are within the exclusive competence of the Organisers.

The car shall be designed for normal road use and must comply with the schedule of conditions according to European standards with no exceptional waiver.

Once presented to the Organisers for inclusion into the Championship, the vehicles dimensions (wheelbase, length, width, overhangs, doors, windscreen, cockpit, etc) and the body shape of the base model will be recorded by the Organisers and shall not be changed except as specified in these regulations.

The bodywork shall be neatly finished and fully cover all mechanical components with no potentially dangerous elements.

Glass areas, windscreen and all lighting equipment must bear a homologation reference mark (GT3, GT4 and GTC Headlights must be clear)

Except modifications allowed by these regulations, the car must retain its standard appearance and condition. Modifications of these Regulations made on grounds of safety will be enforced immediately and without notice, and published in a Bulletin to all registered competitors, subject to MSA approval.

It is the duty of each competitor to satisfy the Scrutineers and the Clerk of the Course and/or the Stewards of the Meeting that his automobile complies with these regulations in their entirety at all times during an event. The Clerk of the Course and/or the Stewards of the Meeting may exclude a car, the construction of which is deemed to be dangerous.

## 5.7 Chassis

### 5.7.1 GT3

These cars will normally run to 2011 FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

#### GT3 B

These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organisers discretion.

#### GT4

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These cars will run strictly to GT4 or Supersport European Cup technical regulations as per their relevant class in the European Championship and their current respective technical forms.

GTC

These cars must run in accordance with the technical dossier provided by the entrant and approved by the organisers.

Invitation Class

All cars in this class must comply with current FIA regulations for the class or be constructed as described on the technical dossier supplied by the entrant and approved by the Organisers.

## 5.8 Bodywork

### 5.8.1 GT3

These cars will normally run to 2011 FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion..

#### GT3 B

These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organisers discretion.

#### GT4

These cars will run strictly to GT4 or Supersport European Cup technical regulations as per their relevant class in the European Championship and their current respective technical forms.

GTC

In general all cars must retain the bodywork sizes as allowed in various one-make championships or as manufactured. Changes of bodywork materials and sizes may be granted at the organiser's discretion after full documentary details have been provided to the series Eligibility scrutineer.

Cars which are not fitted with a rear wing as part of their original formula may fit a wing subject to the approval of the championship eligibility scrutineer and organiser's.

Front splitters must be as approved for use in the recognised championship for the original car. In the case where no championship exists, splitters may be approved after consultation with the championship eligibility scrutineer and organisers.

The organisers reserve the right to withdraw any such approvals at any time.

Invitation Class

The standard bodywork sizes and materials will be retained unless variations are approved by the Organisers.

## 5.9 Engines

### 5.9.1 GT3

These cars will normally run to 2011 FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

#### GT3 B

These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organisers discretion.

#### GT4

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These cars will run strictly to GT4 or Supersport European Cup technical regulations as per their relevant class in the European Championship and their current respective technical forms.

GTC

Engine specification will be in accordance with the technical dossier provided by the entrant and approved by the organisers. The car shall remain at all times within the power / weight ratio described in these regulations.

## 5.9.2 All Cars - Electronic Engine Control Unit

It is not permitted to change the strength or form of any of the sensor signals to, or the outputs from, the unit(s).

The unit(s) may be interrogated by championship officials or their designated deputies at any time during an event. The diagnostic connector must be positioned to allow free access at all times.

Readings taken when the vehicle is first entered into the championship will be used as the base and compared to any future readings. Variations from this base are forbidden without the written permission of the championship eligibility scrutineer.

## 5.9.3 Provision must be made for the attachment of wire seals in positions that: -

- Are clearly visible to the technical officials when the engine cover is open without the need for any further stripping of component(s).
- Restrict the removal of the cylinder head(s) and sump cover from the main engine body without them being broken.

These seals will be positioned when the car first enters the championship and cannot be broken without the written permission of the championship eligibility scrutineer or their designated deputy.

Whenever this permission is requested the championship reserves the right to witness the stripping and examine the components for compliance with the championship regulations.

## 5.10 Exhaust System & Silencing

At all times throughout a competition ALL cars must respect a noise limit of 108db (A) at  $\frac{3}{4}$  of maximum RPM if this is less. This measurement will be taken at a distance of 0.5 metres from the exhaust outlet level at an angle of 45° with the exhaust axis. In all other ways the examination will be performed in accordance with MSA Regulations J5.17 & J5.18.

Non homologated exhaust/silencing components can be fitted to ensure compliance with the noise limit of 108db (A). These non homologated components must be approved by the Championship Eligibility Scrutineer.

The exhaust system must not be provisional. Exhaust gas may only exit at the end of the system. Parts of the chassis must not be used to evacuate exhaust gases.

If a vehicle type has a problem complying with the championship noise regulations teams may formally propose to change components homologated for use as part of the cars exhaust system for other parts. This will always be subject to acceptance by the championship eligibility scrutineer. If accepted these parts must be available to all other teams in the championship, with the same car model, at cost price.

## 5.11 Suspension

### 5.11.1 GT3

These cars will normally run to 2011 FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

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## GT3 B

These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organisers discretion.

## GT4

These cars will run strictly to GT4 or Supersport European Cup technical regulations as per their relevant class in the European Championship and their current respective technical forms.

## GTC

Suspension specification will be in accordance with the technical dossier provided by the entrant and approved by the organisers. In all cases the suspension pick up points must remain in the same location and be fitted with standard parts except where changes are approved by the organisers.

## 5.12 Transmission

### 5.12.1 GT3

These cars will normally run to 2011 FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion...

## GT3 B

These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organisers discretion.

## GT4

These cars will run strictly to GT4 or Supersport European Cup technical regulations as per their relevant class in the European Championship and their current respective technical forms.

## GTC

Transmission specification will be in accordance with the technical dossier provided by the entrant and approved by the organisers. In all cases the transmission pick up points must remain in the same location and be fitted with standard parts except where changes are approved by the organisers.

### 5.12.2 Provision must be made for the attachment of wire seals in positions that: -

- Are clearly visible to the technical officials when the car is raised in the air without the need for any extensive stripping of component(s).
- Restrict access to the internal components without them being broken.

These seals will be positioned when the car first enters the championship and cannot be broken without the written permission of the championship eligibility scrutineer or their designated deputy.

Whenever this permission is requested the championship reserves the right to witness the stripping and examine the components for compliance with the championship regulations.

## 5.13 Electrics

### 5.13.1 GT3

These cars will normally run to 2011 FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

## GT3 B

These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organisers discretion.

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## GT4

These cars will run strictly to GT4 or Supersport European Cup technical regulations as per their relevant class in the European Championship and their current respective technical forms.

## GTC

The electrical specification will be in accordance with the technical dossier provided by the entrant and approved by the organisers. The electrical systems must comply with MSA regulations

### 5.13.2 Telemetry – All Cars

The use of telemetry is forbidden

### 5.13.4 All Cars

A starter must be fitted and be in working order at all times during an event. The driver must also be able to operate the starter when seated normally.

## 5.14 Brakes

### 5.14.1 GT3

These cars will normally run to 2011 FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

#### GT3 B

These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organisers discretion.

## GT4

These cars will run strictly to GT4 or Supersport European Cup technical regulations as per their relevant class in the European Championship and their current respective technical forms.

## GTC

Brake specification will be in accordance with the technical dossier provided by the entrant and approved by the organisers. All braking systems must comply with MSA regulations.

## 5.15 Wheels & Steering

### 5.15.1 GT3

These cars will normally run to 2011 FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

#### GT3 B

These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organisers discretion.

## GT4

These cars will run strictly to GT4 or Supersport European Cup technical regulations as per their relevant class in the European Championship and their current respective technical forms.

## GTC

These cars must run in accordance with the technical dossier provided by the entrant and approved by the organisers.

### 5.15.2 Pressure Control Valves – All Cars

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Pressure control valves on the wheels are forbidden.

## 5.16 Pneumatic Jacks

Pneumatic jacks may be fitted to the car, but compressed air bottles are not to be carried on board.

## 5.17 Tyres

5.17.1 The Designated tyre supplier shall supply all tyres. Tyres produced by other manufacturers shall not be permitted unless approved by the organisers at their absolute discretion.

The unique reference number on each tyre supplied specifically for use in dry weather must be recorded on a championship form. The number of tyres to be nominated for each event is as follows:

Events with two races of up to 60 minutes: 8 tyres

Events with more than two races of up to 60 minutes: 4 tyres for each additional race.

One Race over 60 minutes: 8 Tyres will be nominated and must be used for all timed qualifying. Cars must start the event on these nominated tyres but after the start the number of tyres is free.

Four additional Joker tyres per car will be permitted per season. These will only be available as replacements for tyres nominated for the event and damaged beyond use. This must be agreed with the Championship Eligibility Scrutineer before they are used.

Application for Joker tyres must be made in writing.

5.17.2 Tyre marking or recording (nomination) shall be completed before the first qualifying session begins. Teams will deliver their completed forms to a championship representative nominated for the process who will be based in the tyre suppliers work area. The onus is on the entrant/driver to ensure that this is done.

It is not permitted to qualify or race on un-nominated tyres except where the use of a joker tyre has been agreed or after the start of races that are scheduled to run for more than 60 minutes.

The tyres nominated for an event can be used in any combination provided that there is compliance with all other championship regulations and relevant technical forms.

Tyres must only be used in the standard condition as supplied by the manufacturer.

The application of any material (liquid, solid or gas) to any part(s) of the tyre is forbidden.

The use of heating equipment or heat retention and compounds is forbidden. The only exceptions are the use of domestic water / detergents for cleaning purposes and lubricants applied to the tyre bead for fitting purposes.

The Organisers reserve the right to take samples of the tyre material at any time for laboratory analysis.

5.17.3 Wet Tyres

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Tyres supplied specifically for use in wet weather will not be subject to this number limiting regulation (no intermediate tyres will be available/supplied and their use is forbidden). It is not permitted to use tyres supplied specifically for use in wet weather on dry tracks during official timed sessions. For the avoidance of doubt any official track session deemed to be “wet” in the sole opinion of the Clerk of the Course will be indicated to competitors by the display of a “Wet” board at the Pit Lane exit or by being displayed on the timing display screens.

## 5.18 Weight Limit (Minimum)

### 5.18.1 GT3

These cars will normally run to 2011 FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

#### GT3 B

These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organisers discretion.

#### GT4

These cars will run strictly to GT4 or Supersport European Cup technical regulations as per their relevant class in the European Championship and their current respective technical forms.

#### GTC

The weight of the car shall not be less than 600kg without the driver or fuel – subject to the approval of the organisers.

## 5.19 Handicap System

### 5.19.1 Ballast

Provision shall be made to secure ballast, such that tools are required for its removal and to allow the fixing of seals by scrutineers and must comply with drawing 258-2 of 2011 FIA reg Appendix J 257A. The handicap weights shall be positioned on the floor of the passenger side and located by the same fixing points as for the passenger seat. Variation from this will be subject to the discretion and written consent of the Championship Eligibility Scrutineer.

The weight of any frame and fasteners that are used to utilise the seat mounting points for this purpose may be included as part of the ballast weight but must not exceed 10Kg without the written permission of the championship Eligibility Scrutineer.

### 5.19.2 Adding Weight During An Event

The adding to the car during the race of any solid material whatsoever or the replacement during the event of any part of the car with another that is materially heavier is forbidden.

### 5.19.3 Liquids

The weight may be checked at any time during the event with the quantity of liquids remaining in the tanks or may be empty of all fuel. All other liquid levels will be as per the amount in the car when it finished the previous session.

## 5.20 Fuel Tanks

### 5.20.1 GT3

These cars will normally run to 2011 FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

#### GT3 B

These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organisers discretion.

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## GT4

These cars will run strictly to GT4 or Supersport European Cup technical regulations as per their relevant class in the European Championship and their current respective technical forms.

## GTC

As an alternative to the FIA homologated tank, cars may use the standard manufacturers item in the original position with no modifications except the fitting of an FIA coupling. Acceptance of these parts will be by approval of the championship eligibility scrutineer.

## Invitation Class

Fuel tanks are to have a valid current FIA homologation.

A list of approved manufacturers is available from the FIA.

## 5.21 Fuel

### 5.21.1 GT3, GT3 B, GT4, GTC and Invitation Class

The sole supplier of fuel allowed in the Championship during 2011 is the designated fuel supplier.

The specification of this unleaded fuel will be available from the championship organisers.

Competitors must use the specification of fuel detailed. It is not permitted to mix the fuel or adjust the specification supplied in any way. The onus will be on the Competitor to ensure that there are no residual traces of non-approved fuels remaining in tanks/fuel systems at an event.

The use of this control fuel is mandatory during all event practice, qualifying sessions and races. The supplier will hold an identifying sample of the fuel and the Organisers reserve the right to take fuel samples from competitors' race cars at any time before, during or after practice, qualifying or racing, to be analysed for conformity with this identifying sample. As the control fuel tests will be carried out at the race meeting on the day of the sampling, the procedures as outlined in the MSA regulations D34 are superseded by these regulations. Should tests prove that the fuel sampled is not that specified for the Championship, then the competitor will be deemed to be in breach of the Championship Technical Regulations and be penalised accordingly. (MSA Regulations C3.5.1 (c)).

### 5.21.2 Fuel Testing

Fuel testing will be carried out in accordance with MSA Regulation [D 34] using a FT-IR 320 Thermo-Nicolet Infrared Spectrometer.

It is the responsibility of the competitor to ensure the fuel system is thoroughly cleaned after any use of fuel, which is other than the Championship fuel as specified above, in advance of an event.

To facilitate the fuel sampling operation, each car MUST be fitted with a self-sealing connector, as detailed below, and the team must supply a drain tube. When a sample is taken, at least 100ml of fuel will be drained prior to the sample to ensure that the tube is flushed.

At the end of all track sessions the car must contain at least 1 Kg of fuel for the taking of samples. The fuel must be taken in parc fermé through an FIA approved self-sealing connector as detailed below.

The sample taking must be done prior to any check requiring the engine to be started.

The sample weight must be achieved whatever the ambient temperature or atmospheric pressure that exist on the day.

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## 5.21.3 Fuel Fittings & Piping

Any breather pipe connecting the tank to atmosphere must exit on the outside of the bodywork, must be fitted with a non return valve and must be designed in such a way as to avoid any liquid leakage when the car is in any position.

All cars must be fitted with a self-sealing connector, which can be used by the scrutineers to obtain fuel samples. This connector must be a type approved by FIA, listed on their relevant technical list and must be fitted immediately before the injectors.

## 5.21.4 Fuel Capacity

The maximum amount of fuel, which may be carried on board is as per each cars homologation form or in the case of cars entered in the GTC and Invitation Classes 100 Litres.

Cars may be granted the use of Bio Ethanol control fuels subject to safety conditions and the written approval of the Organisers and of the MSA.

Modifications made to the vehicle to run on Bio Ethanol control fuels cannot give the competitor any performance advantages. The car's performance will be closely monitored and the Organisers reserve the right to apply any form of handicap to the car's performance that it sees fit.

Invitation Class: Subject to the Organisers written approval.

Any device, system, procedure, construction or design, the purpose and/or effect of which is to increase, even temporarily, the total fuel storage capacity beyond the maximums permitted is forbidden.

Refuelling in the pit lane during any practice or races is not permitted, unless specifically approved by the Organisers. Where refuelling is permitted this action may only take place using equipment approved by the Organisers. FIA standard equipment will be expected.

## 5.22 Competition Numbers & Championship Decals

5.22.1 All Championship decals must be carried as requested by the Organisers. Details of these will be listed in a bulletin to the competitors before the first event of the Championship.

5.22.2 The sun strip area of the front screen, plus any other areas specified by the Organisers.

In addition SRO's web site address may be displayed in two positions on each car as designated by the Championship Coordinator.

5.22.3 All competitors will be supplied with competition numbers (at least 23cm high and with a stroke at least 3.8cm wide) and suitable number panels. The number panels may not be reduced in size or altered in any way without the prior permission of the Organisers.

5.22.4 The number panels (approximate size 50cm wide x 45cm high) must be displayed on the front bonnet of the car and both side doors.

5.22.5 Additional competition numbers (approximate size 10 cm wide x 15cm high) will be supplied and must be displayed on the windscreen in a position immediately below the championship sun strip and the opposite side of the windscreen to the drivers position. These must be clearly visible and legible to the safety car observer when the car is travelling immediately behind the safety car.

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### 5.22.6 Drivers Race Suits

To be eligible to claim points, prize money, awards and any Bonus Awards, drivers must carry the relevant Championship patches on their race suits or other patches as specified by the Championship Coordinator.

## 6 COMMERCIAL UNDERTAKINGS

The terms of the Commercial Undertakings form a contract between the Series Promoters and the entrants. Registration for and entry into the Series is conditional upon the entrant meeting these conditions. A breach of any of the Commercial Undertakings may render the entrant ineligible for competition & participation in the Series at the discretion of the organisers. The Commercial Undertakings may be clarified at any time in a Series Bulletin. The onus will be on the entrant to ensure that all persons connected with their team are aware of and comply with the requirements of the Commercial Undertakings.

### 6.1 Registration and Entry

Registration fees will be paid in full by due dates, no entry will be considered until full payment is made.

Full Season Entry is due before **21<sup>st</sup> February 2011**.

***Meeting by Meeting Entry is due seven days before each meeting.***

- 6.1.1 Entries will be recorded in date order of completed entry received; Completed Registration and Entry Form, copy of the drivers licence and cleared funds received.
- 6.1.2 Full season entries will also be accepted between the **21<sup>st</sup> February 2011** and the Media Launch Day in March 2009, but a late fee of £500 + VAT will apply.
- 6.1.3 The entrant is responsible for advising the Series Coordinator in writing at least seven days before the meeting of any changes to their entry. If the entrant is the driver they can nominate the Team Principal to inform the organiser on their behalf.
- 6.1.4 If a full season entrant wishes to withdraw from one or more meetings the entrant must inform the Series Co-ordinator in writing before the next race meeting deadline. If the entrant wishes to re-enter at a later meeting then they will be regarded as a Meeting by Meeting Entry for competition purposes.
- 6.1.5 If the team entrant wishes to substitute another driver for the full season driver nominated on the original Registration and Entry Form they must apply in writing to the Series Promoters for permission. If the Series Promoters permits this transfer, the entry may become a Meeting by Meeting entry for competition purposes. If so they must complete a Registration and Entry form for every meeting they wish to contest.
- 6.1.6 Any entry received after the Media Launch in March **2011** will be accepted at the discretion of the Series Promoter under such terms they deem reasonably appropriate.
- 6.1.7 If a full season entrant wishes to change classes the entrant must inform the Championship Co-ordinator in writing before the next meeting deadline.

### 6.2 Commercial Rights & Obligations

- 6.2.1 Intellectual, Commercial, Merchandising and Sponsorship Rights  
The Intellectual, Commercial, Merchandising and Sponsorship Rights of the British GT championship are the property of Stephane Ratel Organisation Limited and until the end of the contractual period, may not be assigned to any other party or person without their written agreement.
- 6.2.2 Sporting and Organisational Rights  
The Sporting and Organisational Rights of the British GT Championship are the property of the BRSCC These rights may not be assigned to any other party or person without their written agreement
- 6.2.3 Television Coverage  
All on-board cameras must be under the control of the film production company appointed by the Series Promoters. The physical installation of the equipment must be safety checked and signed off by the Series Technical Delegate. All footage

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recorded by a competitor using their own installation should be made available to the Series Promoter and the nominated film production company immediately after the conclusion of the race.

The footage collected from personal on-board cameras may be used by the team and driver with Series Promoter's approval. Requests for race footage required for commercial usage by a team, driver or sponsor will be reviewed on a case by case basis by the Series Promoters, where an appropriate rights fee may be applied.

No strategically placed advertising that is visible to an on board camera will be allowed on the car or driver.

## 6.2.4 Television Rights

The Series Promoters, through their nominated film production company have exclusive broadcast, recording, cable, satellite, digital, video, internet, mobile 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(s) in the events and activities throughout the championship and to licence, assign or otherwise deal with such rights and/or film and recording. The competitor accepts without reservation or recourse the surrender of his/her rights (if any) in such matters, which may then be used at the discretion of the Series Promoters and/or Series Organisers.

## 6.2.5 Press / Media interviews

It is incumbent upon all persons connected with this Series to promote the highest ideals of the Series at all times. No person connected with this Series shall bring the Series into disrepute by means of a statement or communication to the press or media, which may be considered negative or demeaning. Competitors are obliged to assist in promotion of the Series by granting interviews when requested by the nominated film production company and complying with any other reasonable requests of the Series Promoters.

## 6.2.6 Autograph Sessions

The Series Promoters may from time to time schedule autograph sessions for the public to meet the drivers. It is a Series requirement that all drivers attend as instructed, wearing race overalls, properly fitted.

## 6.2.7 Pit Road Walkabouts

The Series Promoters may from time to time schedule pit road walkabouts for the public to see the cars and meet the drivers. It is a Series requirement that during these periods, cars are on show with drivers in attendance, wearing race overalls, properly fitted and presented.

## 6.2.8 Non Series / Promotional / Demonstration Events

The Series Promoters reserve the right to instigate a number of Non Series or Promotional Events during the season, which may include track demonstrations and / or static displays. It is the responsibility of all competitors to co-operate with the Series Promoters as deemed necessary. Details of such events will be made available by the Series Promoters.

## 6.2.9 Responsibility

All drivers, entrants, teams and officials participating in this Series, undertake on behalf of themselves, their employees, their representatives and their agents to observe all the provisions of these Regulations and to promote the highest ideals of motorsport in general. It is the specific responsibility of the competitor / driver to ensure that all persons concerned by his entry observe these requirements. Any person connected with a team or entry in the British GT Championship who is deemed to have brought the Series into disrepute, may cause the competitor and/or team concerned to be liable to disciplinary action as appropriate.

## 6.3 Drivers Overall, Vehicle Livery and Team Presentation

6.3.1 Drivers sharing the same car must have similar overalls, matching in colour and layout.

6.3.2 Competitors' race car livery must meet the standards reasonably required by the Series Organisers and the Series Promoters having regard to the existing standards and prestige of the Series and inclusive of sponsor(s) decal requirements see 1.8.1

6.3.3 SRO will supply each registered full season car entry with 2 (two) official Avon Tyres British GT Championship race suits. An

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official Avon Tyre British GT race suit must be worn during all qualifying sessions and races by the designated drivers of the car entry unless permission has been given by the Championship Co-ordinator to wear a different race suit. The position of the badges affixed to the race suit may not be altered in any way and may not be obscured. There will be an exclusion zone around each official championship logos of 50mm. No other badges must be affixed to the neck area of the race suit under any circumstances. Should you wish to add non-conflicting personal sponsor logos to the suit this is available pending order time at an additional cost. Failure to comply with this Regulation will result in a fine. Any replacement or additional suits can be purchased from SRO at preferential rates.

Entrants are responsible for submitting accurate measurements of its registered Driver, which will be used in the production of the Avon Tyres British GT Championship race suit before the first Event. If incorrect measurements are submitted and an official Avon Tyres British GT race suit is produced using such measurements that does not fit the Driver, the Entrant will be liable for payment of a replacement race suit. Any Driver joining the Championship after the first Event will have to wear an official Avon Tyres British GT Championship race suit when possible of a standard size, supplied from stock. The Entrant/Driver must complete the Race Suit Order Form by Monday, 21 February 2011 or earlier to ensure a race suit is available for the first Event. If the Driver is only competing in one race meeting then he/she must hire a suit from the Championship Organiser.

6.3.4 At the start of each event, practice, qualifying practice or race, the cars (including the team's working vehicles which are in the paddock) must be clean, smart and in good order. The Series Promoters reserve the right to forbid working vehicles not meeting this requirement from taking part and/or to remove them from the paddock.

6.3.5 The teams are to ensure that representatives of the team and those connected with it are dressed and presented in such a way that does not cause offence. Consideration should be made to the family nature of public attendance at events and a breach of this regulation as deemed by the Series Promoter may result in the removal of the offending person(s) from the circuit.

6.3.6 Each team should have minimum of 2 flag poles, six metres from the ground to the top. Teams will be expected to fly up to 2 different flags supplied by the Series Promoters.

6.3.7 Official Grid Boards will be distributed at the beginning of the season by the Series Promoters and are to be kept by the team throughout the 2010 season. Teams are required to use these during the formation of the grid for each race. Detailed instructions will be issued as to the procedure to be followed.

Teams are required to provide their own Grid person with appropriate attire, with the exception of position 1 and 2 on the main day race. There will be Grid Personnel provided for Position 1 and 2 of each of the UK Race Starts.

It is the team's responsibility to maintain the Grid Board in its original condition at all times.

6.3.8 The Series Promoters reserve the right to refuse entry to the Series and/or forbid further participation in it if the garage presentation does not meet the minimum standards as professional team featuring pit flooring, wall systems and a tidy working area.

## 6.4 Accreditation

6.4.1 Permanent Passes will be issued to each full season registered entrant and these will be valid for all rounds of the Championship unless otherwise advised. Paper passes will be issued to meeting by meeting entries, and will be valid for only one meeting.

6.4.2 The arrangements for the order of all team passes will be advised to all entrants by the Series Promoters.

6.4.3 Permanent Passes are not transferable and will be issued subject to detailed terms and conditions of use. Failure to abide with these terms and conditions may be considered a breach of these Commercial Undertakings. This may incur a penalty.

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6.4.4 All passes issued by the Series Promoters for the Series remain the property of the Series Promoters and must be returned on request. Failure to return the passes will incur a financial penalty.

6.4.5 Individuals should take care of their personal pass and note where any vehicle pass issued allows them to park.

Any pass found being used by anyone other than the person to whom it has been issued, or misused in any other way will be immediately invalidated and confiscated for the remainder of the season. Any vehicle found to be in any area other than that designated by its pass will be removed at the owner's cost and the pass withdrawn immediately. No replacement will be issued for confiscated passes.

Any replacement passes issued for any other reason may incur a charge.

## 6.5 Paddock Responsibilities

6.5.1 The Paddock areas are intended to be working areas for the preparation of race cars. Space is extremely limited and the Series Promoter will undertake a major planning and parking up exercise to ensure the paddock areas are used effectively.

6.5.2 Detailed information regarding the dimensions of team vehicles will be required by the Series Promoter and they reserve the right to check these dimensions at any time. Paddock Space and Garage Allocations will be based on this information received and will be allocated by the Series Promoter. It is the responsibility of the team to inform the Series Co-ordinator of any changes to this information seven days before the next event.

6.5.3 Team paddock space will only be allocated to race car transporters. The admittance of any other team vehicles to the Paddock will normally only be allowed with the express permission of the Series Promoters and only if space allows. Teams must not park in any areas other than those allocated.

Normally a 1 or 2 Car team is allocated 1 transporter or working vehicle space only. Normally a 3 or more Car team is allocated 2 working vehicle spaces only.

6.5.4 No Private Cars associated with Team Personnel will be allowed in the paddock from Day 1 to Day 3. The owner of any such Private Car found in the paddock will be fined £50 + VAT.

In particular other areas outside the paddock will normally be specified for the parking of team motor homes and private cars.

6.5.5 Competitors must follow the instructions contained in the Meeting Paddock Plans issued by the Series Promoter and must comply at all times with the instructions of the staff organising the parking up.

6.5.6 Competitors may be issued with specific times to park up their Race Transporters in the Paddock at each meeting. Arrival outside the set periods is allowed only with the specific approval of the Championship Coordinator.

6.5.7 There will be a speed limit of 10 mph in the Paddock at each venue. The only permitted movement of race cars within the Paddock is on the way to & from Scrutineering, to the Assembly Area and on the way back from Parc Fermé unless specifically requested by the Organisers or Eligibility Scrutineer. At all times the car must be under the control of a licensed driver correctly seated.

6.5.8 Any motorised team vehicles (including Quad bikes) must only be used by persons holding an appropriate licence and must keep to circuit roadways and be used only on official race team business. Recreational use is strictly forbidden.

6.5.9 Tailgates on transporters must remain closed unless cars and equipment are being loaded/unloaded and whilst open must be attended at all times by a team member. Tailgates must not be left open across circuit roadways at any time.

6.5.10 Any team not adhering to these paddock regulations will be penalised accordingly.

## 6.6 Hospitality

# 2011 Avon Tyres British GT Championship Regulations

Issued by the BRSCC: 8<sup>th</sup> March 2011

Version: MSA Approved

- 6.6.1 Hospitality and entertaining to anyone other than team personnel by the provision of food and drink is strictly prohibited in paddock areas. All requirements that fall into this category must be arranged in advanced with the Series Promoters.

Each team is permitted to provide general catering for team personnel. Such catering operations can only be conducted in Paddock areas once granted permission by the Series Promoters. Any team that does not apply for permission will be charged a paddock space or catering rights fee. All external catering companies will need to apply for accreditation and permission in advance from the Series Promoters.

## 6.7 Infringements of Commercial Regulations

- 6.7.1 The Series Promoter reserves the right to impose an appropriate penalty on either team and/or driver should there be an infringement of regulations 6.2.3 and 6.2.4 that relate to Television Coverage and Television Rights respectively.

- 6.7.2 Infringements relating to the visual representation of the team, its race vehicles, support vehicles, associated persons, including all other equipment issued by the Series Promoters, may receive a penalty imposed by the Series Promoters.

The Series Promoters may also issue financial penalties relating to the following infringements at rate of £250+VAT per infringement, see 6.7.2.a , 6.7.2.b, 6.7.2.c, 6.7.2.d & 6.7.2.e

- |         |   |
|---------|---|
| 6.7.2.a | Car(s) livery infringement of regulation 1.8, 5.22.2, 5.22.3, 5.22.4, 6.3.2, 6.3.4. |
| 6.7.2.b | Driver(s) presentation infringement of regulation 1.8, 5.22.5, 6.3.1, 6.3.3         |
| 6.7.2.c | Flag and Team presentation infringement of regulation 6.3.6 & 6.3.5                 |
| 6.7.2.d | Grid board infringements of regulation 6.3.7  |
| 6.7.2.e | Team presentation infringements of regulation 6.3.8                                 |

## 7. APPENDICES

### 7.1 Race Organising Club & Contacts

#### British Racing & Sports Car Club

Homesdale Business Centre  
Platt Industrial Estate  
Maidstone Road  
Borough Green  
Kent  
TN15 8JL

Tel: 01732 780100

[www.brsc.co.uk](http://www.brsc.co.uk)

#### Stephane Ratel Organisation Ltd

110 Old Brompton Road  
London  
SW7 3RA

Tel: 020 7259 2598

Fax: 020 7370 4950

[www.britishgt.com](http://www.britishgt.com)

#### Championship Clerk of the Course

Bernard Cottrell  
139 Island Wall  
Whitstable  
Kent  
CT5 1DY

[bernard@brsc.co.uk](mailto:bernard@brsc.co.uk)

#### Designated Fuel Supplier

##### Anglo American Oil Company Ltd

Anders Hildebrand  
Sandford,  
Wareham,  
Dorset,  
BH20 7QE

Tel: 01929 555970

Fax: 01929 551567

[anders@aaoil.co.uk](mailto:anders@aaoil.co.uk)

#### General Manager

Lisa Crampton

Tel: 0207 835 2574

[lisa@sro.co.uk](mailto:lisa@sro.co.uk)

#### Championship Coordinator

Benjamin Franassovici

Tel: 020 7835 2573

Mob: +44 (0) 7817 873325

Email: [benjamin@sro.co.uk](mailto:benjamin@sro.co.uk)

#### Hospitality Coordinator

Fiona Pawley

Tel: 020 7 835 2579

[fiona@sro.co.uk](mailto:fiona@sro.co.uk)

#### Championship Eligibility Scrutineer

Jon Crook  
9 Hughes Close  
Harvington  
Evesham  
Worcs  
WR11 8NZ

[crook\\_jonathan@hotmail.com](mailto:crook_jonathan@hotmail.com)

#### Designated Tyre Supplier

##### Cooper Avon Tyres Ltd

Brian Davies  
Bath Road  
Melksham  
Wiltshire  
SN12 8A

Tel: 01225 357694

Fax: 01225 707443

[bjdavies@coopertire.com](mailto:bjdavies@coopertire.com)

## CIRCUIT SAFETY GUIDANCE NOTES FOR USE BY ENTRANTS AND COMPETITORS

### CONTENTS

1 Storage And Use Of Petroleum Spirit.	9 Manual Handling.
2 Hazardous Substances	10 Waste.
3 Electrical Safety.	11 Vehicle Safety.
4 Fire Precautions.	12 First Aid.
5 Compressed Air Equipment.	13 Public Safety.
6 Jacks And Axle Stands.	14 Incident Reporting.
7 General Working Practices.	15 Msa/Acu Regulations.
8 Noise.	

### 1. Storage And Use Of Petroleum Spirit

- All petroleum spirit must be stored in metal containers complying with the relevant British Standard, away from any source of ignition.
- All containers must be indelibly marked Petroleum Spirit - Highly Flammable.
- All empty containers must be removed from the venue after the event.
- Petrol is to be used as a fuel only, and not for any other purpose.
- All vehicle refuelling is to take place in the open air. The person in charge of the refuelling process must enforce a no smoking ban.
- Your attention is drawn to the Petroleum (Consolidation) Act 1928 and the Petroleum Spirit (Motor Vehicles) Regulations 1929.
- Competitors and entrants are reminded that fuel is available for sale at the circuit. As such it is unnecessary for competitors to carry large quantities of fuel inside vehicles.

### 2. Hazardous Substances

- Some vehicle parts, for example brake and clutch linings contain asbestos. Entrants are encouraged to use non asbestos Substitutes wherever possible.
- Where asbestos is used, every effort should be used to prevent asbestos dust getting into the air.
- Some mineral oils may cause skin cancer. Prolonged contact should therefore be avoided wherever possible. Where contact does occur any contamination should be washed off immediately. The wearing of contaminated clothing (including overalls) should also be avoided.
- Various other substances may cause disease or ill health even after very short exposures. Manufacturers and suppliers of such substances are obliged to provide customers with information about the possible harmful effects of their products upon request.
- Where any person is at work, the requirements of the Control of Substances Hazardous to Health (COSHH) Regulations 1988, must be complied with.
- The Championship Regulations must always be complied with when selecting vehicle parts.

### 3. Electrical Safety

- All electrical equipment must be maintained in a safe condition.
- Extension lead cables should be flexible and not of semi rigid cable of the type used for household wiring. Neoprene covered cable will resist damage by oil.
- All electrical equipment to be used externally should be weather proof.
- Hand tools should preferably be of the double insulated or all insulated type, as these provide valuable protection against electric shock.
- Electrical equipment and hand tools should not be used in areas where flammable vapours may be present, for example where fuel is being stored or refuelling is taking place.
- Where any person is at work the requirements of the Electricity at Work Regulations 1989 must be complied with.

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## 4. Fire Precautions

- Smoking is prohibited in all pit garages and in the pit lane.
- All potential sources of ignition should be kept away from petroleum spirit and vapours.
- The lighting of barbecues is prohibited in the paddock and pits area.
- All teams should carry a suitable fire extinguisher in accordance with the MSA and ACU regulations.
- Fire extinguishers should not be removed from fire points unless they are to be used on a fire.
- All fires must be reported immediately to an official or member of the venue management.
- Teams are encouraged to train their members in the correct use of fire extinguishers.

## 5. Compressed Air Or Gas Equipment

- Air blasts from the inflation of tyres can cause injury. Tyres should therefore not be inflated to pressures greater than recommended by the manufacturer.
- All airlines should be in good condition and be inspected regularly.
- Always stand clear when inflating tyres.
- Any form of horseplay involving compressed air or gas is prohibited.
- Compressed gas cylinders should be stored in accordance with the relevant working practices.
- Where any person is at work the requirements of the Pressure Systems and Transportable Gas Containers Regulations 1989, must be complied with.

## 6. Jacks And Axle Stands

- Vehicles should only be raised on jacks, which are in good condition, and rated to lift the vehicle weight safely.
- Jack vehicles only on level undamaged floors.
- Use the handbrake and/or chocks to stop the vehicle moving.
- Jacks should only be used for lifting the vehicle. Axle stands should always be used to support the vehicle weight.
- Vehicle engines should not be run whilst the weight of the vehicle is supported by axle stands.

## 7. General Working Practices

- All working areas should be kept clean and tidy and any waste should be removed regularly and placed in the containers provided.
- All spillages should be cleaned up immediately.
- All trailing wires and hoses should not be allowed to create trip hazards.
- Wherever vehicle engines are being run, adequate ventilation must be ensured.
- All safety notices must be complied with.
- Any person carrying out any work must ensure that they adopt safe working practises at all times, and comply with any relevant statutory provisions and/or published guidance.
- Children under the age of 16 are not allowed in the pit area or pit lane.

## 8. Noise

- Exposure to excessive noise may result in hearing loss or other complaints. These may be short term, or, after repeated exposure, permanent.
- All persons should avoid being exposed to excessive noise and where this is unavoidable; they should wear ear plugs or defenders to the appropriate British Standards.
- Where any person is at work the requirements of the Noise at Work Regulations 1989, must be complied with.

## 9. Manual Handling Of Loads

- Lifting, carrying and propelling loads by bodily force is a major cause of injury. All teams are encouraged to train their members in safe manual handling techniques. Where any person is at work the requirements of the Manual Handling of Loads Regulations 1992 must be complied with.

## 10. Waste

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- All waste oil must be placed in the containers marked waste oil.
- Waste tyres and empty petrol/oil containers should not be left at the venue.
- Teams and competitors are urged to take any other form of waste with them when they leave the venue, or to place it in the refuse containers provided.
- Your attention is drawn to the requirements of the Environmental Protection Act 1990.

## 11. Vehicle Safety

- A 10 mph speed limit is in force in all public areas, including paddocks and service roads at all motor race circuits. This applies to all vehicles, including mopeds and motorcycles, with the exception of emergency vehicles attending an incident.
- Persons riding mopeds and motorcycles up to a capacity of 125cc. must have a current UK provisional driving license or its international equivalent.
- Persons riding motorcycles with a capacity of greater than 125cc must have a current full UK motorcycle license or its international equivalent.
- Motorcycles should not be ridden in spectator areas.
- All vehicles must at all times keep to the marked roads when moving around the venue.

## 12. First Aid

- Any person sustaining an injury or feeling unwell should seek treatment from the on site emergency services.
- To call the first aid or emergency services contact any official or member of the venue management.

## 13. Public Safety

- Competitors and entrants should be aware that the Paddock may be open to the public and should act in a manner so as not to put either themselves or any other person at risk from injury.
- Competitors and entrants should exercise particular caution when the paddock is busy and during pits and track walkabouts.

## 14. Reporting Of Accidents And Incidents

- All accidents where any person sustains injury, or where damage to property occurs, must be reported immediately to an official or a member of the venue management

## 15. MSA/ACU Regulations

- Competitors and entrants are reminded of their obligations to comply with the requirements of the appropriate sporting regulations at all times and these Guidance Notes should be read in conjunction with all other relevant regulations.

# 2011 Avon Tyres British GT Championship Regulations

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Version: MSA Approved

## The **2011** Avon Tyres British GT Championship - REGISTRATION AND ENTRY FORM

**FULL SEASON:** YES / NO

Full season entries must be received with payment before **21<sup>st</sup> February 2011**

**Round by Round Entries: EVENT ENTERING:** \_\_\_\_\_

Round by Round entries must be received with payment **seven days before each event.**

### Competition Number

GT3 2 – 39

GT4 41 – 59

GTC 61 – 89

Invitation 90 - 99

NAME OF TEAM: \_\_\_\_\_ TEAM PRINCIPAL: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

POSTCODE: \_\_\_\_\_ TEL (DAY): \_\_\_\_\_ FAX No \_\_\_\_\_

MOBILE: \_\_\_\_\_ E-MAIL: \_\_\_\_\_

ENTRANT LICENCE No: \_\_\_\_\_ ISSUING ASN: \_\_\_\_\_

NAME OF DRIVER A: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_ POSTCODE: \_\_\_\_\_

TEL (DAY): \_\_\_\_\_ MOBILE: \_\_\_\_\_

E-MAIL: \_\_\_\_\_ NATIONALITY \_\_\_\_\_

AGE: \_\_\_\_\_ DATE OF BIRTH: \_\_\_\_/\_\_\_\_/\_\_\_\_ BLOOD TYPE : \_\_\_\_\_

COMPETITION LICENCE No: \_\_\_\_\_ GRADE: \_\_\_\_\_

ISSUING ASN: \_\_\_\_\_

Parent / Guardian Name \_\_\_\_\_ MOBILE \_\_\_\_\_

NAME OF DRIVER B: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_ POSTCODE: \_\_\_\_\_

TEL (DAY): \_\_\_\_\_ MOBILE: \_\_\_\_\_

E-MAIL: \_\_\_\_\_ NATIONALITY \_\_\_\_\_

AGE: \_\_\_\_\_ DATE OF BIRTH: \_\_\_\_/\_\_\_\_/\_\_\_\_ BLOOD TYPE : \_\_\_\_\_

COMPETITION LICENCE No: \_\_\_\_\_ GRADE: \_\_\_\_\_

ISSUING ASN: \_\_\_\_\_

Parent / Guardian Name \_\_\_\_\_ MOBILE \_\_\_\_\_

Next of Kin Name \_\_\_\_\_ MOBILE \_\_\_\_\_

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Version: MSA Approved

CAR MAKE: \_\_\_\_\_ MODEL: \_\_\_\_\_

COLOUR: \_\_\_\_\_ TRANSPONDER NUMBER \_\_\_\_\_

CLASS ENTERED:      GT3          GT4          GTC          Invitation   

## DECLARATION

I declare that I have been given the opportunity to read the General Regulations of the Motor Sports Association and, if any, the Supplementary Regulations for this event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk inherent with motor sport and agree to accept this risk. Further I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the event are insured against loss or injury caused through their negligence. To the best of my belief the drivers possess the standard of competence necessary for an event of the type the entry relates to and that the vehicle entered is suitable and roadworthy for the event having regard to the course and the speeds which will be reached. The use of the vehicle hereby entered is covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by law. I understand that should I at the time of this event be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of my vehicle, I may not take part unless I have declared such a disability to the ASN which have, following such declaration, issued a licence which permits me to do so. Any application form for a licence which was signed by a person under the age of 18 years was countersigned by that person's Parent/Guardian/Guarantor, whose full name and addresses have been given. If I am the parent/guardian/guarantor of the driver I understand that I have the right to be present during any procedure being carried out under the Supplementary Regulations issued for this event and the General Regulations of the MSA. I also understand that this entry form is provisional until the vehicle details have been submitted and accepted. Once the details have been checked the entrant will be informed. This entry refers to the team and car specified and cannot be re-assigned. In exceptional circumstances teams may be able to move this registration to another vehicle but only with the express, written permission of the organisers of the championship. Any prize money will be made payable to the team unless otherwise requested in writing and signed by both the team and drivers.

The full registration fee as laid down in the regulations **(1.4.2)** is payable to SRO and must be included with this registration. This fee is non returnable. Entrants may, if they wish, enter on a race-by-race basis at the cost detailed in the championship regulations and is payable to SRO. The fee for the first round must be included with this registration fee and subsequent payments must be received by the co-ordinator at least one full week prior to each event. You are advised that information on this form will be stored on a data retrieval system and may be used for publicity purposes. I agree to rounds of the championship being substituted in the event of a cancellation.

I the undersigned agree by the rules and regulations laid down in the **2011** British GT Championship Regulations

DRIVER A \_\_\_\_\_ Date \_\_\_\_\_

DRIVER B \_\_\_\_\_ Date \_\_\_\_\_

TEAM PRINCIPAL \_\_\_\_\_ Date \_\_\_\_\_

PARENT/ GUARDIAN (of Driver A / B) \_\_\_\_\_ Date \_\_\_\_\_

## CREDIT CARD INFORMATION

Type Visa / MasterCard

Card No ..... Issue Date...../...../...../

Expiry Date ...../...../..... Security Code (3 digit code on the back) ...../...../.....

Name on Card.....Signature.....

*N.B A Surcharge of 2.5% will be added to the total if payment is made by credit card. This is to cover the credit card company's charges.*

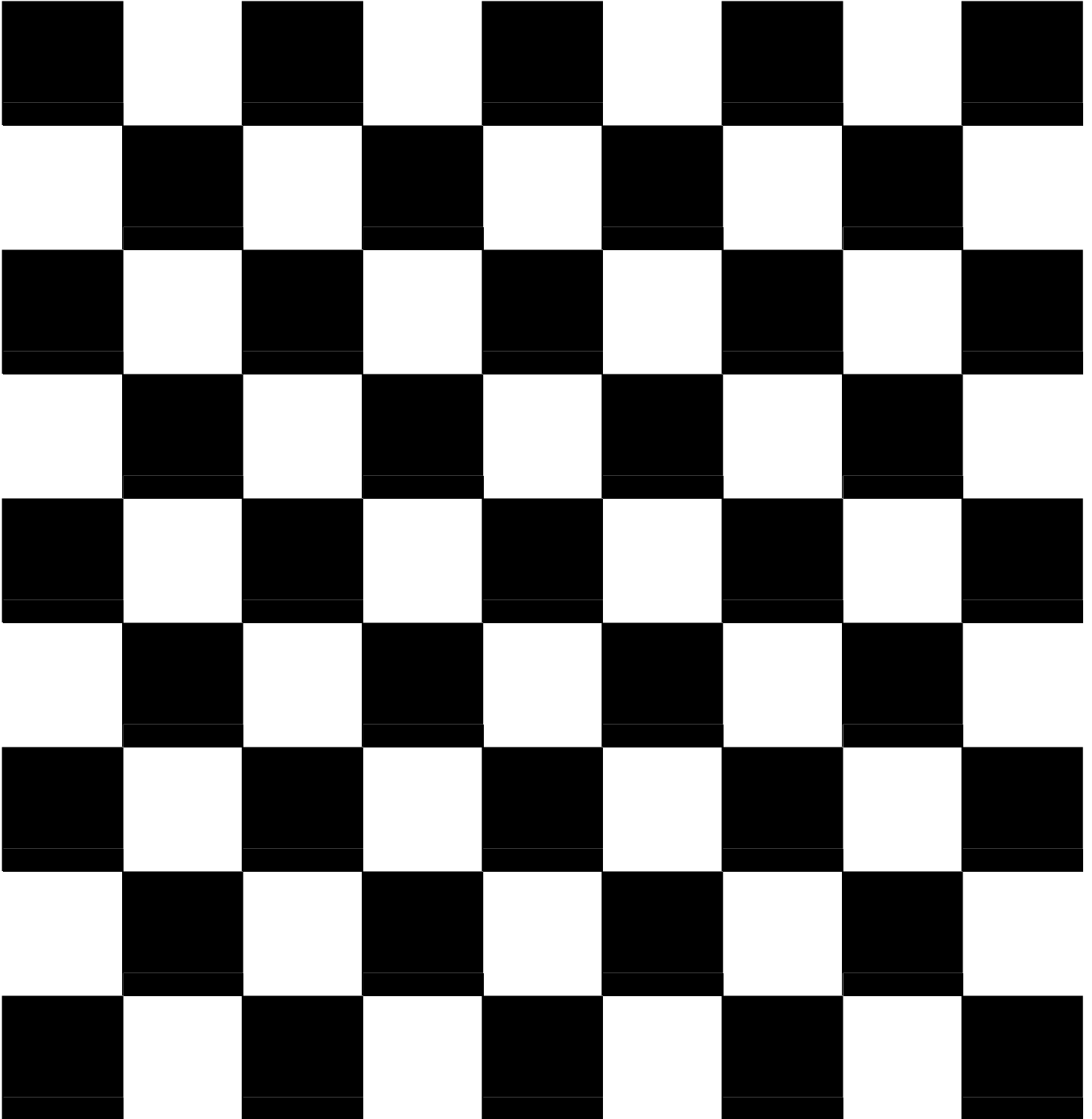
**Once completed, this form, a copy of the drivers licence (front & back), Visa and Medical (if required) should be returned to:**

Benjamin Franassovici, Avon Tyres British GT Championship Co-ordinator, S.R.O. Ltd, 110 Old Brompton Road, London, SW7 3RA, UK  
FAX: 0207 370 4950

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110 Old Brompton Road, London SW7 3RA**