



# 2022 Millers Oils Ginetta GT4 SuperCup

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



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**PUBLISHED COPY  
INCLUDING BULLETIN 01**

A Motorsport UK recognised racing Championship supporting the British Touring Car Championship registered by:

**The British Automobile Racing Club Ltd**  
Thruxton Circuit Andover Hampshire SP11 8PN  
[www.barc.net](http://www.barc.net)

## 2022 MILLERS OILS GINETTA GT4 SUPERCUP

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## **1.1 SPORTING REGULATIONS – GENERAL**

### **1.2 TITLE & JURISDICTION**

1.2.1 The 2022 MILLERS OILS GINETTA GT4 SUPERCUP CHAMPIONSHIP is organised and administered by the British Automobile Racing Club Ltd (BARC) on behalf of Commercial Rights Holder Ginetta Cars Ltd (jointly and severally the Organisers) in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations. The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered persons by emailing to the email address details or posting to the address details on the Registration form.

Motorsport UK Championship Permit No: CH2022/R008(B)

Race Status: National

Motorsport UK Championship Grade: B

#### 1.2.2 OFFICIALS:

Championship Coordinator: Steph Bush Ginetta Cars Ltd

Licensed Eligibility Scrutineer: Ron Humphreys BARC

Deputy Licensed Eligibility Scrutineer: Clive Greves BARC

Championship Stewards: Dale Wells BARC

Dennis Carter BARC

Pat Blakeney BARC

Guy Woodward BARC

Any three of the above may reach a decision.

Championship Clerk of the Course: Dorothy Uwota BARC

### **1.3 COMPETITOR ELIGIBILITY**

1.3.1 Entrants must be in possession of a valid 2022 Motorsport UK Entrants Licence and must be registered with the Organisers as Entrants in accordance with these Championship Regulations.

1.3.2 Drivers must be fully paid-up valid membership card holding Racing Members of the BARC and be Registered for the Championship as Driver and where applicable as Entrant and be in possession of valid Motorsport UK Competition Race National Status Licence (minimum).

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

- 1.3.4 Only those cars complying with the 2022 Technical Regulations for the Championship and any amendments to the Technical Regulations issued from time to time by way of an official Championship Bulletin in accordance with Motorsport UK Regulation D11.2. will be allowed to compete in any round of the Championship.
- 1.3.5 Where there is a Team that is responsible for preparation of a Competitor's vehicle but that Team is not an Entrant as provided by the Motorsport UK General Regulations nonetheless such Team shall be accountable to the Organisers under these Regulations as though it were an Entrant but in relation to the Driver. Under the Ginetta Franchise agreement, all teams must hold a valid Entrants Licence.
- 1.3.6 Entrants/Drivers must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing. At any time during an Event the Championship Clerk of the Course can require a Driver to have a medical examination by the BTCC Medical Adviser or their nominee.
- 1.3.7 The 2022 MILLERS OILS GINETTA GT4 SUPERCUP will have four categories within the Championship: Professional (Pro) and Amateur (Am) in both the G55 and G56 Classes. Competitors will be able to place themselves in the appropriate category to reflect their driving ability. Competitors must indicate on their Registration Form which category they would place themselves. The Millers Oils Ginetta GT4 SuperCup Organisation will review the applications and decide whether to accept it.
- 1.3.8 The Championship organisation reserves the right to amend a chosen drivers' category at any time.
- 1.3.9 Any change to a Driver's Category will not affect the Championship Points earned by that Driver prior to the Category change. For the avoidance of doubt, Category Points cannot be transferred from one Category to another.

#### **1.4 REGISTRATION**

- 1.4.1 All Entrants and / or Teams and all drivers must register for the Championship by returning the Applicable Registration Form(s) in full to the Coordinator prior to the 1<sup>st</sup> April 2022. Registrations are accepted on a "first come first served basis" but always subject to Arts. 1.3.7 and 1.3.8 and 1.3.11 of these Championship Regulations. The Organisers reserve the right to accept Registrations after this date. Acceptance of Registration and the terms thereof is at the discretion of the Organisers.
- 1.4.2 The Drivers Registration Form must be completed in full and be signed by the driver and if applicable by the Entrant / Team and be accompanied by the Driver's Registration Fee in full in order to be considered. If applicable the Registration Form must also be counter signed by the Parents or Legal Guardian of the driver in all cases where the driver is under the age of 18 years at the date of Registration. Signature by Entrant and / or Team must be by an officer in the case of a limited liability company regardless of its jurisdiction and by a principal in the case of a partnership or sole trader.
- 1.4.3 The acceptance or rejection of a Registration application will be based upon the information given on the Registration Form. It is therefore a condition of Registration that drivers accept

that the BARC reserves the right to reject Registration applications and / or entries to individual events without giving reasons in accordance with current Motorsport UK GR.

1.4.4 The Drivers Registration and Entry Fee combined is:

G55 Class - £10,400.00 plus VAT per driver.

G56 Class - £11,100 plus VAT per driver

1.4.5 Cheques should be made payable to Ginetta Cars Ltd. This Registration fee is fully inclusive of entry fees to all rounds of the Championship timing fees and medical provision. This fee is payable in full by all Ginetta Franchised teams prior to January 31<sup>st</sup> 2022.

1.4.6 The Drivers Registration Fee is NOT inclusive of BARC membership.

1.4.7 A Registration once made and accepted shall constitute a legally binding contract and a Registration may only be withdrawn without penalty with the mutual consent of both parties. An Entrant or driver whose Registration is accepted and who otherwise fails to participate in the Championship shall forfeit their Registration fees in their entirety.

1.4.8 The Organisers may accept or refuse any entry or Registration and withdraw or revoke a Registration at any time should the continued Registration of the competitor or team be deemed by the Organisers in their absolute discretion not to be in the best interests of the Championship or of the Commercial Regulations.

1.4.9 Registrations will be accepted from 1 December 2022 until further notice. A maximum of 30 Registrations will be accepted for entry into the Championship on a first come first served basis. Any Registrations received after the first 30 may be held as entry reserves for the Championship at the discretion of The Organisers.

1.4.10 Registration numbers will be the permanent Competition numbers for the Championship and will be allocated by the Coordinator. Numbers 1 through 3 are reserved for Championship Organisers use. and will be allocated to returning drivers. Number 55/56 is reserved for Championship Organisers use and may not be assigned by anyone other than the Coordinator.

1.4.11 For the purposes of these Championship Regulations all Registrants must notify the Organisers in writing of any change of address and / or e mail address that occurs during the term of the Championship.

1.4.12 Guest Competitors may be permitted to make guest appearances at the sole discretion of the Organisers and subject to such conditions as they may stipulate from time to time but subject to meeting the licence requirements of these Sporting Regulations. As a condition of Registration and entry no guest driver is able to score points or be awarded prize money in the Championship. At the discretion of the Organisers and Ginetta Cars Ltd the driver of any Guest car entered in this way need not comply with the membership requirements of these Championship Regulations. The Registration form must be completed but the payment of the driver's Registration fee specified in these Regulations is waived and a fee of £50.00 will apply. Otherwise all regulations of the Championship must be observed.

## 1.5 MEDICAL

1.5.1 A BTCC Medical Information Sheet (Appendix A) must be completed and returned to the BTCC Medical Adviser at least 7 (seven) days prior to the first event or Ginetta Cars official test day in which a Driver intends to compete. These will be available from the Championship Coordinator.

1.5.2 Drivers must notify the BTCC Medical Adviser if:

The Driver is involved in any serious accident at any event or otherwise at any venue.

There is a significant change in the general physical or mental condition of the Driver.

The Driver is hospitalised for any reason

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

## 1.6 CHAMPIONSHIP ROUNDS

1.6.1 The 2022 MILLERS OILS GINETTA GT4 SUPERCUP be contested over 7 EVENTS (20 races) as follows:

<b>Rounds</b>	<b>Circuit</b>	<b>Dates</b>
1,2,3	Brands <i>Indy</i>	14/15 May
4,5	Oulton Park	11/12 June
6,7,8	Knockhill	30/31 July
9,10,11	Snetterton	13/14 August
12,13,14	Thruxton	27/28 August
15,16,17	Silverstone <i>National</i>	24/25 September
18,19,20	Brands Hatch <i>GP</i>	08/09 October

All rounds are TOCA / BTCC meetings.

1.6.2 The Championship will feature 7 official pre-event test days, which will take place on the following dates:

<b>Date</b>	<b>Circuit</b>
Friday 13 <sup>th</sup> May 2022	Brands Hatch <i>Indy</i>
Friday 10 <sup>th</sup> June 2022	Oulton Park
Friday 29 <sup>th</sup> July 2022	Knockhill
Friday 12 <sup>th</sup> August 2022	Snetterton
Friday 26 <sup>th</sup> August 2022	Thruxton
Friday 23 <sup>rd</sup> September 2022	Silverstone <i>National</i>
Friday 7 <sup>th</sup> October 2022	Brands Hatch <i>GP</i>

1.6.3 **Testing Ban:** Testing after the last race of the 2021~~0~~ Championship is unrestricted until the first round of the 2022 Championship, due to take place on the 14/15<sup>th</sup> May 2022 at Brands Hatch. After the 14/15<sup>th</sup> May 2022 testing will only be permitted at venues that host a meeting of the 2022 Championship after the meeting has taken place, with the exception of the official Pre-event test days (details in 1.5.2), and Official Ginetta Test Days, which drivers will be notified of by official Championship bulletin.

Additional to the Ginetta exclusive test days, competitors can nominate one additional test day at the Championship venue prior to the race meeting. These nominations must be lodged with the Championship Coordinator in writing at least one week prior to the test taking place.

**1.6.4** Ginetta reserve the right to add additional test days during the season with a minimum of two weeks' notice.

1.6.5 In accordance with Motorsport UK regulation Q7.11 the organisers reserve the right to amend the published list of dates and rounds in which case all registered competitors will be informed of the amendments by Official Bulletins emailed to the email address specified on the Official Registration Form (note Art. 1.3.12 of these Championship Regulations).

## **1.7 DRIVERS CHAMPIONSHIP SCORING**

1.7.1 The Millers Oils Ginetta GT4 SuperCup has a class structure and points will be awarded separately for each of the classes:

G56

- Professional
- Amateur

G55

- Professional
- Amateur

1.7.2 Points will be awarded to Pro, Pro-Am, Amateur in both G55 and G56 classes to competitors listed as classified finishers in the final results as follows: 35 30 26 22 20 18 16 14 12 11 10 9 8 7 6 5 4 3 2 1 plus 1 for fastest race lap.

1.7.3 One additional point will be awarded to the driver who sets the fastest lap in qualifying of each Meeting in each class.

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

The competitor has been penalised with points on their Motorsport UK licence for any incident

The competitor has been given a points penalty / reduction for any incident

The competitor is disqualified from a classified race result

1.7.5 Ties shall be resolved using the formula in Regulation W1.3.4 of the current Motorsport UK General Regulations.

1.7.6 Any Guest Competitor entered under 1.3.12. will not be eligible to score points or prize money and the car will be ignored for points purposes in the final race classification.

## **1.8 TEAMS CHAMPIONSHIP SCORING**

- 1.8.1 The team classification is a classification independent from the driver classification. At the start of the season each team must submit to the Championship Coordinator their nominated vehicle(s) to score points for the team classification. Only competitors competing in the Pro Class will be eligible to score Teams Championship points.
- 1.8.2 Any changes to these nominations during the Championship must be made in writing to the Championship Coordinator. The Championship Coordinator reserves the right to accept or decline a teams nominated vehicle(s) at any stage.
- 1.8.3 Points will be allocated to the top two scoring vehicles from each team in the Pro Class at each round using the points system described in section 1.6.2. To qualify for the team award teams must be licensed at the date of the relevant event as per D7.1.12 of the current Motorsport UK General Regulations.
- 1.8.4 Only Teams with registered competitors at the first round of the Championship will be eligible to compete in the Teams Championship for the remainder of the season.

## **1.9 AWARDS - ROUNDS**

- 1.9.1 All awards are to be provided by Ginetta Cars Ltd.

Trophies per Championship Round: 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> in each class.

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

## **1.10 AWARDS- CHAMPIONSHIP**

Trophies:

Championship: 1st 2nd & 3rd.

Teams Award: 1st

Championship Prizes:

### **G56 Pro Class:**

1<sup>st</sup> A one year contract as a junior Ginetta factory driver

2<sup>nd</sup> Half price entry for following year

3<sup>rd</sup> £3500 inc VAT Ginetta Parts Credit

### **G56 AM Class:**

1<sup>st</sup> Half price entry for following year

2<sup>nd</sup> £2500 inc VAT Ginetta Parts Credit

3<sup>rd</sup> £1000 inc VAT Ginetta Parts Credit

### **G55 Pro Class:**

1<sup>st</sup> G56 GT4 SuperCup free entry, tyres and fuel included as well as a contribution to consumable costs (c.£15,000) - total prize worth c.£55,000



- 2<sup>nd</sup> Half price entry for following year
- 3<sup>rd</sup> £3500 inc VAT Ginetta Parts Credit

**G55 AM Class:**

- 1<sup>st</sup> Half price entry for following year. G55 or G56 GT4 SuperCup
- 2<sup>nd</sup> £2500 inc VAT Ginetta Parts Credit
- 3<sup>rd</sup> £1000 inc VAT Ginetta Parts Credit

- 1.10.1 The Team award trophy will be awarded to the winning team Registered for the team's Championship.
- 1.10.2 Other additional Championship awards – In the event of additional Championship awards being introduced all Registered competitors will be informed by official bulletin.
- 1.10.3 Championship awards will be presented at the annual awards dinner hosted by Ginetta Cars. An additional Championship Trophy will be presented by the BARC at its Annual Championship Prize Dinner (Date and venue to be announced by the BARC). Any such recipient failing to attend these events may not be eligible to receive any prizes which may otherwise have been presented. Such prizes may be with-held and may not be re-presented to any other person.
- 1.10.4 Ginetta Parts Credit may be exchanged for parts only as supplied by Ginetta Cars. For the avoidance of doubt Parts Credit cannot be used against entry fees labour costs lease costs or vehicle acquisition payments. Parts Credit must be redeemed within a 12 month period of being issued to the driver.
- 1.10.5 Parts Credit must be used by the driver it has been issued to and is non-transferable. All free entry prizes are for the driver in receipt of the prize and are non-transferable, and must be used during the following season they have been won.
- 1.10.6 In the event of the average grid size in each class being less than 10 cars over the course of the season all prizes may be reduced in value by 50%.

**1.11 ENTERTAINMENT TAX LIABILITY**

- 1.11.1 Entertainment Tax Liability: In accordance with current government legislation Ginetta Cars Ltd is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsperson. That is those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man Channel Islands or Eire. This means that as the organiser Ginetta Cars Ltd is required to deduct tax at the relevant rate from any such payments they may make to non-UK residents.
- 1.11.2 Under certain circumstances it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application must be made in writing and not later than 30 days before the payment is due. For further information contact:
- 1.11.3 The Inland Revenue Foreign Entertainers Unit Centre for Non-Residents St John's House Merton Road Merseyside L69 9BB. Tel: 0151 472 6488. Fax: 0151 472 6483).

## **1.12 MOTORSPORT UK'S RESPECT CODE**

By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix E).

- 3.1.1. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.1.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

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

### **2.1 ROUNDS**

2.1.1 In accordance with the current Motorsport UK General Regulations and these Regulations.

### **2.2 CHAMPIONSHIP**

2.2.1 In accordance with the current Motorsport UK General Regulations and these Regulations.

2.2.2 Driving Standards: Breaches of driving standards during practice or race will be dealt with firmly.

2.2.3 The Clerk of the Course may at their discretion wish to review any evidence in order to assist with an enquiry into an alleged breach of driving standards and accordingly he may order that the results remain provisional and may take judicial action at a later date.

2.2.4 The Championship Coordinator pursuant to Motorsport UK General regulation W.2.2.1 and these Championship Regulations and in any event may in their absolute discretion refer any Registered Competitor Entrant or Team and in respect of any dispute or irregularity arising howsoever under these Championship Regulations including all and any amendment of them to the Championship Stewards who after conducting a Hearing shall be empowered to impose any penalty permitted under Motorsport UK General Regulation C.2.1.1 and to revoke any Registration under these Championship Regulations.

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

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

#### **3.1 ENTRIES**

- 3.1.1 The Championship Registration Form that includes the race Entry Form is contained within Appendix B of these Championship regulations.
- 3.1.2 Entrants and / or Teams are responsible for sending in fully completed Registration Forms signed as required by these Championship Regulations together with the Registration fee to the Championship Coordinator prior to the closing date of January 31<sup>st</sup> 2022. The Organisers reserves the absolute right to accept Registration/entries after that date.
- 3.1.3 Any withdrawal of entry or amendments to an entry must be notified to the Championship Coordinator in writing by the Registrant. If changes are made after publication of Entry Lists with Final Instructions the Entrant/Driver concerned must apply for approval of acceptance by the Stewards of the Meeting before signing-on.
- 3.1.4 Entry for each round is included in the Registration Fee.
- 3.1.5 Qualification races will be held at the discretion of the Organisers.
- 3.1.6 Any reserves are to be nominated by the Organisers on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If any Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in practice shall determine their grid positions. If Reserves are given Grid Places after publication of the Grid Sheet and prior to cars collecting in the Official "Assembly Areas" they will be placed at the rear of the Grid and will be started WITHOUT any time delay. Otherwise they will be held in the pit-lane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pit-lane exit whichever is the later. Such approval to start MUST be obtained from the designated Clerk of the Course.

#### **3.2 BRIEFINGS**

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

#### **3.3 SCRUTINEERING PROTOCOL**

- 3.3.1 The Championship Organisers will appoint a permanent Licenced Eligibility Scrutineer who with their team will be responsible for the scrutineering of the vehicles for the qualifying sessions and races of the Championship in accordance with Regulation 1.2.
- 3.3.2 For scrutineering the Entrant/Driver must present the competing vehicle and mandatory Entrant/Driver safety equipment. The vehicle must be submitted as used in the

Championship and must correspond to all applicable Technical Regulations. Alternatively, a Motorsport UK self-declaration form may be required to be submitted electronically.

- 3.3.3 A completed set of online seal forms for each vehicle must be correctly submitted, unless the Eligibility Scrutineer requests otherwise.
- 3.3.4 Aside from the official safety scrutineering the vehicles may also be subject to eligibility scrutineering during and after the Event. Vehicles will be selected at the sole discretion of the Licenced Eligibility Scrutineer and/or their nominated representative. The Licenced Eligibility Scrutineer and/or their nominated representative will make random checks in addition to scheduled scrutineering checks for vehicle eligibility throughout Events. Any infringement will be subject to a report to the Championship Clerk of the Course.
- 3.3.5 Entrants/Drivers must comply with the directives of the Licenced Eligibility Scrutineer and/or their nominated representative in respect of scrutineering and of re-scrutineering after the Event.
- 3.3.6 After each qualifying session and race the vehicles must be presented directly for scrutineering. Any area deemed necessary by the Licenced Eligibility Scrutineer and/or their nominated representative will be subject to Parc Fermé conditions with no exceptions. This will include the track from the Finish Line to the scrutineering area the waiting area in front as well as the track from the scrutineering area to Parc Fermé, Teams awnings or working areas, but all areas may be used if necessary.
- 3.3.7 Public and team personnel must not enter Parc Fermé unless invited by the Licenced Eligibility Scrutineer and/or their nominated representative. Should unauthorised team personnel be present in these areas they render their car liable to disqualification from the qualifying session or race. Any breach of Parc Fermé regulations will be reported to the Clerk of the Course who may impose penalties as appropriate. At their discretion the Clerk of the Course or Organisers may assign other penalties to any driver / team breaching Parc Fermé regulations. On request of the Licenced Eligibility Scrutineer the Parent or Legal Guardian of the driver will be permitted in Parc Fermé.
- 3.3.8 Cars may be held in Parc Fermé for a minimum of 20 (twenty) minutes after each qualifying session and race and in any event shall so remain in Parc Fermé condition until released by the Licenced Eligibility Scrutineer.
- 3.3.9 At any time the Championship Organisers reserve the right to scrutineer any component or vehicle in the presence of the permanent Licenced Eligibility Scrutineer and one other scrutineer at the Ginetta Cars Ltd workshop or at a service partners premises. An invited member of the team may also be present. Removal of components from the car may be required at the Event or at the Ginetta Cars Ltd workshop at the discretion of the Licenced Eligibility Scrutineer. After thorough scrutineering of the parts the result will be submitted to the Championship Clerk of the Course.
- 3.3.10 In the case of a breach of the Technical Regulations or a breach of the procedure surrounding the Technical Regulations any costs associated with scrutineering and/or eligibility inspections (including but not limited to transportation checks inspections rebuilds etc.) will be the sole responsibility of the Entrant.

- 3.3.11 The assembly and dismantling of the vehicle(s) is solely the responsibility of the Entrant(s). Reimbursement of expenses for these measures may not be claimed. Exceptions to this may include appeal / protest according to the current Motorsport UK General Regulations.
- 3.3.12 The Championship Organisers may nominate from time to time and in their entire discretion a rolling road and / or rolling road dyno truck that may be used to assist the Licenced Eligibility Scrutineer and / or the Organisers. At any time the Organisers or Licenced Eligibility Scrutineer reserve the right to test a vehicle on the nominated rolling road dyno machine and may use any data from the rolling road dyno machine as guidance and to assist with their determination of eligibility. Competitors / entrants must be willing to sign any associated indemnities to allow their car to be tested on the dyno.
- 3.3.13 In the event of a car being dyno tested after a qualifying session or race the driver/ Entrant /Team will be informed by the Licenced Eligibility Scrutineer. The car must then be left in Parc Fermé until it is collected by a designated Ginetta official.

### **3.4 QUALIFYING**

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

### **3.5 QUALIFICATION CRITERIA**

- 3.5.1 Any driver who has not raced over the course in its current layout within the preceding 12 months must complete three practice laps in the car to be raced in order to satisfy the Clerk of the Course as to their competence. The Clerk of the Course and/or Stewards of the Meeting shall have the right to disqualify any driver whose qualifying times and / or driving are considered to be unsatisfactory as per Motorsport UK Regulations.
- 3.5.2 During the course of any qualifying session all competing cars must remain in the Pit Lane while not on the track. At no time will any competing car be allowed in the Pit Garages or Paddock areas until such time as the qualifying session has ended and the car cleared from any post-qualifying scrutineering checks and released from Parc Fermé except with the express permission of the Championship Clerk of the Course.
- 3.5.3 After taking the Chequered Flag Drivers are required to progressively and safely slow down remain behind any Drivers ahead of them and proceed directly to the designated Parc Fermé area without stopping unless directed by an Official of the Meeting. Cars must remain in the designated Parc Fermé area until formally released by the Licenced Eligibility Scrutineer.
- 3.5.4 Any cars in the Pit Lane at the end of a qualifying session come under Parc Fermé conditions at the showing of the Chequered Flag and should be taken directly to the designated Parc Fermé area.
- 3.5.5 Where through force majeure it is not possible to hold a qualifying session the grid for that race will be formed according to the current Championship Drivers' standings. Where there is a tie on points the Driver with the best result in the previous round will take priority. Where it is the first round of the Championship the grid will be formed based on Championship

number. In either circumstance Pro Class competitor's will be placed ahead of the Pro -Am, Amateur and GT Pro Class competitors with any grid penalties applicable in line with regulation 4.1.7 being applied after the provisional grid has been formed.

### **3.6 GRID**

- 3.6.1 Each driver's fastest qualifying time will determine the grid for the first Championship race at each Event irrespective of class.
- 3.6.2 The starting grid for the second race will be formed from the finishing order of the first race as published by the official timekeepers. Competitors not classified as finishers in the first race will be placed on the starting grid for the second race after the last classified competitor according to the number of laps covered.
- 3.6.3 The starting grid for the third race will be formed from the finishing order of the second race as published by the official timekeepers. Any number between and including the first four and six finishers from the second race shall have their grid positions for the third race reversed, with the number to be picked at random by the winner of the second race or someone nominated by the Championship Coordinator. All other classified finishers will be allocated grid positions in accordance with their finishing order from the second race.
- 3.6.4 In the event of a partial qualifying session being run grid order for any drivers who failed to set a time will be formed at the rear of the grid and based on Championship points for the first race and the normal qualifying procedure will be followed thereafter. Where it is the first round of the Championship The grid will be formed in class order with the G56 Pro Class taking priority over the G56 Pro-Am class and the G56 Amateur class and followed by the G55 Pro class taking priority over the Pro-Am class and Amateur class respectively.

### **3.7 RACES**

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

eligible wet tyre. The maximum delay will be 10 minutes before the 2 minutes countdown board is shown.

### 3.8 STARTS

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

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

3.8.3 Once positions have been taken on the grid cars can only be removed if they have a mechanical issue and can only do so with the express permission of the Clerk of the Course and under the supervision of a marshal or official.

3.8.4 It is not permitted to carry out any mechanical repairs on a car once formed on the grid including changing any tyres.

3.8.5 All starts will be Standing Starts and grids will be determined in a 1 x 1 formation:  
The countdown procedures/audible warnings sequence shall be:

2 minutes to start of Green Flag/Pace Lap -	Close Pit lane exit / Clear Grid Warning/Grid Closed
1 minute to start of Green Flag/Pace Lap -	Start engines/Clear Grid
30 seconds	Visible/audible warning start of Green Flag Lap imminent
Green Flag	Start of green flag lap

3.8.6 During the Green Flag Lap the cars will keep in formation with no overtaking. The Safety Car will set the pace. No practice starts may be executed during the course of this lap. At the end of this Green Flag Lap the cars will take up their grid positions.

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

3.8.8 Any drivers unable to start the Green Flag/Pace Lap or Race Start are required to indicate their situation as per Motorsport UK Regulation Q12.11.2. and any drivers unable to maintain their grid positions on the Green Flag Lap to the extent that ALL other cars are



ahead of them may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

- 3.8.9 Excessive weaving to warm up tyres - using more than 50% of the track width and falling back in order to accelerate and practice starts - is prohibited.
- 3.8.10 Any Driver(s) unable to maintain their grid position on the Green Flag Lap to the extent that all other cars are ahead of him/her may complete the Green Flag Lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay. Any Driver(s) unable to maintain their grid position on the Green Flag Lap but who still has other moving competing cars behind him/her may regain their allocation grid position(s). However this must be undertaken by exercising maximum caution.
- 3.8.11 A 5-second board will be used to indicate that the grid is complete the red lights will be switched on 5 seconds after this board is withdrawn and the race will start when the red lights are switched off.
- 3.8.12 Any driver adjudged to have committed a False Start or breached any part of the Start Procedure will be penalised by the addition of 10 seconds to the time taken to complete course.

### **3.9 START DELAYED PROCEDURE**

- 3.9.1 If the starter deems that the start needs to be delayed he/she will display a "Start Delayed" board. The Countdown Procedure/Audible Warning sequence will then recommence from the one-minute board and the race may be started by use of the National Flag if all Drivers have been informed of the change of start signal.
- 3.9.2 Any Driver(s) deemed to have caused an aborted start will be moved to the back of the grid but ahead of any cars to be started with a time delay. Depending on individual circuit layout the car(s) will either be removed to the back of the grid before the Green Flag Lap commences or the driver(s) will be instructed to commence the Green Flag Lap from their original grid position but must during the course of the Green Flag Lap allow any car(s) starting behind them to overtake thus ensuring that they take the restart from the back of the grid (but ahead of any car(s) to be started with a time delay). If more than one car is penalised in this way then their order at the back of the grid will reflect their original grid positions. The onus is on the Driver to comply and failure to do so will result in a report to the Championship Clerk of the Course who may impose a Drive Through Penalty or retrospective 30-second time penalty.
- 3.9.3 Aborted start procedure will be as follows:
  - (i) The start-delayed board is displayed engines may be switched off and team members are allowed back onto the grid.
  - (ii) When the Operations Clerk and Championship Clerk of the Course are happy the countdown restarts from the one-minute signal and the grid cleared in the usual way.

(iii) Any car(s) that then cannot be started will be pushed to the side of the track (or Pit Lane if practical) and covered by a waved Yellow Flag. If any such car(s) at the side of the track can start unaided it may join the Green Flag Lap under the usual restrictions.

(iv) The remaining cars are waved off on a Green Flag Lap.

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

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

### **3.10 RACE STOPS**

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

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

The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the pit lane in reserve order. Gaps on the grid may be closed up at the discretion of the Clerk of the Course and time permitting. The length of the restarted race will be determined by the Clerk of the Course.

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

3.10.2 The race will restart from a grid set out in the finishing order of part one in accordance with Motorsport UK regulation Q12.15.2. Only cars that took part in the original start will be eligible and then only if they returned to the grid under their own power by an authorised route and were still under their own power at the showing of the Red Flag. The decision of the Championship Clerk of the Course will be final. Parc Fermé conditions will apply on the grid and to cars already in the Pits between the two parts of the race.

3.10.3 If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with Motorsport UK Regulation Q12.15.4.

3.10.4 In the event of a restarted race Motorsport UK regulation Q12.16 will apply to any repairs to cars required during the interval.

- 3.10.5 Entrants/Drivers are advised that two Red Flag race stoppages in any one round may result in their race being placed at the end of the day's racing time permitting. Similarly, Entrants/Drivers are advised that should the timetable be running late their race may be postponed until later in the timetable to allow for a BTCC race to start at its scheduled start time and/or their scheduled race distance may be reduced by the Championship Clerk of the Course in consultation with the BTCC Coordinator and with the approval of the Stewards of the Meeting.
- 3.10.6 If a race cannot be run or re-started at a venue for any reason then at the Organisers entire discretion reasonable attempts will be made to provide a substitute race at another event but the Organisers are not contractually bound to provide such substituted race(s) and no refund of any Registration Fee shall be payable and with such occurrence of loss of race(s) being deemed force majeure. Any such substitute race will utilise the original grid and only competitors detailed on the original grid sheet will be eligible to participate.

### **3.11 RE-SCRUTINY / DRIVER AVAILABILITY**

- 3.11.1 Any vehicle involved in an accident or having been modified in any way subsequent to pre-event scrutiny must be re-presented to the Licenced Eligibility Scrutineer for further examination.
- 3.11.2 At any time during an Event the Organisers acting through the designated Clerk of the Course may order that a vehicle be re-examined even if this involves stopping a vehicle while qualifying or racing. Failure to comply with Regulations during a qualifying session or failure to comply with the directions of race officials to undertake a check will result in the loss of that Driver's qualifying times to that point in the session.
- 3.11.3 If a Driver is involved in a collision or incident he / she must not leave the circuit (except where medically evacuated) without the consent of the Championship Clerk of the Course failing which any judicial action against or relating to that Entrant / Driver may be heard in their absence.
- 3.11.4 Entrants / Drivers must remain available at an Event until any protest period relating to their race has elapsed failing which any judicial action against or relating to that Entrant/Driver may be heard in their absence.
- 3.11.5 Entrants' / Drivers' cars may not be removed from the Paddock during an Event after initial scrutineering except for the purpose of competing in the rounds comprised in the Event or with the prior written permission of the Licenced Eligibility Scrutineer and Championship Clerk of the Course. The Organisers and /or Licenced Eligibility Scrutineer may require the Entrant's/Driver's car to be re-scrutineered at any time.

### **3.12 PITS & PIT-LANE SAFETY**

- 3.12.1 Pits: Entrants must ensure that the Motorsport UK Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.12.2 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 all due care and drive at minimum speeds

in pit-lanes. During qualifying sessions and races Drivers leaving the Pit Lane will do so on their own responsibility however a marshal with a Blue Flag will warn of cars approaching.

3.12.3 Refuelling: There is no refuelling to be carried out during any official Ginetta sessions.

3.12.4 Speed Limit: The Pit Lane Speed Limit during each Meeting and official test day at all times is 30 mph (48 kph) unless otherwise notified by way of a Championship Bulletin.

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

### **3.13 RACE FINISHES**

3.13.1 After taking the Chequered Flag drivers are required to:

Progressively and safely slow down remain behind any competitors ahead of them return to the Pit-lane Entrance going directly to Parc Fermé as instructed comply with any directions given by Marshals or Officials and keeping helmets on and harnesses done up while on the circuit or in the pit-lane and should remain in Parc Fermé with their cars until released by the Licenced Eligibility Scrutineer or are required for Podium Presentations.

3.13.2 Parc Fermé Regulations will apply to the area between the Start / Finish Line and the Parc Fermé entrance. Any area deemed necessary by the Series Eligibility/Safety Scrutineer and/or their nominated representative will be subject to Parc Fermé conditions with no exceptions.

3.13.3 Once in the Parc Fermé area Drivers required for the podium presentations must proceed immediately to the podium. The Drivers required will be those finishing first second and third in each class.

3.13.4 Team personnel are only allowed into the Parc Fermé area at the invitation of the Licenced Eligibility Scrutineer. Should unauthorised team personnel be present in Parc Fermé they render their car liable to disqualification from the Event. Any breach to Parc Fermé regs will be reported to the Clerk who may impose penalties as appropriate. On request of the Series Eligibility / Safety Scrutineer the Parent or Legal Guardian of the driver will be permitted in Parc Fermé.

### **3.14 RESULTS**

3.14.1 All Practice Timesheets Grids Race Results are to be deemed PROVISIONAL until all vehicles are released by the Licenced Eligibility Scrutineer after Post Practice / Race Scrutineering and/or after completion of any Judicial or Technical Procedures. The Championship Clerk of the Course may declare the race results provisional until any investigation of video or other evidence has been completed and subsequent judicial procedures undertaken regardless of whether this investigation is as a result of a protest or merely a result of establishing if a Regulation has been broken. These results will remain provisional until such time as they are declared final by the Championship Clerk of the Course upon completion of any judicial

procedures and this will be communicated to all Entrants / Drivers via a Championship Newsletter.

### **3.15 TIMING MODULES**

- 3.15.1 All competitors will be required to fit an Electronic Self Identification Module (Transponder) as per Q12.8.1. to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.
- 3.15.2 Competitors may not place electronic timing equipment within five metres of the official Start Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.
- 3.15.3 Timing modules must be positioned in the location as shown within the current Ginetta G55 nomenclatures (See regulation 5.2.1).

### **3.16 DIFFICULTY**

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

### **3.17 ASSISTANCE**

- 3.17.1 Regardless of the circumstances once a Driver has received mechanical assistance to move their car from one position to another they are not permitted to continue within that particular session or race even if after being moved into a position of safety they feel they are able to continue.

### **3.18 SPARE CARS**

- 3.18.1 Replacement cars may only be permitted with the express permission of the Clerk of the Course and the Organisers. The presentation of a spare car for scrutineering must be done in accordance with the regulations set out within the current Motorsport UK General Regulations. A competitor using a replacement car where permitted will incur a 20 point reduction in the Championship points.
- 3.18.2 A replacement car is considered to be any car other than that which was first presented by the Entrant at and scrutineered for a particular Event.

### **3.19 SAFETY CAR**

- 3.19.1 Unless specified below or within supplementary regulations the safety car will operate in accordance with the current Motorsport UK General Regulations (Appendix 3 & 5.)
- 3.19.2 The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit driver (in accordance with Motorsport UK General Regulation G5) and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control.
- 3.19.3 The Safety Car yellow/amber lights illuminated will normally join and exit the circuit from the pit lane and the Safety Car boards will be shown initially from the start/finish line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.
- 3.19.4 On the order from the Clerk of the Course the Safety Car will join the circuit with its revolving lights on regardless of where the race leader is.
- 3.19.5 When the order is given to deploy the Safety Car a waved yellow flag and "SC" board will be displayed at the start/finish line. The waved yellow flags and "SC" boards will flow around the circuit in both directions as an adjacent post displays both their waved yellow flag and "SC" board. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available.
- 3.19.6 Flashing yellow lights may also be used at the start-line and at other points around the circuit.
- 3.19.7 All competing cars when notified of the Safety Car intervention (by the flag signals "SC" boards or by any other means) will reduce speed and line up behind the Safety Car no more than 5 car lengths apart and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.
- 3.19.8 When ordered to do so by the Clerk of the Course the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
- 3.19.9 While the safety car is in operation competing cars may enter the pit lane but may only re-join the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.
- 3.19.10 The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
- 3.19.11 When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. This would normally be such that a minimum of

25% of a lap for circuits over 2 miles and 50% of a lap for circuits under 2 miles should be completed by the Safety Car with its lights extinguished.

- 3.19.12 Following the safety car extinguishing its lights and prior to passing the green flag the race leader will dictate the pace and if necessary fall more than five car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the Safety Car returns to the pits from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 3.19.13 As the Safety Car is approaching the pit entry the green flag will be displayed at the start/finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal at the start/finish line is passed.
- 3.19.14 The first three laps while the safety car is in service will not count as race laps. Subsequent laps covered while the safety car is in service will be counted as a race laps.
- 3.19.15 Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In this case and provided its yellow/amber lights remain illuminated all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- 3.19.16 Should it be necessary to stop a race during a Safety Car deployment the Safety Car with all competing vehicles following will pass through the red flag at the start/finish line complete one further lap at reduced speed and then once the Safety Car comes to a stop at a position indicated by the Safety Car observer (which will usually be either the grid or Parc Fermé) all competing cars must stop behind it unless otherwise directed.
- 3.19.17 In exceptional circumstances the following may apply:
- 3.19.18 (i) The race may be started behind the Safety Car. In this case its revolving yellow/amber lights will be turned on at the two-minute signal. This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown. When the Green Flag is shown at the Start/Finish Line the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 (five) car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.
- 3.19.19 (ii) Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case Drivers may carefully overtake to re-establish their original starting grid order. If a car falls to the back of the grid it must remain at the back of the grid.

- 3.19.20 (iii) Any car(s) delayed leaving the grid may not overtake another moving car if stationary after the remainder of the cars had crossed the line. In this case the car(s) shall remain at the back of the grid in the order they left the grid.
- 3.19.21 (iv) A time penalty or Drive Through Penalty may be imposed on any Driver who in the opinion of the Clerk of the Course unnecessarily overtakes another Driver during these laps.
- 3.19.22 (v) The “SC” boards and Yellow Flags will be displayed at Marshals' Signalling Posts around the circuit until the Clerk of the Course withdraws the Safety Car from use in accordance with Championship Regulations Arts. 3.19.10 3.19.11 and 3.19.12.
- 3.19.23 (vi) All laps undertaken in this start procedure will be deemed to be counted as race laps
- 3.19.24 Any car being driven unnecessarily slowly erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track the pit entry or the pit lane.

### **3.20 DRIVING STANDARDS**

- 3.20.1 Any competitor who is reported to be involved in cases of contact which in the opinion of Officials is avoidable may be subject to the following immediate penalties:
- During practice and / or qualifying: The competitor concerned may be Black Flagged and subsequently may be prevented from taking any further part in that session
  - During race: The competitor concerned may be penalised by way of a drive through penalty in accordance with Motorsport UK General Regulation Q12.26.
- 3.20.2 A drive through penalty being imposed will be notified by the use of a Black Flag or Black Flag and Penalty Board and must be taken within 3 laps of the notification being given. It will involve the competitor entering the pit-lane observing the pit-lane speed limit between the ‘in’ and ‘out’ control lines and exiting the pit-lane to re-join the race without stopping at their pit.
- 3.20.3 Failure to comply with the imposition of a drive through penalty may result in disqualification from the race in question
- 3.20.4 In the event that a penalty described above cannot be imposed for operational reasons during a race the competitor concerned may be given a 30 second elapsed time penalty (and relative Licence Penalty Points) as an alternative
- 3.20.5 Any competitor who exceeds the limit of the track should only re-join when safe to do so and without gaining an advantage. Any competitor who is deemed to have gained an advantage or repeatedly exceeds the track limits may be penalised by way of a ‘Drive Through’ or ‘Stop / Go’ penalty in accordance with Motorsport UK General Regulation Q12.26.
- 3.20.6 In addition to a ‘Drive Through’ or ‘Stop / Go’ penalty the competitor may also be subject to penalties in accordance with Motorsport UK General Regulation Q12.26.
- 3.20.7 The Organisers will meet following each race weekend to assess all on and off track incidents.



- 3.20.8 The Organisers will use any evidence available to them to request that the Championship Stewards investigate any drivers who are deemed to show poor driving standards or bring the Championship into disrepute in any such manner through on and / or off track incidents. In addition the Organisers shall be entitled to revoke any relevant Registration.
- 3.20.9 The Championship Stewards have the ability to impose and enforce Championship penalties affecting Championship points and potential refusal of race entries in the way of race suspensions.

### **3.21 ADDITIONAL SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP**

- 3.21.1 The organisers of the Millers Oils Ginetta GT4 SuperCup Championship are determined to create a Championship which is cleanly fought and with good sportsmanship prevailing.
- 3.21.2 Breaches of driving standards will be firmly dealt with. If the Championship Clerk of the Course wishes to view any video evidence and / or data logging evidence in order to assist with an enquiry into a breach of driving standards the Clerk may order that the results remain provisional and he may take judicial action at a later date. However the use of video evidence and/or data logging evidence in all circumstances is at the sole discretion of the Championship Clerk of the Course.
- 3.21.3 Any driver found guilty of a driving offence which generates penalty points under the Motorsport UK General Regulations will also have Championship points deducted proportional with the severity of penalty imposed. Any deduction of Championship points will be three times that of the associated licence penalty points. i.e. formal written reprimand 6 points fine or time penalty 9 points disqualification from practice heat or race 12 points disqualification from meeting 18 points.
- 3.21.4 In addition to the penalties laid down the Championship Stewards are empowered to deduct Championship points if the driving conduct of the driver or the general conduct of any person associated with the Driver's entry is deemed by the Organisers in their absolute discretion to be unacceptable and the Championship Stewards are empowered to revoke Championship Registration.
- 3.21.5 Each Entrant/Driver is required to have one fire extinguisher per car (minimum capacity 5kg or its equivalent) within their transporter/awning at each Event. This shall not include the extinguisher fitted to the car(s).

### **3.22 CAMERAS**

- 3.22.1 All cars must carry a Championship on-board Judicial camera during all official qualifying sessions and races.
- 3.22.2 Competitors participating in the Championship must purchase a Championship judicial camera. It is the Entrants responsibility to ensure that the judicial camera is fitted and operational during all official qualifying and races, and that the footage produced is of an acceptable quality.

It is the responsibility of the competitor / entrant to supply Ginetta with FOUR SD/data cards that are compatible with the judicial camera fitted in the competitors car prior to the start of the season.

3.22.3 Eligible judicial cameras for use within the Championship are as follows:

Any Go Pro variant from the Hero 2 range or newer

Vbox data logging system

Aim Smarty Cam

3.22.4 Details of the specification installation and operating procedures for the judicial camera will be issued via way of a Championship Bulletin prior to the start of the season.

3.22.5 The camera data storage device (data card) will be distributed by a Ginetta official prior to qualifying and races. The onus is on the competitor to ensure the card is fitted and the Judicial camera is switched on and recording for all official qualifying sessions and races. For any camera which is not switched on or has not produced acceptable footage, the Competitor will incur a fine of £250 for each and every offence.

3.22.6 Judicial cameras must be switched on not before three minutes prior to leaving the assembly area. The camera will then be switched off and have the data cards collected by a Ginetta representative in the Parc Fermé after the session has been completed. It is the driver/teams responsibility to ensure that the data card has been collected before the car has left Parc Fermé. If in the event of a car not being recovered to Parc Fermé the camera must be left running until a Ginetta representative has been to collect it.

3.22.7 During qualifying and races the only camera permitted in the car will be the official judicial camera as supplied by Ginetta. The only exception to this will be a camera fitted by the television production company in accordance with Commercial Regulations 7.5. This footage is to be used for judicial purposes it is at the sole discretion of the Clerk of the Course as to whether competitors will have access to this footage after judicial procedures have been completed.

### **3.23 MANDATORY PIT STOPS**

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

## **4 CHAMPIONSHIP RACE PENALTIES**

### **4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS**

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulation C3.3

4.1.2 Arising from post-race Scrutineering or Judicial Action:

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

4.1.3 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 Motorsport UK Regulation C3.5.1. (c).

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

4.1.5 INFRINGEMENTS OF NON-TECHNICAL Motorsport UK REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP.

4.1.6 As per current Motorsport UK Judicial Procedure Regulations and these Championship Regulations.

4.1.7 Up to a 10 Grid Place Penalty may be applied at a driver's future Race in accordance with Motorsport UK Regulations.

## **5 TECHNICAL REGULATIONS – GENERAL**

### **5.1 INTRODUCTION**

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

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

- (i) in these regulations
- (ii) in the workshop manual/nomenclature relating to the Ginetta G55/G56
- (iii) in any official technical bulletin that may be published

**is strictly forbidden.**

5.1.3 Any issue howsoever touching upon the conformity to the class specification of a car or any component within a car shall be determined definitively by a certificate under the authority of Ginetta Cars Ltd including any matter arising as a consequence of any technical or eligibility examination of the car by or on behalf of the Organisers for all purposes under these Championship Regulations and the Motorsport UK General regulations.

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

5.1.5 Except as may be permitted expressly by these Regulations or in writing by Ginetta Cars Ltd on behalf of the Organiser no car shall use or have affixed to it any pattern or aftermarket component as part of or in substitution for the class specification of the car and its components.

5.1.6 All Ginetta manufactured parts and in particular body panels must be supplied by Ginetta Cars Ltd (or in the case of force majeure a supplier nominated by the organisers) and fitted in their original position. Entrants and Team are reminded that the car and all Ginetta parts are the intellectual property of Ginetta and interference with those rights shall be a breach of these Championship Regulations including the Commercial Regulations and without limitation of rights vested in Ginetta will lead to revocation of Championship Registration.

5.1.7 Whilst the Licenced Eligibility Scrutineer is empowered to check all competing vehicles for compliance and has been provided with the data to determine the continuing eligibility of each car the onus of responsibility for the eligibility of vehicles competing in this Championship rests with the Entrant / Competitor. Notwithstanding Championship Regulations Arts. 5.1.3 and 5.1.5 in the event of a dispute concerning the compliance of a vehicle with these Regulations the onus is on the Entrant / Team / Competitor to satisfy the Organisers with regard to such compliance and NOT the Organisers to prove non-compliance.

5.1.8 Where it is suspected that a component or structure fitted to the competing vehicle may render the vehicle ineligible under these regulations the component or access to the component will be sealed on behalf of the Organisers by the Licenced Eligibility Scrutineer for subsequent examination as directed by the Organisers. Where ineligibility is

subsequently proven all points accrued by the competitor from and including the date of sealing the said component to the date of examination shall be forfeit in addition to any other penalty or penalties applied by the Organisers under or pursuant to these Regulations.

- 5.1.9 Where costs are incurred as a result of any eligibility check conducted either by the Licenced Eligibility Scrutineer or the Championship Organisers these will be borne by the competitor / Entrant / Team and Championship Registration shall be suspended until such time as those fees have been paid as cleared funds regardless of any Judicial Appeal arising out of the eligibility examination.
- 5.1.10 As a method of control any component on a competitor's car may be removed by the Team/Driver at the request of the Licenced Eligibility Scrutineer and exchanged for a similar component from the car of another competitor or provided by the Championship Organisers. This includes the ECU. Whilst efforts will be made to ensure that the condition of the exchanged parts is similar responsibility for the care of exchanged components lies with the recipient. Exchanged components may be returned to their original owners on completion of the race.
- 5.1.11 Any infringement of these Technical Regulations will render the competitor liable without limitation to penalties provided by these Regulations including for the avoidance of doubt under the Commercial Regulations.
- 5.1.12 Cars will be issued at the start of each season with log books These will be used to record information relating to that car during the season. The entrant / driver of each car will be responsible for the safe keeping of the log book which shall be presented with the car at pre-event scrutineering. Competitors will be required to complete an online component seals log form for each of the differential, gearbox and engine. Any changes to components will require updated forms to be completed and submitted to the Licenced Eligibility Scrutineer with prior permission.
- 5.1.13 IT MUST BE CLEARLY UNDERSTOOD THAT THE OVERRIDING PRINCIPLE OF THESE REGULATIONS IS THAT UNLESS IT IS STATED THAT YOU CAN DO IT YOU MUST WORK ON THE PRINCIPLE THAT YOU CANNOT.
- 5.1.14 Whilst Ginetta will endeavour to inform Competitors of any changes of components or part numbers they reserve the right to fit updated components during the life of these Regulations.
- 5.1.15 Lubricants – All cars competing within the Championship must use the lubricants specified and supplied by Ginetta with no additives of any kind, as detailed below:
- Engine - Ginetta Tech by Millers 10w60 Engine oil Part no – G55-N0071.  
Gearbox – Ginetta Tech by Millers 75w90 transmission oil, Part no – G40-N0016.  
Differential - Ginetta Tech by Millers LS 75w90 transmission oil, Part no – G40-N0072.
- 5.1.16 Oil samples will be taken and analysed throughout the season in order to police this regulation. Non conformity will be treated as technical non-compliance and breach of the Commercial Regulations and may lead to revocation of Championship Registration(s).

## 5.2 GENERAL DESCRIPTION

5.2.1 The 2024~~2~~ MILLERS OILS GINETTA GT4 SUPERCUP is a 'one make' race series for Ginetta 'G55/G56 SuperCup' spec race cars as specified herein. Both right and left hand drive versions of the Ginetta G55 SuperCup and Ginetta G56 SuperCup spec cars are eligible.

5.2.2 At the discretion of the Organisers other derivatives of Ginetta GT4 cars may be allowed to participate in any Championship round but will be placed in a guest class.

5.2.3 Nomenclature

The 2022 version of the Workshop Manual/Nomenclature for the Ginetta G55 cars incorporating all clarifications amendments and details of updated components shall remain the only active version of the document and is available from Ginetta Cars Ltd on request. All Entrants and Teams and Competitors warrant and undertake conformity with the Workshop Manual and Nomenclature and these Regulations. Non conformity will be penalised as provided by these Regulations and may include revocation of all relevant Championship Registrations.

5.2.4 The parts used to build Ginetta G55 and G56 cars are described in the document named 'nomenclature'.

These parts are divided into 3 categories.

- (i) Category A: No modifications are permitted. Parts in this category must remain in their original location and fulfil the function/s for which they were originally designed.
- (ii) Category B: Only such modifications as specified in the regulations or the Ginetta G55 and G56 nomenclature are permitted.
- (iii) Category C: The part is considered to be unrestricted on the express condition that the function for which it was originally designed is not deviated from that it does not fulfil any additional function and that it is located in the same place as the original part.

5.2.5 Any query in respect of any technical matter arising out of or touching upon these Regulations must be put in writing to the Organisers for referral to the Licenced Eligibility Scrutineer and / or Ginetta'. The only clarifications rulings or permissions under these Regulations that will be acknowledged by the Organisers must be substantiated by the production on demand of written confirmation of such clarifications rulings or permissions. Entrants and Teams and Competitors are referred to Art.5.1.3 of these Regulations.

5.2.6 Sporting Regulation Art. 3.3.12 applies.

## 5.3 RACE SUITS

5.3.1 All competitors will be required to carry Championship approved logos on their race suits for all official qualifying and races, as per the diagram in appendix D. The Ginetta logo may be displayed in either black, white or orange to fit with individual designs. The championship logos are to remain in the mandated location on all suits. Link to the HRX online portal <https://www.hrxracewear.co.uk/ginetta>

5.3.2 Any competitor not wearing the designated Championship-specific race suit on a Championship race weekend will not be ineligible for points and prize money unless specifically agreed with the Championship Coordinator. Except in a case of force majeure a breach of this Art. 5.3.2 shall be a breach of the Commercial Regulations and may be subject to penalty at the discretion of the Organisers.

#### **5.4 NUMBERS AND DECALS**

5.4.1 All cars must carry Championship and Championship trade sponsor decals as required by the Organisers from time to time.

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

5.4.3 Ginetta Cars may request at any point that additional Championship / trade sponsor decals are carried on cars. This will be done by way of an official Championship bulletin. The Championship organisers reserve the right to remove from any competing car any decals or branding which is deemed to be unsuitable or conflicts with other Championship / Ginetta sponsors.

Failure to comply with regulations 5.4.2 and 5.4.3 will not be subject to a technical non-compliance but will be liable to penalty under the Commercial Regulations for the Championship

## **6 TECHNICAL REGULATIONS – GINETTA G55**

### **6.1 SAFETY REQUIREMENTS**

6.1.1 The Ginetta G55 SuperCup race car is manufactured to comply with the following safety requirements of Section K of the current Motorsport UK General Regulations and all which must be retained:

K Roll cage with side and rear safety protection bars

K2.1.4 Six Point safety harness.

K3.1 Plumbed in current FIA Homologated fire extinguisher system. This system must be in the 'armed' condition (i.e. be capable of being operated without the removal of any safety device) at all times whilst competing or practicing. The fire extinguisher cannot be disarmed in any Parc Fermé area without the specific permission of the Licenced Eligibility Scrutineer. Any system found to be incapable of being operated by virtue of the imposition of a safety device (eg.pin) having been made whilst the vehicle is either competing or in Parc Fermé will be subject to report to the Clerk of the Course for possible penalisation as an offence against Safety Regulations.

K3.1 Plumbed in Fire Extinguisher

The extinguisher must be serviced every two years by the extinguisher manufacturer or the manufacturers agent to remain within its homologation.

For the avoidance of doubt this means that only the above applies and not any alternative service facility or persons.

K5 Two fog lamps which in the Ginetta are integral with the rear light cluster

K6 Internal fuel filler that can be positively closed

K8 External Circuit Breaker

K13 Head restraint – as part of mandatory seat.

6.1.2 The attention of all competitors is drawn to Articles K9 K10 and K11 of the Motorsport UK General Regulations relating to overalls crash helmet and visors.

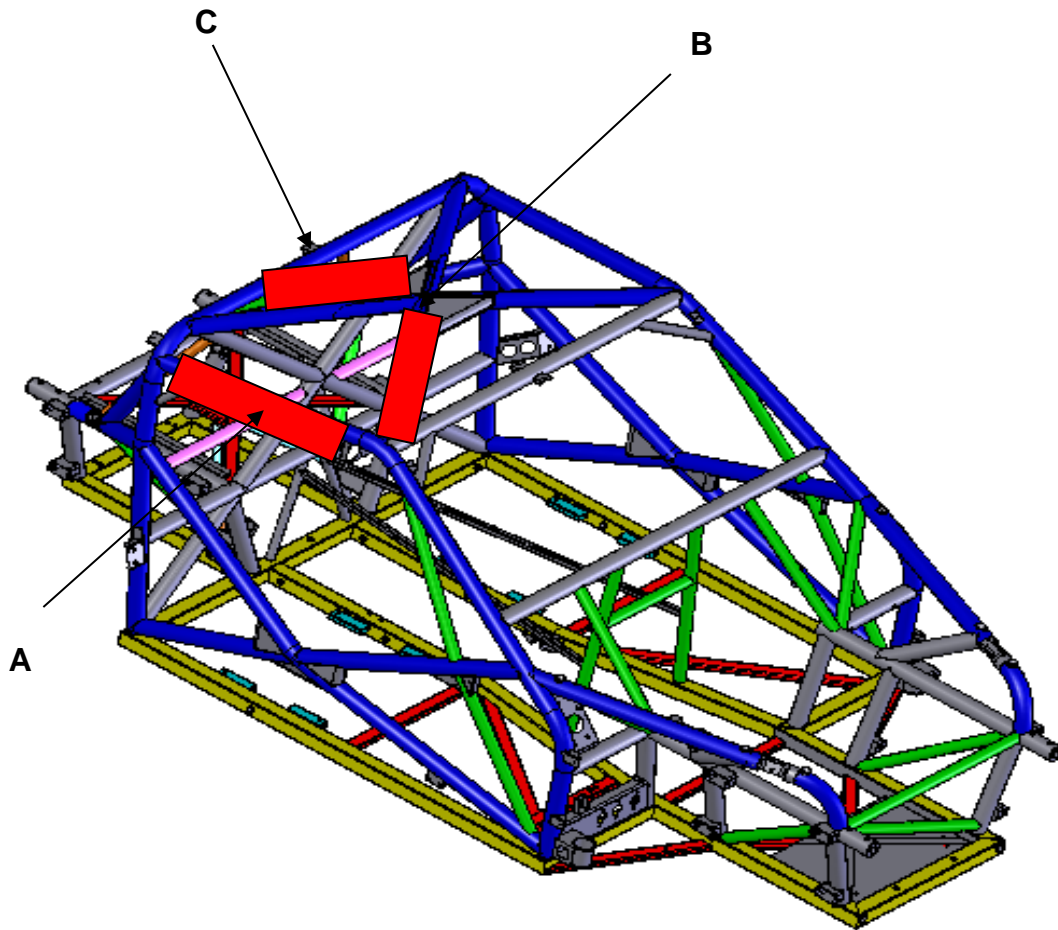
6.1.3 The use of an FIA Homologated FHR (head and neck support systems) is compulsory. The helmet manufacturer must certify the tether anchorages and their mounting.

6.1.4 For clarification on clothing standards and for a list of approved helmets refer to the FIA website [www.fia.com](http://www.fia.com).

6.1.5 Any padding on the roll cage must comply with FIA standard 8857-2001 or such other standard as may replace that from time to time.

6.1.6 Roll cage padding (complying with FIA standard 8857-2001 subject as stated at Art.6.1.5 above) must be used on the sections of roll cage as shown in the diagram below (note left hand driver variants must apply padding to the equivalent location on the left side of the vehicle):





Lengths of padding required:

A = 500mm

B = 450mm

C = 500mm

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

## 6.2 GENERAL TECHNICAL REQUIREMENTS

6.2.1 The Ginetta G55 race car is built to comply with the provisions of Sections J Tech (all vehicles) and Q (race vehicles) of the current Motorsport UK General Regulations. Competitors are reminded that a catch tank must be fitted and that the location of the vehicle towing eyes should be suitably marked.

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

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

### **6.3 CHASSIS**

- 6.3.1 The Ginetta G55 car and chassis is manufactured to a standard specification and may not be altered. All chassis repair work must be undertaken only under the control and approval of Ginetta Cars Ltd. Breach of this Regulation may result in revocation of Championship Registration(s)

### **6.4 BODYWORK**

- 6.4.1 The Ginetta G55 race car body is manufactured to a standard specification. All body parts must be sourced and supplied exclusively through Ginetta Cars Ltd. Minor fibreglass repairs may be undertaken by the competitor provided that the body profile is not altered in any way. However the Organisers reserve the right to reject any such repairs whether in the interests of safety technical conformity or Championship aesthetic and to require the Entrant Team or Competitor to substitute the damaged repaired panel with a new panel sourced in accordance with this Regulation.
- 6.4.2 Additional ventilation holes may not be cut into the bodywork unless written consent has been given by Ginetta Cars Ltd and approved by the Licenced Eligibility Scrutineer.
- 6.4.3 A bodywork template/profile tool may be used by the Organisers at any time including but not exclusively at scrutineering to ensure that original shape and car profile is retained. No extra panelling either under floor or around the wheel arch area is permitted. The presentation of vehicle bodywork and repairs must be deemed acceptable by Ginetta Cars Ltd and the Championship Organisers in the interest of all cars being presented in a way representative of the Ginetta marque. It is not permitted to cover bodywork apertures and joint lines with adhesive tapes unless authorised by the Licenced Eligibility Scrutineer as a short-term repair.
- 6.4.4 It is not permitted to cover bodywork apertures and joint lines with adhesive tapes unless authorised by the Licenced Eligibility Scrutineer as a short-term repair. The only exception to this is the application of adhesive tape to cover a portion of the radiator aperture mesh but ensuring not to cover the power steering cooler. The tape must adhere to the mesh not the bodywork so as to not create an aerodynamic advantage.
- 6.4.5 The fitment of the mesh sill front end covers (Part Number-G55-B0250/0251) must be fitted to both Left and right hand sides of the vehicle. Rear covers (Part number-G55-B0261/B0262) must also be fitted both covers must be supplied by Ginetta Cars. Additional covers may be added but must be checked by the Licenced Eligibility Scrutineer before permitted for use.

- 6.4.6 Updated wing door mirrors (part numbers G55-B0509 & G55-B0510) must be fitted, It is permissible to use an alternative central rear-view mirror to the one supplied by Ginetta Cars.

The driver's seat is fixed and in compliance with Motorsport UK General Regulation J 5.3.1 (Ginetta part number G50Q0001). Drivers may change their seat only with written confirmation from the Championship Organisers and must be declared in writing when the car is presented for scrutineering. A FIA Homologated and in date seat must be fitted to FIA 8855-1999, FIA 8855-2021 or FIA Homologated to FIA 8862-2009 and complying with K2.2.

- 6.4.7 A standard front screen as supplied by Ginetta Cars Ltd must be fitted. (Ginetta part number G55-B0538).
- 6.4.8 The rear bumper vents must be covered with mesh as supplied by Ginetta cars. Alternative mesh may not be used. Part number G55-B0138 & G55-B0139
- 6.4.9 The front splitter must remain positioned in the same plane as the flat floor of the vehicle i.e. cannot be angled up or down in relation to the floor. This can be checked by taking a measurement from the main chassis rail running down the centre of the car inside the cockpit using a digital angle meter and comparing this with a measurement from the lower face of the crash box. The difference between these two measurements should be no more than 0.3 degrees. The front bumper should be fitted directly to the crash box.
- 6.4.10 It is permissible to fit a spacer between the crash box and the chassis to enable the splitter to be adjusted to the correct angle. It will be necessary to re-fit the front bumper to ensure that the space to the bonnet is acceptable.
- 6.4.11 All cars must be fitted with door impact foam on the driver's side using the standard kit as supplied by Ginetta cars LTD.

## **6.5 REAR WING**

- 6.5.1 The Ginetta G55 race car must only use a rear wing aero kit as supplied by Ginetta Cars Ltd. All components of the rear wing kit must remain as standard and as supplied by Ginetta Cars Ltd and may not be altered in any way. No additional structures other than those permitted or mandated by Ginetta Cars Ltd are allowed.
- 6.5.2 Details of the rear wing kit are shown in the current Ginetta G55 nomenclature.
- 6.5.3 The position angle and height of the rear wing may only be adjusted within standard limits of the rear wing aero kit using the pre-drilled holes and standard components. A template may be used to certify that no modifications have been made to any part of the rear wing kit.
- 6.5.4 The fitment of a rear wing gurney (Ginetta Part Number G55B0124) metallic or carbon fibre may be fitted and must be only that supplied through Ginetta Cars Ltd and not modified in any way.

## 6.6 PERMITTED ENGINE

- 6.6.1 The following specifications are for information only and are not intended to and do not infer modification is in anyway allowed.
- 6.6.2 The Ginetta G55 Cup Car is supplied with a current Ginetta Cars Ltd specification Ford 3.7 litre V6 engine and ancillaries built by Ginetta Cars Ltd and sealed by Ginetta Cars Ltd using Ginetta specific seals. Ginetta Cars Ltd will notify the Entrant of the location of the applied seals and will exclusively maintain a record of the locations and the seal numbers. The engine seals must remain intact and undamaged for the engine to be eligible to take part in official testing qualifying or racing events. It is the responsibility of the Competitor to ensure the security of the seals. Seals can only be removed by the Licenced Eligibility Scrutineer or approved agent of Ginetta Cars Ltd. All broken Seals are recorded and noted by the Championship Organiser and in the event of any seal being broken or in the absolute opinion of the Organisers having the appearance of having been tampered with then the engine shall be deemed by the Organisers ineligible in any event and shall be subject to inspection at exclusive cost to the Competitor payable as a debt. All relevant Championship Registrations shall be suspended until such time as the cost of inspection under this Regulation has been paid as cleared funds as directed by the Organisers.<sup>1</sup>
- 6.6.3 If the engine is damaged or worn it must be returned to Ginetta Cars for exchange or repair by Ginetta Cars Ltd at the competitor's cost. Any maintenance to the engine in an area not covered by the Seals must use original parts for this engine and which must be sourced exclusively from Ginetta Cars Ltd. In any dispute the part in question will be compared to the relevant part and/or drawing held by Ginetta Cars Ltd. Art.5.1.3 of these Regulations applies in any event. All relevant Championship Registrations shall be suspended until such time as the cost of repair or replacement as the case may be under this Regulation has been paid to Ginetta Cars Ltd as cleared funds.
- 6.6.4 Engine Control Unit. (ECU) The cars are fitted with either a MOTEC M800 or MOTEC M150. These are fitted with a bespoke Fuel and Ignition map and Engine run data which are Password protected. The ECU must not be tampered with in any way. The ECU can be interrogated at any time during a race meeting at the request of the Organisers by the Licenced Eligibility Scrutineer or approved Ginetta Cars agent. The Championship Organisers reserve the right to exchange any Competitor's ECU with an Official Series spare.
- 6.6.5 Engine Wiring Loom. This must remain as supplied by Ginetta Cars Ltd with no modifications permitted.
- 6.6.6 Manifolds. It is permissible to use only inlet and exhaust manifolds as specified in the Ginetta G55 Cup nomenclature and supplied by Ginetta Cars Ltd and bearing official identification stamps. Polishing abrasive cleaning or otherwise altering the manifolds internally is prohibited.
- 6.6.7 Catalytic Converters. A catalytic converter as supplied exclusively by Ginetta Cars Ltd must be fitted to each exhaust and must be working at all times and remain unmodified. Tests will be carried out to ensure compliance.

- 6.6.8 Air Filter. This must be fitted at all times and remain as supplied by Ginetta Cars Ltd. Refer to Art.6.8.1 of these Regulations.
- 6.6.9 Fuel Pressure. The fuel pressure regulator supplied with the car is the only eligible type. The fuel pressure must be 5.0 BAR +or-0.1 BAR. The fuel pressure will be checked regularly to ensure compliance.
- 6.6.10 Spark Plugs. New engines are supplied with Motorcraft Platinum CYFS12F-5 spark plugs. These can be replaced using NGK PTR 5A-10 5055 plugs supplied by Ginetta Cars Ltd. Only these alternative spark plugs are eligible in the Championship.
- 6.6.11 One of either of the following oil pump pulley and belts kits may be fitted:
- OIL SCAV BELT GIN-V6-0050
  - OIL PUMP PULLEY GIN-V6-K-0049

All other parts of the oil pump and scavenge system must remain as supplied by Ginetta Cars LTD.

## **6.7 TRANSMISSION / FINAL DRIVE**

- 6.7.1 The Ginetta G55 race car must retain the Hewland 6 speed sequential gearbox as supplied through Ginetta Cars Ltd. It is the competitor's responsibility to ensure that the following prescribed gear ratios are retained at all times during competition: 1st 15:30 2nd 15:23 3rd 17:21 4th 20:21 5th 25:23 6th 24:20.
- 6.7.2 A Ginetta Cars Ltd supplied CWP limited slip differential with a final drive ratio of 3:73 must be used, and must be fitted with the uprated Drexler internal unit supplied by Ginetta cars.
- 6.7.3 The sealed Gearbox and sealed differential may only be rebuilt by Ginetta Cars Ltd. Ginetta Cars Ltd will notify the Entrant of the location of the applied seals and will exclusively maintain a record of the locations and the seal numbers. The seals must remain intact and undamaged for the Gearbox and / or differential to be eligible to take part in official testing qualifying or racing events. It is the responsibility of the Competitor to ensure the security of the seals. Seals can only be removed by the Licenced Eligibility Scrutineer or approved agent of Ginetta Cars Ltd. All broken Seals are recorded and noted by the Championship Organiser and in the event of any seal being broken or in the absolute opinion of the Organisers having the appearance of having been tampered with then the relevant component shall be deemed by the Organisers ineligible in any event and shall be subject to inspection at exclusive cost to the Competitor payable as a debt. All relevant Championship Registrations shall be suspended until such time as the cost of inspection under this Regulation has been paid as cleared funds as directed by the Organisers
- 6.7.4 The clutch as supplied by Ginetta Cars Ltd must be retained in its original form.
- 6.7.5 Clutch master cylinder bore size 0.812 part number G40-G0053 may be fitted as an upgrade to the standard component.

- 6.7.6 Flywheel. The flywheel must remain as supplied by Ginetta Cars Ltd. The weight of any flywheel must be no less than 3.600kg and must not be modified in any way.
- 6.7.7 The Ginetta Cars Ltd supplied paddle shift system part number G50-G0222 must be fitted. The kit must be fitted as supplied by Ginetta Cars Ltd and fitted in its entirety.

## **6.8 INDUCTION SYSTEM**

- 6.8.1 The standard induction system as specified from time to time by and as supplied exclusively by Ginetta Cars Ltd and consisting of a single throttle body is the only permitted induction system. No modification to this system or inclusion of additional structures between the air box and throttle body assembly is permissible. The throttle body housing shall not be modified internally in any way. No polishing or re-profiling is permitted. The external throttle linkage including the throttle return spring and the fly by wire control unit may not be reworked or modified in any way. Air filter (G50E0015) must be used supplied as standard by Ginetta Cars Ltd. No modification is permissible to this system whatsoever. If any component of the induction system is found ineligible then Championship Penalties under these Regulations including the Commercial Regulations will be applied by the Organisers.

## **6.9 ELECTRICS**

- 6.9.1 Battery must remain as supplied by Ginetta Cars. The original location of the battery must be retained utilising the standard mountings. Terminals must be insulated. In compliance with Motorsport UK Regulation J 5.14.5 the battery earth lead should be identified by a yellow marking.
- 6.9.2 The coil on plug units must remain standard and in their original location. The dual-triple channel ignition modules must remain standard.
- 6.9.3 The fitting of additional instrumentation is not permitted unless under regulation 6.9.5.
- 6.9.4 The standard Motec data acquisition system is the only permitted device and must remain set to standard configuration as supplied with the Ginetta G55 Cup Car. No additional connections may be made to the ECU whatsoever other than the standard Ginetta logging update parts stated in regulation 6.9.11.
- 6.9.5 As a routine part of eligibility control procedures it may be called upon by either the Championship Organisers or Licenced Eligibility Scrutineer to make available all acquired data from the above detailed equipment at any point for the purpose of collecting engine performance data during either race or qualifying sessions and during official test sessions / Ginetta organised sessions. For this purpose the ECU download point must remain in its standard location. No additional connections whatsoever shall be made to the ECU as and except as supplied by Ginetta Cars Ltd.
- 6.9.6 The Championship Organisers reserve the right to download and access all data at any time including but not exclusively during race or qualifying sessions and during official test sessions / Ginetta organised sessions. Entrants and competitors shall make the car including but not exclusively the ECU accessible to the Organisers forthwith on request for examination and if desired data capture.

- 6.9.7 Any competitor may be required by the Organisers to run additional sensors at any time. It is at the sole discretion of the Organisers acting through the Licenced Eligibility Scrutineer as to which cars must run any additional sensors.
- 6.9.8 The 12 volt standard alternator as specified from time to time by Ginetta Cars Ltd must be fitted. The minimum output of the alternator must remain as standard at all times.
- 6.9.9 The starter motor must remain standard as supplied by Ginetta Cars Ltd (Ginetta part number G50E0004)
- 6.9.10 Cars must be fitted with model-standard Ginetta front lights with clear lenses or the alternative imitation light pod with clear lenses.
- 6.9.11 Cars must be fitted with the current Ginetta Cars Ltd specification rear lights, including brake lights (LED), fog lights and indicators.
- 6.9.12 Brake pressure and steering angle logging kits may only be fitted using the approved Ginetta Cars Ltd upgrade kits and fitted as per supplied instructions.
- 6.9.13 An upgraded Motec Power Distribution Module and control panel key pad may be fitted, with the associated wiring loom upgrades, part numbers GIN-LMP3-L0101, GIN-LMP3-L0099, G55-L0368/9

## **6.10 COOLING SYSTEM**

- 6.10.1 The standard layout of the cooling system must be as issued by Ginetta cars LTD. The radiator (Ginetta part number G55P0001) must be standard and remain in its original location. The only exception to this being the fitment of the Ginetta approved Hot Climate radiator and associated parts. Part Numbers: Radiator: G55-P0026, Brackets: G55-B0427, G55-B0428
- 6.10.2 The thermostat and housing may not be replaced.
- 6.10.3 It is permitted to replace the standard radiator cap with a motorsport type radiator cap of the same fitting. Max pressure of the cap must not exceed 25psi. These must be the same specification as the component Ginetta Part Number G40-P0001.
- 6.10.4 The diff cooler part number G50-N0014 must remain as standard and unmodified.
- 6.10.5 No other modifications than those referred to above are permissible.

## **6.11 BRAKES**

- 6.11.1 The standard braking system as supplied for the Championship exclusively by Ginetta Cars Ltd must be retained thus:  
 Front discs:  
 Ferrous vented discs 378mm o/dia x 32mm thick  
 Type: DIV2175X533C24 R (right-hand) and – L (left-hand)  
 Part numbers: L (G50-I0057) R (G55-I0058)

Rear discs:

Ferrous vented discs 330mm o/dia x 32mm thick with 6 x grooves per side  
Type: DV 330/32/55 – 12/203 R (right-hand) and – L (left-hand)  
Part numbers: L (G50-I0027) R (G55-I0028)

Minimum permitted disc thickness front and rear is 30mm. Art.5.1.3 applies.

With:

Front Callipers:

Alloy 6 pot callipers with 2 x 27.00mm dia pistons 2 x 31.8mm dia pistons and 2 x 38.1mm dia pistons

Type: CAR8949Y14SS RT (right-hand) and –LT (left-hand)  
Part numbers: L (G50-I0063) R (G55-I0068)

Rear Callipers:

Alloy 4 pot callipers : with 2 x 41.3mm dia pistons and 2 x 38.1mm dia pistons

Type: CRB 330/32 – 38/41 RT (right-hand) and –LT (left-hand)  
Part numbers: L (G123I-0051LP.00) R (G123I-0052RP.00)

There are NO permitted modifications to the above.

6.11.2 Brake master cylinders can be a mixture of the following sizes:

0.70 inch bore size Part Number	G50-i0053
0.75 inch bore size Part Number	G50-i0095
0.812 inch bore size Part Number	G40-G0053

6.11.3 All brake parts must be supplied exclusively through Ginetta Cars Ltd and must not be modified in any way.

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

Front: PERFORMANCE FRICTION; 7790.11.25.54 Part Number: G55-I0004  
Rear: PERFORMANCE FRICTION; 7700.11.16.54 Part Number: G55-I0003

6.11.4 Brake pads must be supplied by Ginetta Cars Ltd and are marked accordingly. In the event of an eligibility dispute and notwithstanding Art.5.1.3 reference will be made to PERFORMANCE FRICTION who will decide if the disputed component is authentic.

6.11.5 Brake lines must remain as standard supplied by Ginetta Cars Ltd and in the manufacturer's layout.

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



6.11.7 It is not permitted to direct air by means of ducting to the braking system unless previously advised in writing by Ginetta Cars Ltd as an approved system. The only exception to this will be the drilling of 3 x 50mm circular apertures in the brake master cylinder cover panel. These must be cut in front of the master cylinders only.

## 6.12 SUSPENSION

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

6.12.2 Front and Rear anti-roll bars must remain standard as supplied by Ginetta Cars Ltd and remain in the standard locations and standard material T45 35/2mm. Anti-roll bar stiffness adjustment is free within the range provided. It is permissible for one of the operating linkage rods to be removed.

Front anti roll bar (Ginetta part number G50-C0115)

Rear anti roll bar (Ginetta part number G50-D0039)

6.12.3 The lower damper bolt fitted to the car must be Part Number – G50-C0054. No earlier versions of the component will be permitted.

6.12.4 There are two minimum ride height requirements which the Ginetta G55 must conform to. The minimum ride height measured from the centre line of the front wheel to the rear of the vehicle must be in excess of **60mm** for any part of the vehicle. The minimum ride height measured from the centre line of the front wheel to the front of the vehicle shall be in excess of **45mm**.

6.12.5 At each Championship round the Licenced Eligibility Scrutineer will designate a location where all ride height measurements shall take place.

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

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

6.12.8 As standard the shims are supplied in the following thicknesses:

2.00mm Part Number: G50-C0011

3.00mm Part Number: G50-C0012

5.00mm Part Number: G50-C0013

6.12.9 The front and rear wheel camber may be adjusted to a minimum by use of a single 2.00 mm thick shim per upright and to a maximum of 15.00 mm per upright using a combination of the standard shims.

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

6.12.11 Springs. The only permitted springs are the ones as outlined below and supplied within the range as detailed by Ginetta Cars LTD and must be fitted to the front or rear of the car as described. The use of additional 'helper' springs is only permissible on the rear shock absorbers and must be supplied by Ginetta cars Part number - G50-D0062. Springs are required to have legible manufacturers identification marks to be considered to be compliant with the technical regulations.

6.12.12 Spring rate and part numbers must be as follows:

- a. 750 lbs (Ginetta part number G50-750X10X46) Rear
- b. 800 lbs (Ginetta part number G50-800X10X46) Front

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

6.12.14 Shock absorbers as specified from time to time by and supplied exclusively by Ginetta Cars Ltd in either single or double adjustable format and must remain to the original specification as supplied and located as supplied by Ginetta Cars Ltd. Damper traces detailing the required specification can be supplied by Ginetta Cars Ltd to Entrants and Teams on request for both single and double adjustable unit. Arts. 5.1.3 and 5.1.6 apply.

6.12.15 The following shock absorber damper eyes must be fitted as follows:

- 80mm Part number (G50-C0127) – Front
- 90mm Part Number (G55-D0044) - Rear

6.12.16 The standard track and wheelbase dimensions must be retained.

6.12.17 The standard red poly-bush wishbone spacer part no – G50-C0102 must remain fitted and in standard condition. It may be permitted to fit a 5mm piece (made from the body of the standard bush) between the two standard bush's on the longer of the two wishbone pick-ups.

6.12.18 Upgraded lower wishbones part no (G50-D0055 G50-C0138 G50-C0137) incorporating a rose joint in place of the poly-bush may be fitted but must remain in standard specification and only be fitted with approved associated spacers.

6.12.19 Upgraded rear toe link kits may be fitted – part number G55-D0053.

## **6.13 WHEELS**

6.13.1 The standard wheels of size 9" x 18" as supplied by Ginetta Cars Ltd (Ginetta part number G50-J0001) must be used on the front axle uprights and may not be modified or substituted for others.

6.13.2 The standard wheels of size 10" x 18" as supplied by Ginetta Cars Ltd (Ginetta Part Number G50-J0004) must be used on the rear axle uprights and may not be modified or substituted for others.

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

## 6.14 TYRES

Tyre Allocation Plan:

1,2,3	Brands Indy	14/15 May	6 NEW
4,5	Oulton Park	11/12 June	4 NEW / 2 USED
6,7,8	Knockhill	30/31 July	6 NEW
9,10,11	Snetterton	13/14 August	4 NEW / 2 USED
12,13,14	Thruxton	27/28 August	6 NEW
15,16,17	Silverstone National	24/25 September	4 NEW / 2 USED
18,19,20	Brands Hatch GP	08/09 October	6 NEW

6.14.1 The intention of these regulations is:

- (i) To contain costs by limiting the number of tyres which can be purchased on behalf of any one driver during the series.
- (ii) To limit the number of tyres used per car/driver per complete event.
- (iii) To prohibit the use of any method of raising the temperature of tyres by adding heat artificially.
- (iv) To prohibit the application of any material to alter the standard performance of the tyres.
- (iv) Any attempt whatsoever to circumvent these intentions or any fraudulent attempt to deface re-mark counterfeit or otherwise circumvent the unique tyre numbering system will automatically be the subject of a report to the Clerk of the Course and / or Championship Stewards for the application of penalties under these Regulations including revocation of all relevant Registrations.

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

- Michelin 25/64-18 S8L (slick front tyre)
- Michelin 27/65-18 S8L (slick rear tyre)
- Michelin 25/64-18 P2L (Wet front tyre)
- Michelin 27/65-18 P2L (wet rear tyre)

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

6.14.4 A maximum of 6 tyres must be presented at scrutineering (4 on the car 2 additional tyres) for Registration and recording by the Eligibility Scrutineer. The two additional tyres must consist of one front and one rear tyre. Two of the six tyres must be those used at a previous

meeting in the current Championship and as such will be recorded on a tyre seal form from a previous meeting. The only exception to this will be the following events:

Brands Indy	14/15 May	6 NEW
Knockhill	30/31 July	6 NEW
Thruxton	27/28 August	6 NEW
Brands Hatch GP	08/09 October	6 NEW

Where the maximum number of tyres available to each car is 6 new tyres per weekend.

- 6.14.5 If a competitor joins the Championship part way through the season or for a single round up to 4 new tyres may be allocated with the other two tyres being of a used condition. The Licenced Eligibility Scrutineer will have the final say on the tyres condition and if it meets the 'used' criteria.
- 6.14.6 Bar-coding and / or permanent paint marking will be used to control tyre use. It is the competitor's responsibility to ensure that all tyres are marked before use and logged by the series coordinator and/or Licenced Eligibility Scrutineer.
- 6.14.7 All tyres must be supplied by Ginetta Cars Ltd or their designated tyre supplier Protyre Motorsport. Tyres will be marked accordingly to certify that they have been supplied by one of these sources.
- 6.14.8 Tyre location on the G55 Cup Car must remain standard throughout any qualifying session i.e. it is not permissible to move tyre location across an axle or front to back mid-session.
- 6.14.9 A car may only use 4 dry tyres and 4 wet tyres during a qualifying session unless a tyre is damaged. If a tyre is damaged during a qualifying track session it may only be replaced with permission from the Licenced Eligibility Scrutineer and who may in their absolute discretion for the purposes of this Regulation consult with the tyre manufacturer or manufacturer's agent.
- 6.14.10 The type of tyre (wet or dry) may be altered during a session. However the location of any tyre on the car may not be altered during the course of the qualifying session. i.e. If dry tyre number 1 is located on the front right at the start of the qualifying session and the car ends the session on dry tyres then dry tyre number 1 must be located on the front right.
- 6.14.11 The use of tyre heating equipment / heat retention devices tyre treatments or compounds is prohibited. Any artificial cooling of tyres is prohibited.
- 6.14.12 Dry weather (slick) controlled tyres for the Championship will be marked on one face of the tyre by the appointed tyre marker with an individual unique serial number which will also be recorded in the drivers Tyre Purchase Record
- 6.14.13 Wet weather (treaded) tyres will not be serial numbered and will not be subject to this number limiting regulation.
- 6.14.14 It shall be the sole responsibility of the Drivers/Entrants to judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.

- 6.14.15 The Clerk of the Course will not judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.
- 6.14.16 Wet tyres may not be used in conjunction with dry tyres.
- 6.14.17 Any tyres required for use in official qualifying race(s) and official test days may only be purchased:
- (i) from the approved supplier (Protyre Motorsport) or through Ginetta Cars.
  - (ii) If at the time of purchase the drivers Tyre Purchase Record for the car onto which tyres are to be fitted is presented for inspection and allocation of tyre identification numbers.
- 6.14.18 Only in exceptional cases where in the judgement of the Licenced Eligibility Scrutineer damage to a maximum of 2(two) nominated slick tyres makes further participation in the event impossible nominated 'used' front and/or rear tyres may be substituted. A 'used' tyre is defined as a tyre that is visibly worn and been subjected to at least one heat cycle. With the exception of the first race weekend the 'used' spare tyres must be those used (and thus will have been nominated) on a previous race weekend or nominated during an official Ginetta test session. The substitution may only be authorised by the Licenced Eligibility Scrutineer Art.6.14.9 applies.
- 6.14.19 Only in very exceptional cases where in the judgement of the Licenced Eligibility Scrutineer damage to nominated slick tyres makes further participation in the event impossible and all previously nominated tyres are unusable new tyres may be purchased. Art.6.14.9 applies. The substitution may only be authorized by the Licenced Eligibility Scrutineer. Up to 4 new tyres may be purchased over a single race weekend. Drivers will be given a 9 Championship point reduction for each new tyre purchased outside of the original allocation.
- 6.14.20 Friday Free Practice Session: Competitors will be limited to 1 new set (four tyres) of the Championship nominated tyres to be used during the 2 free practice sessions scheduled to take place during the official pre-event test. These tyres will be nominated in the same way as tyres used on the race weekend. The only other tyres eligible to use on official test days will be tyres previously nominated for an earlier official test days or tyres nominated for Race Weekends.
- 6.14.21 Ginetta reserve the right to amend the tyre allocation during the course of the season, which will be communicated to competitors by way of a Championship bulletin.

## **6.15 TYRE NOMINATION**

- 6.15.1 Each driver/entrant must record on the Tyre Nomination Form the serial numbers of the 6 slick tyres which he/she intends to use in the event.
- 6.15.2 The Form must be signed by the driver/entrant and submitted to the Technical Support Vehicle before the first timed practice. The Licenced Eligibility Scrutineer or their appointed representative will sign for receipt and return the back copy. The onus is on the driver/entrant to ensure that the completed form is deposited with the Technical Support Vehicle and appointed representative before the first official timed practice. Failure to do so will be the subject of a report to the Clerk of the Course / Stewards.

- 6.15.3 During practice qualifying and race(s) only tyres nominated under 5.16.1 and wet weather (treaded) tyres may be kept in the pits.
- 6.15.4 During the event checks will be made by the Licenced Eligibility Scrutineer or their appointed representative to ensure compliance between the tyres used and serial numbers recorded on the nomination form. At the end of the race all placed cars will automatically be checked for compliance with this tyre regulation. Non-compliance at any time during the event will be the subject of a report to the Clerk of the Course/Stewards.
- 6.15.5 It is only permitted to inflate tyres with air of atmospheric composition no other medium may be used. The Licenced Eligibility Scrutineer may request for the inflated tyres to be tested at any time to ensure that no medium other than air is being used.
- 6.15.6 In those exceptional cases where in the judgement of the Licenced Eligibility Scrutineer damage to tyres through no fault of the driver/entrant makes further participation in the event impossible supplementary front and/or rear tyres may be nominated and used. Supplementary tyres are to be selected by the Licenced Eligibility Scrutineer from previously 'used' nominated tyres. The selection is to be entirely at the discretion of the Licenced Eligibility Scrutineer.
- 6.15.7 It is not permitted to use any means to artificially raise the temperature of tyres above ambient at any time prior to or during any event other than by the natural addition of heat resulting from permitted driving on the circuit.
- 6.15.8 Tyre warmers or any other device intended to modify or maintain tyre temperature is forbidden. Tyre warmers found at the circuit will be judged to be available for use and appropriate action will be taken.
- 6.15.9 Tyres must only be used in the standard condition as supplied by the manufacturer. The application of any material (liquid solid or gas) to any part(s) of the tyre is therefore forbidden. The only exceptions are the use of a mixture of pure domestic water and household detergent or the lubricant applied to the tyre bead for fitting purposes. The Championship Organisers reserve the right to take samples of tyre material at any time for laboratory analysis.
- 6.15.10 The application of any material (liquid solid or gas) to any part(s) of the tyres during official practice is forbidden.
- 6.15.11 It is not permitted to remove debris / rubber pick-up from the tyre surface by the use of a tool and / or heat gun.
- 6.15.12 Any tyre protection covers used at any time within the confines of the circuit must be of a temporary construction and must be capable of being used many times.
- 6.15.13 Pressure regulation valves are forbidden.

6.15.14 At the Licenced Eligibility Scrutineers discretion the 6 tyres for the event listed on the Tyre Nomination Form may be retained at the end of Official Practice and Race(s) until a minimum of 30 minutes prior to next time that the tyres are required to be used.

## **6.16 WEIGHT**

6.16.1 The minimum vehicle weight excluding driver is 1085kg including driver is 1195kg. The latter weight is intended to include the driver suitably dressed for competition with safety helmet and all safety equipment. It is emphasised that both these minimum weights must be respected at all times during both Qualifying and Competition. Failure to meet either or both will be considered an offence under these regulations.

6.16.2 In order to meet the criteria of 6.16.1 only it is permitted to add ballast to the car in accordance with Motorsport UK General Regulations J 15.15.1 – J15.15.4 Such ballast must be formed of solid unitary blocks. They must only be fixed using a ballast plate supplied by Ginetta Cars Ltd (Part number G50R0056) which is bolted to the floor of the passenger seat well in the designated area of the car. The ballast plate fixings must be able to withstand acceleration / deceleration forces of 25G.

6.16.3 Provision must be made for the Licenced Eligibility Scrutineer to affix seals to any ballast fitted.

6.16.4 Following competition, the driver must remain available with the car under Parc Fermé conditions until released by the Licenced Eligibility Scrutineer and / or `Organisers in order to ensure weighing is completed with the minimum of delay. Drivers who are required for post-race prize giving and / or media interviews and who are directed from Parc Fermé by an official of the meeting or a Ginetta official are permitted to leave Parc Fermé although must return to their car after such events have taken place to ensure weighing is completed.

6.16.5 If a car loses a part during qualifying or a race the weight of that part may be taken into account during eligibility checks. Following consultation, the Licenced Eligibility Scrutineer will determine whether any lost part should be taken into account.

6.16.6 The Organisers reserve the right to amend the minimum weights. Any amendments will be made by official Championship bulletin.

## **6.17 FUEL, FUEL INJECTION AND FUEL TANK**

6.17.1 A standard fuel tank as supplied by Ginetta Cars Ltd must be retained in its original position. The fuel delivery system must remain as original specification.

6.17.2 The standard 107 litre fuel tank and fuel delivery system may only be substituted by alternative components that are approved and supplied by Ginetta Cars Ltd. If alternative components are to be used these must be declared in writing when the car is presented for scrutineering.

6.17.3 The use of a controlled unleaded fuel complying with the definition laid down in the Nomenclature section B of the Motorsport UK General Regulations. (Technical Definitions)

and supplied by Petrochem Carless is mandatory. Compliance with this regulation will be verified by fuel testing throughout the season.

6.17.4 At the end of practice / qualifying and of the race at least 3 litres of fuel from the tank of the competing car must be available to the Licenced Eligibility Scrutineer for analysis if required. Compliance with minimum weight for the car will be taken before fuel is removed as part of any eligibility check

6.17.5 Front bulkhead to fuel rail upgraded fitting Ginetta Cars Ltd part number G50-M0027 may be fitted rather than the original jubilee clip.

## **6.18 SILENCING**

6.18.1 The exhaust system as supplied by Ginetta Cars Ltd must remain as standard and may not be altered. All cars must comply with Motorsport UK General Regulation J5.17 concerning noise levels and it is the competitor's responsibility to ensure that the car complies with currently enforced levels.

## **6.19 PRESENTATION**

6.19.1 Having due regard to the best interests of the Championship Sponsors the Championship image Ginetta Cars Ltd and of safety competing cars are to be presented in a clean and mechanically and visually acceptable condition. Organisers reserve the right to insist that such standards of presentation are maintained as a condition of racing within the Millers Oils Ginetta GT4 SuperCup Championship. Individual cars may fail scrutineering if as deemed by the Licenced Eligibility Scrutineer to be of poor presentation and / or mechanically unacceptable.



## **7 TECHNICAL REGULATIONS – Ginetta G56**

### ***7.1 The following technical regulations detailed in section 7 relate to cars participating in the G56 SuperCup class only.***

#### **SAFETY REQUIREMENTS**

7.1.1 The Ginetta G56 race car is manufactured to comply with the following safety requirements of Section K of the current Motorsport UK General Regulations and all which must be retained:

K Roll cage with side and rear safety protection bars

K2.1.4 Six Point safety harness.

K3.1 Plumbed in current FIA Homologated fire extinguisher system. This system must be in the 'armed' condition (i.e. be capable of being operated without the removal of any safety device) at all times whilst competing or practicing. The fire extinguisher cannot be disarmed in any Parc Fermé area without the specific permission of the Licenced Eligibility Scrutineer. Any system found to be incapable of being operated by virtue of the imposition of a safety device (e.g. pin) having been made whilst the vehicle is either competing or in Parc Fermé will be subject to report to the Clerk of the Course for possible penalisation as an offence against Safety Regulations.

K3.1 Plumbed in Fire Extinguisher

The extinguisher must be serviced every two years by the extinguisher manufacturer or the manufacturers agent to remain within its homologation.

For the avoidance of doubt this means that only the above applies and not any alternative service facility or persons.

K5 Two fog lamps which in the Ginetta are integral with the rear light cluster

K6 Internal fuel filler that can be positively closed

K8 External Circuit Breaker

K13 Head restraint – as part of mandatory seat.

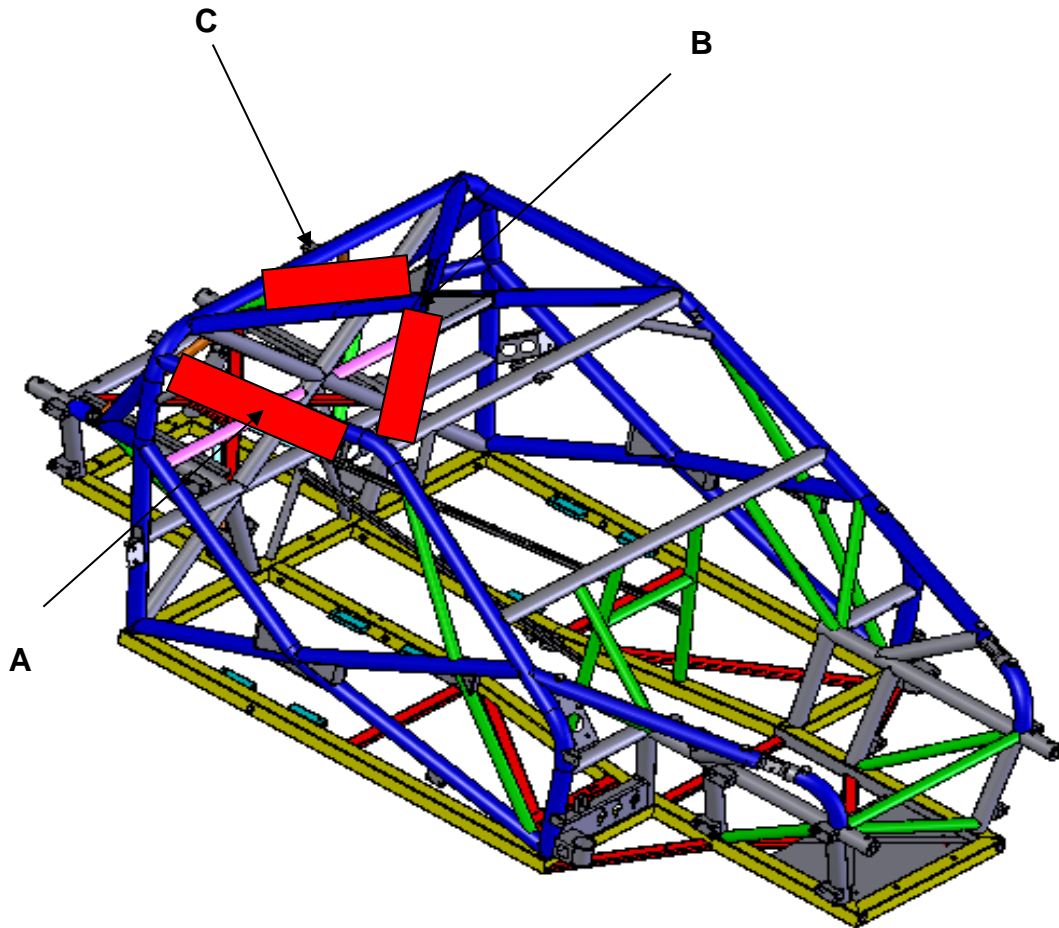
7.1.2 The attention of all competitors is drawn to Articles K9 K10 and K11 of the Motorsport UK General Regulations relating to overalls crash helmet and visors.

7.1.3 The use of an FIA Homologated FHR (head and neck support systems) is compulsory. The helmet manufacturer must certify the tether anchorages and their mounting.

7.1.4 For clarification on clothing standards and for a list of approved helmets refer to the FIA website [www.fia.com](http://www.fia.com).

7.1.5 Any padding on the roll cage must comply with FIA standard 8857-2001 or such other standard as may replace that from time to time.

7.1.6 Roll cage padding (complying with FIA standard 8857-2001 subject as stated at Art.6.1.5 above) must be used on the sections of roll cage as shown in the diagram below (note left hand driver variants must apply padding to the equivalent location on the left side of the vehicle):



Lengths of padding required:

A = 500mm

B = 450mm

C = 500mm

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

## **7.2 GENERAL TECHNICAL REQUIREMENTS**

- 7.2.1 The Ginetta G56 race car is built to comply with the provisions of Sections J Tech (all vehicles) and Q (race vehicles) of the current Motorsport UK General Regulations. Competitors are reminded that a catch tank must be fitted and that the location of the vehicle towing eyes should be suitably marked.
- 7.2.2 From time to time it will be necessary to approve alternative equivalent components. Only components approved as alternatives and published as such by the Championship Organisers and/or their appointed representatives in official amendments to these regulations are eligible for the Championship.
- 7.2.3 In case of force majeure Ginetta Cars may at any time approve alternative components. Competitors will be notified of any changes to the regulations via a published bulletin. If alternative components are to be used these must be declared in writing when the car is presented for scrutineering.

## **7.3 CHASSIS**

- 7.3.1 The Ginetta G56 car and chassis is manufactured to a standard specification and may not be altered. All chassis repair work must be undertaken only under the control and approval of Ginetta Cars Ltd. Breach of this Regulation may result in revocation of Championship Registration(s)

## **7.4 BODYWORK**

- 7.4.1 The Ginetta G56 race car body is manufactured to a standard specification. All body parts must be sourced and supplied exclusively through Ginetta Cars Ltd. Minor fibreglass repairs may be undertaken by the competitor provided that the body profile is not altered in any way. However the Organisers reserve the right to reject any such repairs whether in the interests of safety technical conformity or Championship aesthetic and to require the Entrant Team or Competitor to substitute the damaged repaired panel with a new panel sourced in accordance with this Regulation.
- 7.4.2 Additional ventilation holes may not be cut into the bodywork unless written consent has been given by Ginetta Cars Ltd and approved by the Licenced Eligibility Scrutineer.
- 7.4.3 A bodywork template/profile tool may be used by the Organisers at any time including but not exclusively at scrutineering to ensure that original shape and car profile is retained. No extra panelling either under floor or around the wheel arch area is permitted. The presentation of vehicle bodywork and repairs must be deemed acceptable by Ginetta Cars Ltd and the Championship Organisers in the interest of all cars being presented in a way representative of the Ginetta marque. It is not permitted to cover bodywork apertures and joint lines with adhesive tapes unless authorised by the Licenced Eligibility Scrutineer as a short-term repair.
- 7.4.4 It is not permitted to cover bodywork apertures and joint lines with adhesive tapes unless authorised by the Licenced Eligibility Scrutineer as a short-term repair. The only exception to this is the application of adhesive tape to cover a portion of the radiator aperture mesh

but ensuring not to cover the power steering cooler. The tape must adhere to the mesh not the bodywork so as to not create an aerodynamic advantage.

- 7.4.5 The fitment of the mesh sill front end covers (Part Number - G123B-0175NP.00 & G123B-0177NP.00) must be fitted to both Left and right-hand sides of the vehicle. Rear covers (Part number - G123B-0173NP.00 & G123B-0131LP.00) must also be fitted both covers must be supplied by Ginetta Cars. Additional covers may be added but must be checked by the Licenced Eligibility Scrutineer before permitted for use.
- 7.4.6 Door mirrors (part numbers G55-B0509 & G55-B0510) must be fitted, and remain in their original positions. It is permissible to use an alternative central rear-view mirror to the one supplied by Ginetta Cars.
- 7.4.7 The driver's seat is fixed and in compliance with Motorsport UK General Regulation K 2.2 (Ginetta part number G40-Q0110). Drivers may change their seat only with written confirmation from the Championship Organisers. A FIA Homologated and in date seat must be fitted to FIA 8855-1999, FIA 8855-2021 or FIA 8862-2009 complying with K2.2.
- 7.4.8 A standard front screen as supplied by Ginetta Cars Ltd must be fitted. (Ginetta part number G55-B0538).
- 7.4.9 The rear bumper vents must be covered with mesh as supplied by Ginetta cars. Alternative mesh may not be used.
- 7.4.10 The front bumper lower metal guard must remain positioned directly to the front bumper. The front bumper should be fitted directly to the crash box.

## **7.5 REAR WING**

- 7.5.1 The Ginetta G56 race car must only use a rear wing aero kit as supplied by Ginetta Cars Ltd. All components of the rear wing kit must remain as standard and as supplied by Ginetta Cars Ltd and may not be altered in any way. No additional structures other than those permitted or mandated by Ginetta Cars Ltd are allowed.
- 7.5.2 Details of the rear wing kit are available from Ginetta.
- 7.5.3 The position angle and height of the rear wing is fixed for mounting of the wing stay to wing box positions. A template may be used to certify that no modifications have been made to any part of the rear wing kit.
- 7.5.4 The fitment of a rear wing gurney is mandatory (Ginetta Part Number G55B0124) metallic or carbon fibre may be fitted and must be only that supplied through Ginetta Cars and must not be modified in any way from its standard size and shape.
- 7.5.5 The Ginetta G56 race car must only use a rear wing aero kit as supplied by Ginetta Cars Ltd. All components of the rear wing kit must remain as standard and as supplied by Ginetta Cars Ltd and may not be altered in any way. No additional structures other than those permitted or mandated by Ginetta Cars Ltd are allowed.

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

## **7.6 PERMITTED ENGINE**

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

7.6.2 The Ginetta G56 race car is supplied with a current Ginetta Cars Ltd specification 6.2 litre V8 engine and ancillaries built by Ginetta Cars Ltd and sealed by Ginetta Cars Ltd using Ginetta specific seals. Ginetta Cars Ltd will notify the Entrant of the location of the applied seals and will exclusively maintain a record of the locations and the seal numbers. The engine seals must remain intact and undamaged for the engine to be eligible to take part in official testing qualifying or racing events. It is the responsibility of the Competitor to ensure the security of the seals. Seals can only be removed by the Licenced Eligibility Scrutineer or approved agent of Ginetta Cars Ltd. All broken Seals are recorded and noted by the Championship Organiser and in the event of any seal being broken or in the absolute opinion of the Organisers having the appearance of having been tampered with then the engine shall be deemed by the Organisers ineligible in any event and shall be subject to inspection at exclusive cost to the Competitor payable as a debt. All relevant Championship Registrations shall be suspended until such time as the cost of inspection under this Regulation has been paid as cleared funds as directed by the Organisers.<sup>2</sup>

7.6.3 If the engine is damaged or worn it must be returned to Ginetta Cars for exchange or repair by Ginetta Cars Ltd at the competitor's cost. Any maintenance to the engine in an area not covered by the Seals must use original parts for this engine and which must be sourced exclusively from Ginetta Cars Ltd. In any dispute the part in question will be compared to the relevant part and/or drawing held by Ginetta Cars Ltd. All relevant Championship Registrations shall be suspended until such time as the cost of repair or replacement as the case may be under this Regulation has been paid to Ginetta Cars Ltd as cleared funds.

7.6.4 Engine Control Unit. (ECU) The cars are fitted with a MOTEC M150 ECU. These are fitted with a bespoke Fuel and Ignition map and Engine run data which are Password protected. The ECU must not be tampered with in any way. The ECU can be interrogated at any time during a race meeting at the request of the Organisers by the Licenced Eligibility Scrutineer or approved Ginetta Cars agent. The Championship Organisers reserve the right to exchange any Competitor's ECU with an Official Series spare.

7.6.5 Engine Wiring Loom. This must remain as supplied by Ginetta Cars Ltd with no modifications permitted.

7.6.6 Manifolds. It is permissible to use only inlet and exhaust manifolds as specified in the Ginetta G56 nomenclature and supplied by Ginetta Cars Ltd and bearing official identification stamps. Polishing abrasive cleaning or otherwise altering the manifolds internally is prohibited.

- 7.6.7 Catalytic Converters. A catalytic converter as supplied exclusively by Ginetta Cars Ltd must be fitted to each exhaust and must be working at all times and remain unmodified. Tests will be carried out to ensure compliance.
- 7.6.8 Air Filter. This must be fitted at all times and remain as supplied by Ginetta Cars Ltd.
- 7.6.9 Fuel Pressure. The fuel pressure regulator supplied with the car is the only eligible type. The fuel pressure must be 4.0 BAR +or-0.1 BAR. The fuel pressure will be checked regularly to ensure compliance.
- 7.6.10 Spark Plugs. All cars must be fitted with NGK BPR6EFIX-10 spark plugs supplied by Ginetta Cars Ltd. These are the only spark plugs eligible in the Championship.

## **7.7 -TRANSMISSION / FINAL DRIVE**

- 7.7.1 The Ginetta G56 race car must retain the Xtrac 6 speed sequential gearbox as supplied through Ginetta Cars Ltd. It is the competitor's responsibility to ensure that the following prescribed gear ratios are retained at all times during competition: 1<sup>st</sup> 2.85, 2<sup>nd</sup> 2.23, 3<sup>rd</sup> 1.80, 4<sup>th</sup> 1.50, 5<sup>th</sup> 1.28, 6<sup>th</sup> 1.09
- 7.7.2 A Ginetta Cars Ltd supplied CWP limited slip differential with a final drive ratio of 2.82 must be used. This is the only allowable unit.
- 7.7.3 The sealed transaxle may only be rebuilt by Ginetta Cars Ltd. Ginetta Cars Ltd will notify the Entrant of the location of the applied seals and will exclusively maintain a record of the locations and the seal numbers. The seals must remain intact and undamaged for the Gearbox and / or differential to be eligible to take part in official testing qualifying or racing events. It is the responsibility of the Competitor to ensure the security of the seals. Seals can only be removed by the Licenced Eligibility Scrutineer or approved agent of Ginetta Cars Ltd. All broken Seals are recorded and noted by the Championship Organiser and in the event of any seal being broken or in the absolute opinion of the Organisers having the appearance of having been tampered with then the relevant component shall be deemed by the Organisers ineligible in any event and shall be subject to inspection at exclusive cost to the Competitor payable as a debt. All relevant Championship Registrations shall be suspended until such time as the cost of inspection under this Regulation has been paid as cleared funds as directed by the Organisers
- 7.7.4 The clutch as supplied by Ginetta Cars Ltd must be retained in its original form.
- 7.7.5 Clutch master cylinder bore size 0.625 part number G112I-0033NP.00 must be used.
- 7.7.6 Flywheel. The flywheel must remain as supplied by Ginetta Cars Ltd. The weight of any flywheel must be no less than 2.300kg and must not be modified in any way.
- 7.7.7 The Ginetta Cars Ltd supplied paddle shift system must remain as standard with no permitted modifications.

## **7.8 INDUCTION SYSTEM**

7.8.1 The standard induction system as specified from time to time by and as supplied exclusively by Ginetta Cars Ltd and consisting of a single throttle body is the only permitted induction system. No modification to this system or inclusion of additional structures between the air box and throttle body assembly is permissible. The throttle body housing shall not be modified internally in any way. No polishing or re-profiling is permitted. The fly by wire control unit may not be reworked or modified in any way. Air filter (G114E-0075NP.00) must be used supplied as standard by Ginetta Cars Ltd. No modification is permissible to this system whatsoever. If any component of the induction system is found ineligible then Championship Penalties under these Regulations including the Commercial Regulations will be applied by the Organisers.

## **7.9 ELECTRICS**

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

7.9.2 The ignition coil units must remain standard and in their original location.

7.9.3 The fitting of additional instrumentation is not permitted unless under regulation 6.9.5.

7.9.4 The standard Motec data acquisition system is the only permitted device and must remain set to standard configuration as supplied with the Ginetta G56 race car. No additional connections may be made to the ECU whatsoever with the exception of a VBOX CAN lead.

7.9.5 As a routine part of eligibility control procedures it may be called upon by either the Championship Organisers or Licenced Eligibility Scrutineer to make available all acquired data from the above detailed equipment at any point for the purpose of collecting engine performance data during either race or qualifying sessions and during official test sessions / Ginetta organised sessions. For this purpose the ECU download point must remain in its standard location. No additional connections whatsoever shall be made to the ECU as and except as supplied by Ginetta Cars Ltd.

7.9.6 The Championship Organisers reserve the right to download and access all data at any time including but not exclusively during race or qualifying sessions and during official test sessions / Ginetta organised sessions. Entrants and competitors shall make the car including but not exclusively the ECU accessible to the Organisers forthwith on request for examination and if desired data capture.

7.9.7 Any competitor may be required by the Organisers to run additional sensors at any time. It is at the sole discretion of the Organisers acting through the Licenced Eligibility Scrutineer as to which cars must run any additional sensors.

7.9.8 The 12 volt standard alternator as specified from time to time by Ginetta Cars Ltd must be fitted. The minimum output of the alternator must remain as standard at all times.

- 7.9.9 The starter motor must remain standard as supplied by Ginetta Cars Ltd (GIN-LMP3-E0278)
- 7.9.10 Cars must be fitted with model-standard Ginetta front lights with yellow lenses or the alternative imitation light pod with yellow lenses.
- 7.9.11 Cars must be fitted with the current Ginetta Cars Ltd specification rear lights including brake lights (LED), fog lights and indicators.
- 7.9.12 Steering angle logging kits may only be fitted using the approved Ginetta Cars Ltd upgrade kits and fitted as per supplied instructions.
- 7.9.13 The Motec Power Distribution Module and control panel key pad must be fitted, with the associated wiring loom, part numbers GIN-LMP3-L0101, GIN-LMP3-L0099, G114L-0013NA.00

## **7.10 COOLING SYSTEM**

- 7.10.1 The standard layout of the cooling system must be as issued by Ginetta cars LTD. The radiator (Ginetta part number G114P-0039NP.00) must be standard and remain in its original location.
- 7.10.2 The thermostat and housing must remain fitted and cannot be exchanged.
- 7.10.3 The radiator cap must remain standard and unmodified. These must be as supplied, Ginetta Part Number-G114P-0071NP.00
- 7.10.4 The transaxle cooler part number G50-N0014 must remain as standard and unmodified, along with the associated pipework.
- 7.10.5 No other modifications than those referred to above are permissible.
- 7.10.6 Air conditioning systems must remain complete and in standard configuration, including all belts, pipework, pump and condenser. It is not a requirement for the system to be gassed.

## **7.11 BRAKES**

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

Front discs:

Ferrous vented discs 372mm o/dia x 34mm thick

Part No G132I-0027LP.00 (Left Hand) and G132I-0028RP.00 (Right Hand)

Rear discs:

Ferrous vented discs 355mm o/dia x 34mm thick

Part No G112I-0015LP.00 (Left Hand) and G112I-0016RP.00 (Right Hand)

Minimum permitted disc thickness front and rear is 33mm.

With:



#### Front Callipers:

Alloy 6 pot callipers with 2 x 38.1mm dia pistons, 2 x 31.8mm dia pistons, 2 x 27mm dia pistons

Part No – G112I-0017LP.00 (Left Hand), G112I-0018RP.00 (Right Hand)

#### Rear Callipers:

Alloy 6 pot callipers with 2 x 38.1mm dia pistons, 2 x 31.8mm dia pistons, 2 x 27mm dia pistons

Part No - G112I-0019LP.00 (Left Hand), G112I-0020RP.00 (Right Hand)

There are NO permitted modifications to the above.

7.11.2 Brake master cylinders must remain as the standard, unmodified 0.705-inch bore front (Ginetta Part G114I-0047NP.01) and 1.00-inch bore rear (Ginetta Part G114I-0047NP.05)

7.11.3 All brake parts must be supplied exclusively through Ginetta Cars Ltd and must not be modified in any way.

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

Front: PERFORMANCE FRICTION; 7799.13.29.54 Part Number: G132I-0091NP.00

Rear: PERFORMANCE FRICTION; 7797.13.25.54 Part Number: G132I-0093NP.00

7.11.4 Brake pads must be supplied by Ginetta Cars Ltd and are marked accordingly. In the event of an eligibility dispute and notwithstanding Art.5.1.3 reference will be made to PERFORMANCE FRICTION who will decide if the disputed component is authentic.

7.11.5 Brake lines must remain as standard supplied by Ginetta Cars Ltd and in the manufacturer's layout.

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

7.11.7 It is not permitted to direct air by means of ducting to the braking system unless previously advised in writing by Ginetta Cars Ltd as an approved system. The only exception to this will be the drilling of 3 x 50mm circular apertures in the brake master cylinder cover panel. These must be cut in front of the master cylinders only.

## **7.12 SUSPENSION**

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

7.12.2 Front and Rear anti-roll bars must remain standard as supplied by Ginetta Cars Ltd and remain in the standard locations and standard material T45 35/2mm. Anti-roll bar stiffness adjustment is free within the range provided. It is permissible for one of the operating linkage rods to be removed.

Front anti roll bar (Ginetta part number G50-C0115)

Rear anti roll bar (Ginetta part number G50-D0039)

- 7.12.3 The minimum ride height measured from the centre line of the front wheel to the rear of the vehicle must be in excess of **60mm** for any part of the vehicle. The minimum ride height measured from the centre line of the front wheel to the front of the vehicle shall be in excess of **45mm**.
- 7.12.4 At each Championship round the Licenced Eligibility Scrutineer will designate a location where all ride height measurements shall take place.
- 7.12.5 These measurements shall be applied with the driver on board and with tyres normally inflated. If the ride height is measured at the end of an on-track session the tyre pressures may not be altered prior to the ride height being checked.
- 7.12.6 The front and rear wheel camber angle may be adjusted by means of standard size shims. The only permitted shims are those supplied by Ginetta Cars Ltd.
- 7.12.7 As standard the shims are supplied in the following thicknesses:
- 2.00mm
  - 3.00mm
  - 5.00mm
- 7.12.8 The front and rear wheel camber may be adjusted to a minimum by use of a single 2.00 mm thick shim per upright and to a maximum of 15.00 mm per upright using a combination of the standard shims.
- 7.12.9 The front and rear wheel toe in/out may be adjusted within standard limits and with no modification.
- 7.12.10 Springs. The only permitted springs are the ones as outlined below and supplied within the range as detailed by Ginetta Cars LTD and must be fitted to the front or rear of the car as described.
- 7.12.11 Spring rate and part numbers must be as follows:
1. 900 lbs (Ginetta part number G50-900X10X46) Rear
  2. 1100 lbs (Ginetta part number G50-C0094) Front
- 7.12.12 If the distinguishing marks become illegible the component may be re-authenticated providing an audit trail and compliance with the component specification can be demonstrated.
- 7.12.13 Shock absorbers as specified as part number G114C-0015NA.00 (Front) and G114C-0017NA.00 (Rear) supplied exclusively by Ginetta Cars Ltd in double adjustable format and must remain to the original specification as supplied and located as supplied by Ginetta Cars Ltd. Damper traces detailing the required specification can be supplied by Ginetta Cars Ltd.
- 7.12.14 The standard track and wheelbase dimensions must be retained.

7.12.15 Wishbones must remain in standard specification and only be fitted with approved associated spacers.

7.12.16 Toe link must remain standard with no modification.

### 7.13 WHEELS

7.13.1 The standard wheels of size "18x10" as supplied by Ginetta Cars Ltd (Ginetta part number G114J-0001NP.00) must be used on the all axle uprights and may not be modified or substituted for others.

7.13.2 If the race is declared wet and wet weather tyres are to be fitted, wheels of size 109" x 18" (Ginetta part number G50J0001) must be used on the front axle uprights and 10" x 18" (Ginetta part number G50J0004) must be used on the rear axle uprights and must remain as supplied by Ginetta Cars Ltd and must not be modified or substituted for others.

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

### 7.14 TYRES

Tyre Allocation Plan:

1,2,3	Brands Indy	14/15 May	6 NEW
4,5	Oulton Park	11/12 June	4 NEW / 2 USED
6,7,8	Knockhill	30/31 July	6 NEW
9,10,11	Snetterton	13/14 August	4 NEW / 2 USED
12,13,14	Thruxton	27/28 August	6 NEW
15,16,17	Silverstone National	24/25 September	4 NEW / 2 USED
18,19,20	Brands Hatch GP	08/09 October	6 NEW

7.14.1 The intention of these regulations is:

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

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

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

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

(iv) Any attempt whatsoever to circumvent these intentions or any fraudulent attempt to deface re-mark counterfeit or otherwise circumvent the unique tyre numbering system will automatically be the subject of a report to the Clerk of the Course and / or Championship Stewards for the application of penalties under these Regulations including revocation of all relevant Registrations.

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

- Michelin 27/65-18 S9L (slick front tyre)
- Michelin 27/65-18 S9L (slick rear tyre)
- Michelin 27/65-18 P2L (Wet front tyre)
- Michelin 27/65-18 P2L (wet rear tyre)

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

7.14.4 A maximum of 6 tyres must be presented at scrutineering (4 on the car 2 additional tyres) for Registration and recording by the Eligibility Scrutineer. The two additional tyres must consist of one front and one rear tyre. Two of the six tyres must be those used at a previous meeting in the current Championship and as such will be recorded on a tyre seal form from a previous meeting. The only exception to this will be the following events:

1,2,3	Brands Indy	14/15 May	6 NEW
6,7,8	Knockhill	30/31 July	6 NEW
12,13,14	Thruxton	27/28 August	6 NEW
18,19,20	Brands Hatch GP	08/09 October	6 NEW

Where the maximum number of tyres available to each car is 6 new tyres per weekend.

7.14.5 If a competitor joins the Championship part way through the season or for a single round up to 4 new tyres may be allocated with the other two tyres being of a used condition. The Licenced Eligibility Scrutineer will have the final say on the tyres condition and if it meets the 'used' criteria.

7.14.6 Bar-coding and / or permanent paint marking will be used to control tyre use. It is the competitor's responsibility to ensure that all tyres are marked before use and logged by the series coordinator and/or Licenced Eligibility Scrutineer.

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

7.14.8 Tyre location on the G56 Cup Car must remain standard throughout any qualifying session i.e. it is not permissible to move tyre location across an axle or front to back mid-session.

7.14.9 A car may only use 4 dry tyres and 4 wet tyres during a qualifying session unless a tyre is damaged. If a tyre is damaged during a qualifying track session it may only be replaced with permission from the Licenced Eligibility Scrutineer and who may in their absolute discretion for the purposes of this Regulation consult with the tyre manufacturer or manufacturer's agent.

- 7.14.10 The type of tyre (wet or dry) may be altered during a session. However the location of any tyre on the car may not be altered during the course of the qualifying session. i.e. If dry tyre number 1 is located on the front right at the start of the qualifying session and the car ends the session on dry tyres then dry tyre number 1 must be located on the front right.
- 7.14.11 The use of tyre heating equipment / heat retention devices tyre treatments or compounds is prohibited. Any artificial cooling of tyres is prohibited.
- 7.14.12 Dry weather (slick) controlled tyres for the Championship will be marked on one face of the tyre by the appointed tyre marker with an individual unique serial number which will also be recorded in the drivers Tyre Purchase Record
- 7.14.13 Wet weather (treaded) tyres will not be serial numbered and will not be subject to this number limiting regulation.
- 7.14.14 It shall be the sole responsibility of the Drivers/Entrants to judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.
- 7.14.15 The Clerk of the Course will not judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.
- 7.14.16 Wet tyres may not be used in conjunction with dry tyres.
- 7.14.17 Any tyres required for use in official qualifying race(s) and official test days may only be purchased:
- (i) from the approved supplier (Protyre Motorsport) or through Ginetta Cars.
  - (ii) If at the time of purchase the drivers Tyre Purchase Record for the car onto which tyres are to be fitted is presented for inspection and allocation of tyre identification numbers.
- 7.14.18 Only in exceptional cases where in the judgement of the Licenced Eligibility Scrutineer damage to a maximum of 2(two) nominated slick tyres makes further participation in the event impossible nominated 'used' front and/or rear tyres may be substituted. A 'used' tyre is defined as a tyre that is visibly worn and been subjected to at least one heat cycle. With the exception of the first race weekend the 'used' spare tyres must be those used (and thus will have been nominated) on a previous race weekend or nominated during an official Ginetta test session. The substitution may only be authorised by the Licenced Eligibility Scrutineer Art.6.14.9 applies.
- 7.14.19 Only in very exceptional cases where in the judgement of the Licenced Eligibility Scrutineer damage to nominated slick tyres makes further participation in the event impossible and all previously nominated tyres are unusable new tyres may be purchased. Art.6.14.9 applies. The substitution may only be authorized by the Licenced Eligibility Scrutineer. Up to 4 new tyres may be purchased over a single race weekend. Drivers will be given a 9 Championship point reduction for each new tyre purchased outside of the original allocation.
- 7.14.20 Friday Free Practice Session: Competitors will be limited to 1 new set (four tyres) of the Championship nominated tyres to be used during the 2 free practice sessions scheduled to take place during the official pre-event test. These tyres will be nominated in the same way as tyres used on the race weekend. The only other tyres eligible to use on official test days

will be tyres previously nominated for an earlier official test days or tyres nominated for Race Weekends.

- 7.14.21 Ginetta reserve the right to amend the tyre allocation during the course of the season, which will be communicated to competitors by way of a Championship bulletin.
- 7.14.22 At the Licenced Eligibility Scrutineers discretion, the 6 tyres for the event listed on the Tyre Nomination Form may be retained at the end of Official Practice and Race(s) until a minimum of 30 minutes prior to next time that the tyres are required to be used.

## **7.15 TYRE NOMINATION**

- 7.15.1 Each driver/entrant must record on the Tyre Nomination Form the serial numbers of the 6 slick tyres which he/she intends to use in the event.
- 7.15.2 The Form must be signed by the driver/entrant and submitted to the Technical Support Vehicle before the first timed practice. The Licenced Eligibility Scrutineer or his appointed representative will sign for receipt and return the back copy. The onus is on the driver/entrant to ensure that the completed form is deposited with the Technical Support Vehicle and appointed representative before the first official timed practice. Failure to do so will be the subject of a report to the Clerk of the Course / Stewards.
- 7.15.3 During practice qualifying and race(s) only tyres nominated under 5.16.1 and wet weather (treaded) tyres may be kept in the pits.
- 7.15.4 During the event checks will be made by the Licenced Eligibility Scrutineer or their appointed representative to ensure compliance between the tyres used and serial numbers recorded on the nomination form. At the end of the race all placed cars will automatically be checked for compliance with this tyre regulation. Non-compliance at any time during the event will be the subject of a report to the Clerk of the Course/Stewards.
- 7.15.5 It is only permitted to inflate tyres with air of atmospheric composition no other medium may be used. The Licenced Eligibility Scrutineer may request for the inflated tyres to be tested at any time to ensure that no medium other than air is being used.
- 7.15.6 In those exceptional cases where in the judgement of the Licenced Eligibility Scrutineer damage to tyres through no fault of the driver/entrant makes further participation in the event impossible supplementary front and/or rear tyres may be nominated and used. Supplementary tyres are to be selected by the Licenced Eligibility Scrutineer from previously 'used' nominated tyres. The selection is to be entirely at the discretion of the Licenced Eligibility Scrutineer.
- 7.15.7 It is not permitted to use any means to artificially raise the temperature of tyres above ambient at any time prior to or during any event other than by the natural addition of heat resulting from permitted driving on the circuit.
- 7.15.8 Tyre warmers or any other device intended to modify or maintain tyre temperature is forbidden. Tyre warmers found at the circuit will be judged to be available for use and appropriate action will be taken.

- 7.15.9 Tyres must only be used in the standard condition as supplied by the manufacturer. The application of any material (liquid solid or gas) to any part(s) of the tyre is therefore forbidden. The only exceptions are the use of a mixture of pure domestic water and household detergent or the lubricant applied to the tyre bead for fitting purposes. The Championship Organisers reserve the right to take samples of tyre material at any time for laboratory analysis.
- 7.15.10 The application of any material (liquid solid or gas) to any part(s) of the tyres during official practice is forbidden.
- 7.15.11 It is not permitted to remove debris / rubber pick-up from the tyre surface by the use of a tool and / or heat gun.
- 7.15.12 Any tyre protection covers used at any time within the confines of the circuit must be of a temporary construction and must be capable of being used many times.
- 7.15.13 Pressure regulation valves are forbidden.
- 7.15.14 At the Licenced Eligibility Scrutineers discretion, the 6 tyres for the event listed on the Tyre Nomination Form may be retained at the end of Official Practice and Race(s) until a minimum of 30 minutes prior to next time that the tyres are required to be used.

## **7.16 WEIGHT**

- 7.16.1 The minimum vehicle weight excluding driver is 1240kg including driver is 1350kg. The latter weight is intended to include the driver suitably dressed for competition with safety helmet and all safety equipment. It is emphasised that both these minimum weights must be respected at all times during both Qualifying and Competition. Failure to meet either or both will be considered an offence under these regulations.
- 7.16.2 In order to meet the criteria of 6.16.1 only it is permitted to add ballast to the car in accordance with Motorsport UK General Regulations J 15.15.1 – J15.15.4 Such ballast must be formed of solid unitary blocks. They must only be fixed using a ballast plate supplied by Ginetta Cars Ltd (Part number G50-R0086) which is bolted to the floor of the passenger seat well in the designated area of the car. The ballast plate fixings must be able to withstand acceleration / deceleration forces of 25G.
- 7.16.3 Provision must be made for the Licenced Eligibility Scrutineer to affix seals to any ballast fitted.
- 7.16.4 Following competition the driver must remain available with the car under Parc Fermé conditions until released by the Licenced Eligibility Scrutineer and / or Organisers in order to ensure weighing is completed with the minimum of delay. Drivers who are required for post-race prize giving and / or media interviews and who are directed from Parc Fermé by an official of the meeting or a Ginetta official are permitted to leave Parc Fermé although must return to their car after such events have taken place to ensure weighing is completed.

7.16.5 If a car loses a part during qualifying or a race the weight of that part may be taken into account during eligibility checks. Following consultation the Licenced Eligibility Scrutineer will determine whether any lost part should be taken into account.

7.16.6 The Organisers reserve the right to amend the minimum weights. Any amendments will be made by official Championship bulletin.

### **7.17 FUEL, FUEL INJECTION AND FUEL TANK**

7.17.1 A standard fuel tank as supplied by Ginetta Cars Ltd must be retained in its original position. The fuel delivery system must remain as original specification.

7.17.2 The standard 130 litre fuel tank and fuel delivery system may only be substituted by alternative components that are approved and supplied by Ginetta Cars Ltd. If alternative components are to be used these must be declared in writing when the car is presented for scrutineering.

7.17.3 The use of a controlled unleaded fuel complying with the definition laid down in the Nomenclature section B of the Motorsport UK General Regulations. (Technical Definitions) and supplied by Petrochem Carless is mandatory. Compliance with this regulation will be verified by fuel testing throughout the season.

7.17.4 At the end of practice / qualifying and of the race at least 3 litres of fuel from the tank of the competing car must be available to the Licenced Eligibility Scrutineer for analysis if required. Compliance with minimum weight for the car will be taken before fuel is removed as part of any eligibility check

### **7.18 SILENCING**

7.18.1 The exhaust system as supplied by Ginetta Cars Ltd must remain as standard and may not be altered. All cars must comply with Motorsport UK General Regulation J5.17. concerning noise levels and it is the competitor's responsibility to ensure that the car complies with currently enforced levels.

### **7.19 PRESENTATION**

7.19.1 Having due regard to the best interests of the Championship Sponsors the Championship image Ginetta Cars Ltd and of safety, competing cars are to be presented in a clean and mechanically and visually acceptable condition. Organisers reserve the right to insist that such standards of presentation are maintained as a condition of racing within the Ginetta GT4 SuperCup Championship. Individual cars may fail scrutineering if as deemed by the Licenced Eligibility Scrutineer to be of poor presentation and / or mechanically unacceptable.



## **8 COMMERCIAL REGULATIONS**

- 8.1.1 The following Commercial Regulations are contractual between the Entrant and / or Teams and / or Driver and the Organisers and / or Promoters and are not considered by Motorsport UK. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Championship Stewards and / or the Motorsport UK / MSC. However, these Commercial Regulations are in the nature of a continuing binding contractual warranty and Regulations given by and on behalf of all Entrants Teams and Competitors in the Championship to the Organisers by the action of applying for and during any current period of Registration and accordingly they are enforceable as such.
- 8.1.2 All Entrants Teams and Competitors acknowledge warrant and undertake with the Organisers that any Championship Registration under these Championship Regulations may be suspended withdrawn or revoked by the Organisers for any breach of these Championship Regulations including but not exclusively these Commercial Regulations. Such suspension withdrawal or revocation of Registration except as provided herein shall not serve in the nature of any liquidated damages or penalty for breach of the contract that is represented by the Championship Regulations and the Organisers are at liberty to seek such remedy and in such forum as they may in their absolute discretion deem appropriate.

### **8.2 COMMERCIAL REGULATIONS**

- 8.2.1 The Race Meetings comprising the Championship shall be conducted in accordance with the Regulations and these Commercial Regulations.
- 8.2.2 In these Commercial Regulations the nomenclature definitions and abbreviations specified in the General Regulations of the Motorsport UK from time to time and in the Sporting Regulations of these Championship Regulations shall be adopted.
- 8.2.3 The Organisers acting through the Championship Coordinator have the right to amend vary or add to the Commercial Regulations from time to time. Such amendments variations and additions shall be notified by bulletin to all Championship Registrants by posting to the address detailed on the Championship Registration Form or sending to the e-mail address detailed on the Championship Registration Form or faxing to the fax number detailed on the Championship Registration Form or delivery to the competitor by hand.
- 8.2.4 All Competitors Entrants Teams and persons associated with them for the purposes of the Championship agree to be bound by the Commercial Regulations and any additions variations or amendments thereto and Competitors Entrants Teams shall procure compliance by persons associated with them.
- 8.2.5 All the prizes stated in regulations 1.9 will only be issued to Competitors whose accounts with Ginetta Cars Ltd are up to date as at close of business on 30 November following the race season. Any Competitor whose accounts are not up to date as at close of business on 30 November following the race season relinquishes all rights to prizes.

### 8.3 PENALTIES

8.3.1 WARNING: The terms of the Commercial Regulations are fundamental to the contract between TOCA (where applicable) the Organisers and the Registrants respectively. All Entrants Teams and Competitors acknowledge warrant and undertake with the Organisers that any breach of these Championship Regulations including any breach of any of the Commercial Regulations may render the Registrants and any of them ineligible for competition and in such circumstances continued participation in the Championship will be entirely at the discretion of the Organisers who may revoke suspend or withdraw any Registrant. The Organisers as an alternative and/or in addition to revoking suspending or withdrawing the Registration of the Competitor and / or Entrant and / or the Team for participation in the Championship may but subject to their absolute discretion refer the matter to the Championship Stewards in order that if those Stewards see fit they may impose any one or more of the following penalties as a condition of continued participation in the Championship but in respect of such matter there shall be no contractual right of appeal:

- Reprimand which may include forfeiture of a qualifying time or times
- Time penalty
- Disqualification Exclusion
- Forfeiture of Championship points (even if this results in a minus total of points)

8.3.2 In addition or in lieu of any such penalty the Organisers acting through the Championship Coordinator may require the competitor and/or team to take such steps as may be reasonable to mitigate the damage to the reputation of the Championship and / or the Organisers or any of them.

8.3.3 In the case of an alleged breach of any Commercial Regulation the decision of the Organisers is final as to the culpability and penalty (and for the avoidance of doubt there is no appeal to the MSC National Court).

8.3.4 A breach of any of the Commercial Regulations may additionally or alternatively result in a fine as contractual liquidated damages up to a maximum of £1000 for each offence being imposed by the Organisers acting through the Championship Coordinator. All such liquidated damages must and shall be paid forthwith as a debt to Ginetta cars Ltd and Championship Registration will be suspended until such payment has been received, participation in the Championship by that Entrant/Driver will be entirely at the discretion of the Championship Co-ordinator.

8.3.5 Where in the opinion of the Organisers any Competitor(s) and / or Entrant and / or Team has gained an unfair advantage (whether inadvertently or not) from a breach of the Commercial Regulations by its own actions or those of another Competitor or Team the Organisers acting through the Championship Coordinator may impose any one or more of the penalties set out in Commercial Undertaking 8.3.1 above in order to remove or otherwise compensate for such advantage.

- 8.3.6 All cars must have a transponder fitted and working for any official practice session prior to race weekends. All Friday practice sessions immediately prior to race weekends are classed as official practice sessions. Any competitor running without a transponder during an official test session will have Championship points deducted. 5 Championship points will be deducted for each test session that a driver fails to fit a working transponder.
- 8.3.7 It will be at the decision of the Organisers and / or Clerk of the Course as to whether or not a driver is penalised. Any evidence may be used to determine whether or not a working transponder has been fitted including information / data from the official timekeepers.

#### **8.4 TESTING**

- 8.4.1 Unless permitted by the Championship Coordinator testing for Millers Oils Ginetta GT4 SuperCup Competitors is strictly controlled by the following restrictions:
- 8.4.2 Testing after the last race of the Championship is unrestricted until the first round of the ~~2022~~ Championship, due to take place on the 14/15 May at Brands Hatch.

Sporting Regulation Art. 1.5.3 applies.

- 8.4.3 It is permitted for each competitor entered in the 2022 Championship to purchase or use no more than one set (i.e. 4) of new tyres at each permitted test day during the course of the ~~2022~~ Championship. These 4 tyres will be specifically marked and identified for this use and are not permitted to be used as nominated used race tyres. The only other eligible tyres for use will be previously nominated Friday test tyres or previously nominated race tyres.
- 8.4.4 Subject to Art.1.5.3 Sporting Regulations and Art.8.4.3 of these Commercial Regulations Testing is unrestricted at non-Championship venues and Championship venues after the race meeting has taken place.
- 8.4.5 The Organisers reserve the right to attend all such tests.
- 8.4.6 Breach of the testing regulations will result in the following penalties being applied to the competitor:
- 8.4.7 (i) loss of 100 Championship points
- 8.4.8 (ii) £5000 fine as liquidated damages for breach of contract **and / or** revocation suspension or withdrawal of all Championship Registrations

#### **8.5 TELEVISION**

- 8.5.1 By entering the Ginetta GT4 SuperCup Championship competitors entrants and teams are obliged to assist TOCA and the Organisers in the promotion of the Championship and in particular the television coverage:
- 8.5.2 All competitors entrants and teams are obliged to assist the TOCA nominated TV Production Company and / or any other nominated Championship TV production company in the filming of Championship events and related activities through the granting of interviews when

requested and any other reasonable requests of the TV Production Company or the Organisers.

- 8.5.3 Without prejudice to the generality of **7.5.1** Drivers finishing first second and third in the Drivers' Championship must make themselves available immediately after each Qualifying session Race and/or the prize giving ceremony for any media interviews in accordance with the requirements and directions of the Organisers.
- 8.5.4 All cars must carry an in-car camera or on-board camera during testing free practice official qualifying sessions and/or the races at the request of the TV Production Company and all cars must carry a Championship on-board Judicial camera (See regulation 3.22).
- 8.5.5 Footage from any camera used by competitors or teams cannot be used for commercial exploitation or public broadcast. Any footage produced in breach of this Regulation will forthwith upon request be delivered up to the Organisers in addition to any penalty imposed.
- 8.5.6 Any competitor and/or anyone connected with a competitor is prohibited from trying to influence the editorial decisions of the TV Production Company in connection with the Championship as it is shown on television or of otherwise interfering with television coverage.
- 8.5.7 The decision as to which car is to carry an on-board camera and/or an in-car camera rests solely with the TV Production Company TOCA and Ginetta Cars Ltd whose decision shall be final.
- 8.5.8 It is permitted to install own brackets in a competing car in order to incorporate an in-car camera but always subject to the prior approval of the Licenced Eligibility Scrutineer and the nominated TV Production Company.
- 8.5.9 The TOCA nominated TV Production Company shall have unrestricted access to any video footage captured by the drivers and / or teams or their associates and may incorporate any such material in its coverage of the Championship.
- 8.5.10 All footage obtained or recorded by the TOCA Nominated TV Production Company of the Championship belongs to TOCA and/or the TOCA nominated TV Production Company and all competitors entrants and teams and their associates consent to their images being used by TOCA (and those authorised by it) for promoting the Championship and merchandise associated with the Championship.

## **8.6 ADVERTISING**

- 8.6.1 No advertising of tobacco or tobacco products is permitted in any shape or form in this Championship. Additionally any products that are not permitted to be advertised on UK television are also prohibited. The Organisers reserve the right to censor any advertising that may at the absolute discretion of the Championship Coordinator and / or the Organisers be deemed to be unsuitable. Any car or driver considered by the Championship Coordinator and / or the Organisers in their absolute discretion to be exhibiting unsuitable advertising may be disqualified from any Round of the Championship.

## **8.7 PUBLICITY**

- 8.7.1 At all Championship Meetings Drivers wearing their driving overalls must take part in any autograph session paddock walkabout and pre-race parade when requested by the Coordinator.
- 8.7.2 All drivers who qualify for an award shall attend the podium ceremony and any post-race televised interviews wearing their race winners caps to be provided by Ginetta Cars Ltd. Failure to attend the podium ceremony or failure to attend correctly attired may result in a fine being imposed by the Coordinator.
- 8.7.3 In signing the Championship Registration Form Competitors Entrants and Teams agree that TOCA (and those authorised by it) and the Organisers may make use of his/her/its activities and successes in motor sport for any advertising publicity public relations and merchandising purposes. The Competitors Entrants and Teams also agree that in any advertising or promotion with which he/she/it is associated (relating to the Championship) the full title of the Championship (including the Championship sponsors name) will be used at all times.

## **8.8 MERCHANDISING**

- 8.8.1 The Competitor Entrant and Team hereby authorise TOCA and the Organisers to use and reuse and sublicense the use of images and representations of the vehicles competing in the Championship and the name images and representations of the driver the Team the Team logo and Team paraphernalia including (insofar as the same appear on the clothing worn by the competitor or on Team paraphernalia or on the cars driven by the Competitor in the Championship) the logo and decals of all sponsors of the Competitor and/or Entrant and / or Team for the purposes of producing merchandise exploiting the reputation of the Championship and all elements of the Championship.
- 8.8.2 The Competitor Entrant and Team authorise TOCA and the Organisers to use and licence others to use all Championship images and other material relating to the Championship in marketing and packaging material and commercial advertisements exploiting the Championship or merchandise of the Championship or any individual elements of the Championship.
- 8.8.3 The Competitor Entrant and Team shall assist the Organisers and TOCA and those authorised by it with the promotion of the Championship and production and promotion of merchandise associated with the Championship.

## **8.9 MEETING ARRANGEMENTS**

- 8.9.1 Throughout the course of the Championship the Championship Coordinator on behalf of the Organisers may inspect all race transporters and motorhomes to ensure that they are of smart appearance and in good order. The Championship Coordinator may refuse to issue a Paddock vehicle pass to any vehicle that is deemed by the Organisers to be unsuitable for display within the Paddock.
- 8.9.2 At the start of each Meeting practice session and race the competing cars and all Team vehicles must be clean of smart appearance and in good order. The Championship

Coordinator and Organisers reserve the right to suspend competitors not meeting this requirement from taking further part in the Championship and withdraw passes until this Regulation is fulfilled to their satisfaction.

- 8.9.3 Any team considered by the Organisers in their absolute discretion to be exhibiting unsuitable advertising may be asked to and shall thereby withdraw it immediately.
- 8.9.4 Any pipes wires or cables trailing from motorhomes and/or transporters and/or generators must be protected by hard covers where they will be crossed by vehicles or pedestrians. All health and safety requirements must be met at all times and warning signs must be erected where there is any danger to the public or other persons.

## **8.10 PASSES**

- 8.10.1 Permanent passes will be issued to each registered Ginetta GT4 SuperCup Competitor for their sole use and these will be valid for every round of the Championship. Each Competitor shall be given the following number of passes:

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

- 8.10.2 Please note that these passes are issued in accordance with Commercial Regulation 8.1.0 with respect to Team transport.
- 8.10.3 TOCA passes will be issued to each registered Entrant/Driver for their sole use and these will be valid for every round of the Championship. Entrants/Drivers shall make applications for passes by completing the Vehicle/Staff Information Form and returning it to the Championship Co-ordinator by 1<sup>st</sup> March. The Championship Co-ordinator will not process Vehicle/Staff Information Sheets unless they are fully complete. Submission of an incomplete form or late return of the form to the Championship Co-ordinator, may result in no passes being available for the first Event and the withholding of an Entrant's/Driver's entry
- 8.10.4 TOCA passes are issued on condition that the person or organisation to whom they are issued waives any and all claims it may have now or in the future and releases from all liabilities and agrees not to take any legal action and to always hold harmless BARC (TOCA) Ltd and their employees agents and representatives and servants the Motorsport UK the Race Organisers the Promoters the Venue Owner the Championship Coordinator any participating team and all employees agents servants and contractors thereof for any personal injury death damage or loss of any kind that the pass holder may sustain as a result of or in connection with the pass holder's presence within the venue. This indemnity does not apply insofar as injury or death is caused as a result of the negligence of the party seeking an indemnity.
- 8.10.5 Entrants/Drivers will be required to sign for receipt of their TOCA passes. By accepting the issue of these passes the Entrant/Driver is deemed to agree to abide by the pass conditions

and to undertake the obligation to advise each person to whom they are issued of the pass conditions and to ensure the observance thereof.

8.10.6 TOCA passes are issued subject to the following conditions:

- (i) A TOCA pass may only be used to gain access to the areas indicated on the face of the pass. Any person found within a restricted area without the appropriate pass may be removed from the venue immediately and/or have any pass held by them withdrawn
- (ii) A TOCA pass may only be used by the Entrant/Driver to whom it is specifically issued. It is forbidden to alter or deface passes in any way or to allow a pass to be used to authorise the entry of more than one person at each Event
- (iii) TOCA passes must not be removed from their official lanyards and must be worn around the neck of the person to whom it is issued so as to remain clearly visible at all times. It is forbidden to combine with or enclose a TOCA pass within a wallet or holder of any kind (unless supplied by TOCA or the Coordinator) or to attach additional items of any kind to it
- (iv) TOCA reserves the right to request further proof of identity in addition to a TOCA pass
- (v) TOCA at all times reserves the right to refuse admission to the venue or access to a designated area to any person notwithstanding that such person may have been issued with an appropriate TOCA pass.

8.10.7 TOCA passes remain at all times the property of TOCA and may be issued altered or withdrawn at any time at the absolute discretion of TOCA and/or the Coordinator. Passes that have been withdrawn will not unless under exceptional circumstances be returned to the person to whom they were originally issued.

8.10.8 TOCA in conjunction with the Championship Coordinator reserves the right to remove immediately from the venue any person who is found to have violated the pass conditions contained in these Commercial Regulations and/or to withdraw permanently a TOCA pass issued to such person and/or to take or institute legal proceedings against that person.

8.10.9 All registered Entrants/Drivers are fully liable for any personnel and vehicle passes issued to them by TOCA and/or received on the Entrant's/Driver's behalf. The misuse of any passes allocated to an Entrant/Driver will result (without prejudice to any other action which may be taken by TOCA under the terms of these Commercial Regulations) in TOCA imposing a fine of £1000 for each act of misuse of the pass together with the confiscation of the pass concerned for such period of time as the Coordinator shall deem appropriate.

8.10.10 If a Championship Registration is withdrawn all passes issued in connection with that Registration must be returned to the Championship Coordinator. Any lost/mislaid passes will be subject to a penalty of £25.00 per pass multiplied by the number of remaining rounds.

8.10.11 TOCA passes will not be replaced if they are lost/mislaid unless they have been stolen and a copy of the police report relating to that offence is submitted to the BTCC Administration Office.

8.10.12 Each Entrant/Driver must also attend the Ginetta Media Day with their intended Paddock vehicle for the Championship season and erect their awning (if applicable) for measurement

by the BTCC Paddock Team. Passes will not be issued until the plot size has been measured and agreed by TOCA.

## **8.11 PADDOCK REGULATIONS**

- 8.11.1 The amount of space requested will not necessarily be the space granted to an Entrant by BTCC who will assess individual requirements at the Ginetta Media Day.
- 8.11.2 Each team will be permitted one transporter and awning to be parked in their designated Paddock area. Any Entrant requiring an additional awning must make a request in writing to the Championship Coordinator prior to the first Event. Only Entrants running more than four cars will be permitted an additional awning. Entrants running three or more cars may be permitted additional space for a Support Vehicle/flat patch. Awnings are not permitted on Support Vehicles. Please refer to Regulation 3.21.5 regarding the mandatory provision of fire extinguishers.
- 8.11.3 Any amendment to the vehicle and/or awning size required must be notified to the BTCC Paddock Team for their approval prior to use.
- 8.11.4 The space allocated by BTCC is granted for the preparation of race cars and team catering. It is expressly forbidden to use this space as a hospitality area or trade site area.
- 8.11.5 No hospitality/entertaining will be allowed by Entrants/Drivers within the Paddock. Teams may use an area at the rear of their awning specifically for team catering only.
- 8.11.6 Motorhomes/caravans and private cars are not permitted within the Paddock at any venue unless in exceptional circumstances and with the prior written approval of the BTCC Coordinator.
- 8.11.7 Only small four-wheeled motorised Paddock vehicles which are authorised by TOCA may be used within the Paddock. These vehicles may only be used during authorised times and when driven by a current full road traffic licence holder for race team related business. Recreational use is strictly prohibited. For the avoidance of doubt all two-wheeled transport is banned from the Paddock. Please note that private cars and vans are not considered as Paddock vehicles. Motorised Paddock vehicles may only be used within the venue during the period from 2 (two) hours prior to the first scheduled track activity until 1 (one) hour after the last track activity on each day of the Event including the Paddock set-up day. There is a total ban on their use outside these times.

For the avoidance of doubt, bicycles and scooters are not permitted to be used within the Paddocks at any time.

- 8.11.8 There is a speed limit of 10mph in the Paddock at each venue. The only movement of race cars permitted in the Paddock is on the way to the Assembly Area and on the way back from Parc Fermé with a current full road traffic licence holder seated in the Driver's position and in control of the car.
- 8.11.9 Tailgates on transporters must remain closed at all times except when loading and/or unloading your race cars.



- 8.11.10 Entrants/Drivers will be issued with a specific time to park up their race transporters in the Paddock at each Event. Access to the Paddock outside your parking-up time is forbidden unless the express written permission of your Championship Coordinator (after consultation with the BTCC Championship Coordinator) has been obtained to park up at a different time. Verbal permission from circuit employees will not be accepted.
- 8.11.11 When a race transporter is parked in position in the Paddock at an Event it is expressly forbidden to remove it from its Paddock space until after the start of the third BTCC race of an Event unless the express permission of the BTCC Championship Coordinator or their ~~his~~ appointed representative has been obtained to remove it earlier. Awnings may not be dismantled until after the start of the second BTCC race of an Event.
- 8.11.12 Hard covers should protect any pipes wires or cables trailing from motorhomes transporters and/or generators where they will be crossed by pedestrians and/or vehicles.
- 8.11.13 All health and safety regulations as well as any such directives issued by the Championship and/or the venue must be met at all times.
- 8.11.14 It is an offence for any person to ride or drive any motor vehicle on the roads or other public areas under the control of the venue promoters unless they are covered by third party insurance. It is a condition of Registration that such insurance is in place. A copy of the policy must be lodged with the Championship Coordinator before the first Event of the season.
- 8.11.15 The competitor's Entry Fee does not cover the provision of generator power to private motorhomes caravans or suchlike during an event. Generator power can be provided for such use via TOCA's Official Power Supplier - provided that sufficient competitors book this at least 7 days in advance of each event to warrant a separate generator for such use being provided.
- 8.11.16 Any competitor or any person or entity associated with a competitor connecting to the TOCA Official Power Supplier's generators without pre-booking or paying upon demand will be immediately disconnected and fined a minimum of £100.
- 8.11.17 A fine of a minimum of £500 may be levied for any infringement of Paddock Regulations contained in these Commercial Regulations at the absolute discretion of the TOCA and/or the Championship Coordinator. Each registered Entrant/Driver is responsible for the payment of fines incurred by all vehicles entering the Paddock/Pits on their behalf. The decision of the TOCA and/or the Championship Coordinator in respect of this additional penalty shall be final with no appeal to the MSC National Court.
- 8.11.18 No tail lifts are to be lowered until the cars for the last support race of the weekend (i.e. Ginetta, Porsche, F4 etc) have left Parc Ferme. Failure to adhere to this will result in a £500 fine.
- 8.11.19 ALL golf buggies or pit vehicles are to be parked either alongside or behind awnings or within the confines of your allocated space in the paddock. No golf buggies or pit vehicles are to be parked in the roadway.
- 8.11.20 All Paddock vehicles that require personnel to be on the roof (i.e. to affix awnings or flag poles/flags) must have the relevant safety equipment fitted. Any personnel on the roof must

wear the relevant safety harnesses which must be affixed to the equipment on the roof, a £500 fine can be incurred if not adhered to. Please note that there will be regular H&S checks during the course of the season.

- 8.11.21 Teams should refrain from using 'single use plastics' within the paddock area, their garages or awnings, or hospitality areas. In this respect 'single-use' is a term which can refer to any plastic item either designed to be used for one time, or likely to be used in that way, within the venue. Such items include disposable single-use plastic bottles of water or drinks, plastic cups, plastic cutlery, plastic straws, thin plastic carrier bags, plastic drink stirrers etc.

A team which has no practical alternative to the use of a fully recyclable single use plastic item due to an existing commercial partnership, must first submit for approval a comprehensive plan for the collection within the venue and the recycling of those items including providing evidence as to the completion of their recycling after each event.

## **8.12 TIMETABLE REGULATIONS**

- 8.12.1 Should any Championship have less than 15 (fifteen) total registered Drivers at an Event then BTCC reserves the right to re-schedule their race either first or last on the race day timetable at the next Event.

- 8.12.2 BTCC reserves the right to amend the race day timetable at its discretion.

- 8.12.3 Entrants/Drivers should listen carefully to the Paddock tannoy announcements and their Championship Coordinator regarding the time they are required in the Assembly Area. In ideal conditions the timetable may be brought forward and Entrants/Drivers may be called to the Assembly Area earlier than originally scheduled. Entrants/Drivers are warned that they will miss their qualifying session or race if they are not ready in the Assembly Area when the cars are released.

## **8.13 RADIOS**

- 8.13.1 It is not permitted to use any form of pit to car communication systems during Qualifying and races at any event. Systems will be permitted during Friday free practice and Ginetta exclusive test days but all equipment must be removed for Qualifying and races.

- 8.13.2 Radio frequencies used by an Entrant/Driver team member and/or any of their suppliers must be licensed for use in the UK by the appropriate regional office of the Radiocommunications Agency. The BTCC Coordinator must be notified prior to the start of the season of the Radio Frequency to be used by the Entrant/Driver team members and/or any of their suppliers. A copy of the Licence or Short Term Hire Agreement for the frequency must also be submitted. The BTCC Coordinator reserves the right to request production of the original Licence/Short Term Hire documentation to verify the use of any frequency by an Entrant/Driver team member and/or any of their suppliers at any time during the season.

- 8.13.3 The Entrant/Driver team member and/or any of their suppliers must at all times comply with the terms and conditions specified from time to time by the Radiocommunications Agency for the use of their radio frequency.

- 8.13.4 In the event that a frequency used by an Entrant/Driver team member and/or any of their suppliers interferes with a frequency used by a local emergency service or other third party

the Entrant/Driver team member and/or supplier shall forthwith change its radio frequency to a non-conflicting frequency to the satisfaction of the BTCC Coordinator and in accordance with the requirements and prior approval of the Radiocommunications Agency. The Entrant/Driver team member and/or any of their suppliers will be suspended from qualifying and racing until a change of frequency has been affected and a copy of the approval of the Radiocommunication Agency submitted to the BTCC Coordinator.

8.13.5 If an Entrant/Driver team member and/or any of their suppliers wish to change their frequency they must first obtain approval from the Radiocommunications Agency and submit a copy of such approval to the BTCC Coordinator.

8.13.6 It is not permitted to scramble radio speech transmissions or encode them in any way.

#### **8.14 MISCELLANEOUS**

8.14.1 Competitors entrants and teams and officials may not either individually or with any such participants or through any representative or agent procure solicit or arrange for any supplies gratuities products merchandise equipment or any other thing of value to be provided from any source whatsoever bearing or depicting any Championship logo and/or any trademark and/or any copyright and/or any image used or associated with the Championship without the prior written permission of the Coordinator to do so.

8.14.2 All images photographs recordings or representations of the participation in the Championship or association with the Championship of competitors entrants and teams may only be used for commercial purposes with the prior written consent of the Coordinator. No consent is required for normal media reporting of the Championship.

8.14.3 All the broadcast recording cable satellite digital video internet and interactive rights and other rights in all media to the Championship and other related events are the sole property of TOCA. Any recording or broadcast of the Championship and other related events or rebroadcast or reproduction of material without express written permission of the Coordinator is strictly prohibited. Competitors entrants and teams currently registered in the Championship may subject to the prior written permission of the Coordinator and subject to any conditions that he may impose at their absolute discretion be granted rights to use broadcast material for their own specific promotional use within the UK without fee or charge. Rights requested for any other commercial use must be made in writing to the Coordinator and if granted will be subject to Licence which may include a fee or charge.

8.14.4 All prizes detailed in regulation **1.8** will only be issued to Competitors whose accounts with Ginetta Cars are up to date as at close of business on 30 November following the race season. Any Competitor whose accounts are not up to date as of close of business on 30 November following the race season relinquishes all rights to prizes.

8.14.5 Ginetta Parts Credit may be exchanged for parts only as supplied by Ginetta Cars. For the avoidance of doubt, Parts Credit cannot be used against entry fees, labour costs, lease costs or vehicle acquisition payments. Parts Credit must be redeemed within a 12 month period of being issued to the driver.

8.14.6 Parts Credit must be used by the driver it has been issued to and is non-transferable. All free entry prizes are for the driver in receipt of the prize and are non-transferable.

## **8.15 CHAMPIONSHIP LIVERY**

- 8.15.1 Approved Ginetta Championship stickers must be fixed to each competing car. Please see 5.4 for further details.
- 8.15.2 All surfaces which have not been claimed for stickers by Ginetta it's sponsor companies or used for the application of starting numbers are free for use. Conflicting sponsor's stickers must be approved by the Championship Coordinator in advance and the position and size and colours (if approved) will be at the discretion of the Championship Coordinator.
- 8.15.3 Each driver must wear the approved Ginetta Championship race suit which includes approved Championship badges. The Championship organisers reserve the right to remove any badges or branding which is deemed to be unsuitable or conflicts with other Championship / Ginetta sponsors. Race suit badge locations can be found in appendix D.

## **8.16 TEAM FILMING / FOOTAGE**

- 8.16.1 Teams may only undertake their own 'behind the scenes' filming providing written permission - clarifying what content you wish to film & where you intend to use it (i.e. team website etc.) – is first be obtained from;

Steph Bush GINETTA CHAMPIONSHIP COORDINATOR  
Alan Gow BTCC SERIES DIRECTOR  
David Francis ITV SPORT BTCC DIRECTOR

- 8.16.2 Media Accreditation via the team must also be applied for from Simon Melluish ([simon.melluish@mpacreative.com](mailto:simon.melluish@mpacreative.com)) stating the intention of the person or crew to film video footage not stills photography.
- 8.16.3 If approved final accreditation for each event must be applied for by the filming team directly through each circuit. This includes the requirement to sign on with the circuit at each event. They will issue you with a bib which **MUST BE WORN WHEN FILMING** or the camera operator will be ejected from the circuit.
- 8.16.4 **ABSOLUTELY NO FILMING IS ALLOWED IN THE PIT-LANE THE GRID PARC-FERME ASSEMBLY AREA or TOCA TECHNICAL AREA. YOU ARE NOT PERMITTED TO FILM ANY PART OF THE RACES OR ANY MOVING RACE CARS - AT ANY TIME OR FROM ANY LOCATION.**
- 8.16.5 Teams will be permitted to film in and around the garages paddock areas spectator and trade areas transporters hospitality & motor homes. Garage filming must only be from within the garage not from the pit-lane looking in.
- 8.16.6 Film crews must remain cognisant of the ITV crew who have priority at all times.
- 8.16.7 Film crews may film the podium but only from behind the ITV crew and not obscure or hinder ITV's filming of the podium.

8.16.8 A positive image of the BTCC/Ginetta and its competitors sponsors and officials must be portrayed at all times. TOCA and ITV reserve the right to immediately withdraw any permission granted should they deem it preferable and/or necessary to do so.

8.16.9 Any filming or material obtained that goes outside these guidelines will result in the immediate withdrawal of any further permissions to the team for the rest of the season.

#### ON-BOARD FOOTAGE

8.16.10 Teams may use short clips of footage (up to 2 minutes in total) taken from the Judicial Cameras in Free Practice 1 or 2 on the following terms;

8.16.11 A complete lap cannot be shown - it must be interspersed with other angles or footage. No more than 30 seconds of continuous footage at any one time can be used.

8.16.12 Any on-board footage containing vision or sound of anything out of the ordinary negative or untoward - particularly regarding another competitor - cannot be used (e.g. another car spinning off or having an incident or mechanical failure etc).

#### ITV FOOTAGE REQUESTS

8.16.13 Requests for internet/sponsor (non broadcast) use:

Written permission to obtain ITV footage needs to be sought from;

Steph Bush GINETTA CHAMPIONSHIP COORDINATOR

Alan Gow BTCC SERIES DIRECTOR

David Francis ITV SPORT BTCC DIRECTOR (david.francis@itv.com)

8.16.14 For ITV footage to be shown on a dedicated Ginetta driver or teams official website or affiliated YouTube/media channel or to be shown at a team or sponsor function etc the following rules apply:

8.16.15 ITV has exclusive UK broadcast rights on all race footage for 7 days after each event. From the eighth day following each event (usually a Monday) drivers and teams are then allowed to use short (up to 5 minute) clips of ITV race footage on their sites free of any rights fee. However technical fees will apply as outlined in this document.

8.16.16 No Ginetta/ITV footage can be broadcast on random 'YouTube' or suchlike Internet sites but can be broadcast on your individual dedicated team/driver/sponsor website or official YouTube site.

8.16.17 Footage supplied by ITV must have the ITV Sport graphic 'bug' applied on any use. The graphic bug will be supplied along with the footage and must be used top left or right as appropriate throughout the use of the ITV footage.

8.16.18 Requests for television broadcast use:

8.16.19 Written requests must be made to;

Steph Bush, GINETTA CHAMPIONSHIP COORDINATOR

Alan Gow BTCC SERIES DIRECTOR  
David Francis ITV SPORT BTCC DIRECTOR

- 8.16.20 ITV has exclusive UK broadcast rights on all race footage in all media for 7 days after each event.
- 8.16.21 From the 8th day following the event (usually a Monday);
- 8.16.22 Footage to be broadcast on any UK & Eire television broadcast companies (i.e BBC SKY CHANNEL 5 etc) or any other medium must not be used without explicit agreement from Alan Gow and ITV. Rights clearance will need to be obtained from ITV (paul.Johnson2@ITV.com) and a rights-fee will also apply.
- 8.16.23 Footage to be broadcast on any medium outside of the UK & Eire must first obtain rights clearance from Alan Gow. However the actual footage must still be acquired from ITV.

#### HOW TO OBTAIN ITV MATERIAL & TRANSFER COSTS:

- 8.16.24 Written permission needs to be provided to David Francis at ITV and Steve Knee at Cloudbass.
- 8.16.25 You can then obtain Ginetta GT4 SuperCup footage from ITV Sport via Cloudbass (their media provider).
- 8.16.26 There is a charge of £200 per 'session' to cover their time and costs in accessing/transferring the archive and fielding requests. This 'session' reasonably covers the quantity of footage from two TOCA events – up to 1TB which is equivalent to 1000mins in some codec's. However requests made at the end of the season for footage from the entire season will be charged as ten separate sessions i.e. £2000 for a whole season's worth of footage.
- 8.16.27 Cloudbass will need a 'drive' to put the footage on. They can supply a 1TB drive for £100 which you then keep. Alternatively you can either send them (at your cost) a blank drive of suitable size ready for use (minimum 1 TB and free of other material) or hand-over your drive in person to a member of Cloudbass at the TV compound on Friday or Saturday of a BTCC event only with prior warning. If you intend to hand-over a drive at an event you must let David Francis know - via email – by the close of business on the Thursday preceding an event.
- 8.16.28 Footage will be transferred in the days following a race weekend with the aim to send out drives on the Wednesday. There is a charge of £10 p&p to post out your drive from Cloudbass or you can arrange to collect from Steve Knee at Cloudbass (address as below) from Wednesday afternoon onwards. All costs are plus VAT.
- 8.16.29 Footage will only be released once ITV have written permission from Alan Gow which can be obtained via the Championship Co-ordinator

8.16.30 Along with the footage on the drive will be an ITV Sport graphic 'bug' - this must be used top left or right as appropriate over the images & throughout the use of the ITV footage.

Steve Knee MD Cloubass. (sk@cloubass.com)  
Cloubass Unit 1 Bradley Park High Holborn Road Ripley. DE5 3NW  
T: +44 (0) 1773 744485

The use of any ITV Sport footage is always subject to the following:

1. Written permissions (by email) as detailed above.
  2. Footage must be acquired directly from ITV and not filmed or downloaded from a TV screen or illegal feed of the ITV or any other programme.
- ITV Sport on-screen logo and all graphics must always remain.

8.16.31 No digital alterations or enhancements of ITV footage is permitted; for example to mask or pixilate signage or graphics etc.

## 9 CHAMPIONSHIP CONTACTS

### 9.1 CHAMPIONSHIP CONTACTS AND RACE ORGANISING CLUBS

**Vehicle Manufacturer:**

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

**Eligibility Scrutineer:**

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

**Championship Organiser:**

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

**Championship Coordinator**

**Steph Bush**  
Tel: 0113 385 3801  
Email: [steph.bush@ginetta.com](mailto:steph.bush@ginetta.com)

**Ginetta Parts Department**

Tel: 0113 385 4164  
Email: [parts@ginetta.com](mailto:parts@ginetta.com)

**Tyre Distributor**

Protyre Motorsport  
Tel: 01782 411001  
Email: [sales@protyremotorsport.co.uk](mailto:sales@protyremotorsport.co.uk)

**BTCC Medical Advisor**

Dr Paul Trafford  
Fax: 0141 404 2624  
E-mail [paul@doctr Raff.co.uk](mailto:paul@doctr Raff.co.uk)

**Control Fuel Supplier**

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

**Control Fuel Distributor**

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

**TOCA Paddock Layout Team**

MSO  
Derek Weller  
Tel: 01162 593808  
Email: [Derek@m-s-o.co.uk](mailto:Derek@m-s-o.co.uk)

**Governing Body**

The Motor Sports Association Limited  
Motor Sports House  
Riverside Park  
Colnbrook  
Slough  
SL3 0HG  
Tel: 01753 765000  
Fax: 01753 682938



<b>APPENDIX A</b>
-------------------

*GINETTA GT4 SUPERCUP CHAMPIONSHIP*

*CONFIDENTIAL MEDICAL INFORMATION*

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

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

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

**RETURN THE ORIGINAL (not a copy) TO:**

***Dr Paul J. Trafford***

7 Victoria Circus

**Dowanhill**

GLASGOW

G12 9LB

**Mobile 07785 557470**

**Facsimile 0141 404 2624**

**E-mail [paul@doctrapp.co.uk](mailto:paul@doctrapp.co.uk)**

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

Car Number
------------

**DETAILS OF DRIVER**

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

HOME ADDRESS		
	POSTCODE	

TELEPHONE NUMBERS	WORK:
HOME:	MOBILE:

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

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

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

**TEAM MANAGER**

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

**GENERAL PRACTITIONER**

NAME	
ADDRESS	
	POSTCODE
TELEPHONE NUMBER	

**DRIVER INFORMATION**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

IF SO PLEASE CONTINUE ON A SEPARATE SHEET.

**Medical Sheet Declaration:**

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

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

Driver's Signature: \_\_\_\_\_

Full name of driver (please print): \_\_\_\_\_

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

If the driver is under 18 years of age please state their age: My age is \_\_\_\_\_

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

Signature of Parent/Legal Guardian: \_\_\_\_\_

Name: \_\_\_\_\_

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

\_\_\_\_\_

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

e-mail address: \_\_\_\_\_

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



**MILLERS OILS GINETTA GT4 SUPERCUP  
CHAMPIONSHIP**

**OFFICIAL ENTRY FORM 2022**



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

**DRIVER DETAILS**

First Name: \_\_\_\_\_ Surname: \_\_\_\_\_

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

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

Date of Birth: \_\_\_\_\_ Driver Nationality: \_\_\_\_\_

Driver Email: \_\_\_\_\_

Mobile No.: \_\_\_\_\_ Home No.: \_\_\_\_\_

Licence No.: \_\_\_\_\_ Licence Grade: \_\_\_\_\_

Issuing ASN: \_\_\_\_\_ BARC Membership No.: \_\_\_\_\_

Emergency Contact Name: \_\_\_\_\_

Emergency Contact Mobile No.: \_\_\_\_\_

Emergency Contact Relationship to Driver: \_\_\_\_\_

**PARENT/GUARDIAN DETAILS** - *If the driver is under 18, please complete the following:*

Name: \_\_\_\_\_ Mobile No.: \_\_\_\_\_

Email: \_\_\_\_\_

**ENTRANT DETAILS** - *This is for teams who hold a valid Entrants Licence.*

Name: \_\_\_\_\_ Entrant Licence No.: \_\_\_\_\_

Email: \_\_\_\_\_

Mobile No.: \_\_\_\_\_

**CAR DETAILS**

Make: GINETTA Model: G55/G56 Colour: \_\_\_\_\_ Year: \_\_\_\_\_

Transponder No.: \_\_\_\_\_ Preferred Race No: \_\_\_\_\_

**RACE DETAILS**

Preferred Class: *(Subject to approval)*

G56 Pro  G56 Pro-Am  G56 Am

G55 Pro  G55 Pro-Am  G55 Am

## RACE ENTRIES

This entry form is valid for the following events, **please tick the events that you wish to attend:**

ROUND	CIRCUIT	DATE	FORMAT	TICK TO ENTER
1,2,3	Brands Hatch <i>Indy</i>	14/15 May	Q: 1 x 20mins R: 2 x 20mins R: 1 x 15mins	
4,5	Oulton Park	11/12 June	Q: 1 x 20mins R: 2 x 20mins	
6,7,8	Knockhill	30/31 July	Q: 1 x 20mins R: 2 x 20mins R: 1 x 15mins	
9,10,11	Snetterton	13/14 August	Q: 1 x 20mins R: 2 x 20mins R: 1 x 15mins	
12,13,14	Thruxton	27/28 August	Q: 1 x 20mins R: 2 x 20mins R: 1 x 15mins	
15,16,17	Silverstone <i>National</i>	24/25 September	Q: 1 x 20mins R: 2 x 20mins R: 1 x 15mins	
18,19,20	Brands Hatch <i>GP</i>	08/09 October	Q: 1 x 20mins R: 2 x 20mins R: 1 x 15mins	

## ENTRY FEE

The Championship entry fee is listed below. *Payment in full will guarantee one of the 30 places in the Millers Oils Ginetta GT4 SuperCup Championship.*

### G55 SuperCup Class

- Season Entry RRP - **£11,950 + VAT**
- Early Offer up to the 31<sup>st</sup> January - **£10,400 + VAT.**

### G56 SuperCup Class

- Season Entry RRP - **£12,500 + VAT**
- Early Offer up to the 31<sup>st</sup> January - **£11,100 + VAT.**

Tick as applicable:

I paid my entry fee on or before 31<sup>st</sup> January 2022 and received the early entry discount.  
Date paid: \_\_\_\_\_

I paid my entry fee on or after 31<sup>st</sup> January 2022.  
Date paid: \_\_\_\_\_



I declare that:

1. I have read the Motorsport UK General Regulations and Sporting Technical and Commercial Regulations for my Championship and if any the Supplementary Regulations for this event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk inherent with motorsport and agree to accept that risk. Further I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the event are insured against loss or injury caused through their negligence.
2. The use of the vehicle hereby entered is covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by law.
3. I understand that should I at any time of this event be suffering from any disability whether permanent or temporary that is likely to affect prejudicially my normal control of the vehicle I may not take part unless I have declared such disability to the ASN who have following such declaration issued a licence which permits me to do so.
4. Any application form for a Licence that was signed by a person under the age of 18 years was countersigned by that person's parent / guardian / guarantor whose full names and addresses have been given.
5. If appropriate I am a parent / guardian / guarantor (delete as appropriate) of the Driver and understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for this event and the Motorsport UK General Regulations.
6. I commit to race in the Ginetta GT4 SuperCup Championship. I accept that no money will be refunded by Ginetta Cars should I fail to attend a round.
7. I hereby give consent for the use of my/my child's personal details, images and biography to be used on social media (including but not limited to Twitter, Facebook, LinkedIn and Instagram), audio and visual media (included but not limited to television stations, radio stations, sponsorship videos and company promotional videos) and within the Group's media and publications (including but not limited to the Group's websites and marketing materials).

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

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

Parent/Guardian Signature: \_\_\_\_\_ Date: \_\_\_\_\_

*(if driver under 18)*

Parent/Guardian Name: \_\_\_\_\_

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

Please return this completed document to:

Championship Department, Ginetta Cars LTD, Unit 2, Helios 47, Garforth, Leeds, LS25 2DY | [steph.bush@ginetta.com](mailto:steph.bush@ginetta.com)

**APPENDIX C**

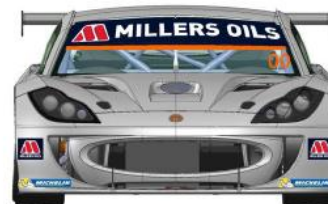
**Millers Oils GT4 SuperCup Championship Decal Layout**

**G55 Pro**

**GT4 SUPERCUP G55 PRO**

DECAL LAYOUT 2022

- WINDSCREEN BANNER - MILLERS OILS BLUE WITH WHITE WRITING
- REAR WING STICKER - MILLERS OILS
- REAR MICHELIN MEN
- FRONT MICHELIN LOGO
- SILL STICKERS - BARC/PROTYRE/MILLERS
- NUMBER BOARDS
- FLURO ORANGE FRONT WINDSCREEN STRIP
- FLURO ORANGE REAR WINDSCREEN STRIP
- FLURO ORANGE SMALL WINDSCREEN NUMBER
- BONNET BADGE



*GINETTA*

**G55 Am**

**GT4 SUPERCUP G55 AM**

DECAL LAYOUT 2022

- WINDSCREEN BANNER - MILLERS OILS BLUE WITH WHITE WRITING
- REAR WING STICKER - MILLERS OILS
- REAR MICHELIN MEN
- FRONT MICHELIN LOGO
- SILL STICKERS - BARC/PROTYRE/MILLERS
- NUMBER BOARDS
- FLURO YELLOW FRONT WINDSCREEN STRIP
- FLURO YELLOW REAR WINDSCREEN STRIP
- FLURO YELLOW SMALL WINDSCREEN NUMBER
- REAR NAME
- BONNET BADGE



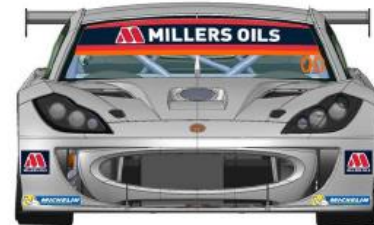
*GINETTA*

## G56 Pro

### GT4 SUPERCUP G56 PRO

DECAL LAYOUT 2022

- NEW STYLE WINDSCREEN BANNER - MILLERS OILS BLUE/RED WITH WHITE WRITING
- REAR WING STICKER - MILLERS OILS
- REAR MICHELIN MEN
- FRONT MICHELIN LOGO
- SILL STICKERS - BARC/PROTYRE/MILLERS
- NUMBER BOARDS
- FLURO ORANGE FRONT WINDSCREEN STRIP
- FLURO ORANGE REAR WINDSCREEN STRIP
- FLURO ORANGE SMALL WINDSCREEN NUMBER
- BONNET BADGE



**GINETTA**

## G56 Am

### GT4 SUPERCUP G56 AM

DECAL LAYOUT 2022

- NEW STYLE WINDSCREEN BANNER - MILLERS OILS BLUE/RED WITH WHITE WRITING
- REAR WING STICKER - MILLERS OILS
- REAR MICHELIN MEN
- FRONT MICHELIN LOGO
- SILL STICKERS - BARC/PROTYRE/MILLERS
- NUMBER BOARDS
- FLURO YELLOW FRONT WINDSCREEN STRIP
- FLURO YELLOW REAR WINDSCREEN STRIP
- FLURO YELLOW SMALL WINDSCREEN NUMBER
- BONNET BADGE



**GINETTA**

**APPENDIX D**

Millers Oils Ginetta GT4 SuperCup Championship Suit Logo Layout



**APPENDIX E**

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

[Motorsportuk.org/racewithrespect](https://motorsportuk.org/racewithrespect)  
#RaceWithRespect

**The Values**

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.