



2010 GT CUP CHAMPIONSHIP SPORTING & TECHNICAL REGULATIONS

2010 GT CUP CHAMPIONSHIP SPORTING REGULATIONS

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The GT Cup Championship is organised and administered by MotorSport Vision Racing (MSVR) and promoted by Bute Motorsport in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No. **CHR2010/122** Race Status: **Nat A**

MSA Championship Grade: **C**

1.2 Officials:

1.2.1 Co-ordinator: Belinda Edwards

1.2.2 Licenced Eligibility Scrutineer: Chris Mount

1.2.3 Championship Stewards: Mike Dixon, Rick Smith, Bill Shewan, Mike Penn
Any three of the above may reach a decision.

1.2.4 Clerk of the Course: David Scott

1.2.5 Championship Secretary: Hannah Wilson

1.2.6 Media Delegate: Jock Simpson

1.3 Competitor Eligibility:

1.3.1 Entrants must be full members of MSVR and be in possession of a valid 2010 MSA Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of MSVR, be Registered for the Championship and be in possession of valid Competition (Racing) National A STATUS Licence.

OR be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.

1.3.3 Entry into the GT Cup will be by invitation of the organisers following full consideration of any Registration Form sent by post, email, or submitted via the online registration site to Bute Motorsport at their address given in [Section 6](#).

The GT Cup is designed for drivers who, in the Organisers opinion are not considered to be a professional racing driver. The organisers shall have final say over who is allowed to enter the GT Cup. Drivers who may have had a professional racing career and are aged 65 or over may be allowed an entry subject to permission being given by the Championship Organiser.

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

(See Appendix 6.2)

1.4 Registration:

- 1.4.1 An Entrant in the GT Cup may be either an individual driver or team. Team entrants must hold a valid MSA Entrants license and elect a Manager to act on behalf of the team or driver group and notify the manager on the Registration form. (See Appendix 6.1)

All competitors must register for the GT Cup Championship by returning the Registration Form with the Registration Fee to the organisers prior to the Final Closing date for the first round being entered. The organisers reserve the right to accept registrations after this date.

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

Such registration will only be complete when written acceptance is issued by the organisers. Registration does not guarantee entry to all races and a separate Race Entry Form and fee must be submitted for any race the registered competitor wishes to participate in (for race entry procedure see section 3.1). Grid slots including reserves will be allocated on a "First Come First Served" basis.

Registrations for the GT Cup Championship should be received 14 days prior to the event entered. The championship organisers reserve the right to allow a competitor to take part in the race if the registration is received after this date up until noon of the Thursday prior to the event. In this event the competitor may not score championship points at that event, but may win a trophy. The entry of the car, if accepted by the technical scrutineer, will count towards Group numbers. Competitors entering less than 14 days prior to the event may not appear in the official programme.

It should be noted that the Race Car Technical Declaration for any vehicle racing in the championship must be received by the Championship Coordinator a full 14 days prior to the first race being entered in order to be eligible to score points. In the event that a Race Car Technical Declaration form is not received within the 14 days required for registration to the championship, the organisers reserve the right to decide if the car may take part in the race or not. If permitted to race, the car and the driver will not be eligible to score championship points but may, if deemed appropriate by the championship organisers, count towards class numbers and receive a trophy. In the event that the championship organisers have reasonable doubt as to the eligibility of the vehicle, permission to race may be refused, or the car may be placed into an invitation group and will not count towards class numbers and may not be eligible for a trophy.

Competitors entering the first round and wishing to score championship points should submit the Race Car Technical Declaration form to the championship coordinator **one full month** prior to the first event.

- 1.4.2 The Registration Fee is £375+VAT if received before 1 February 2010 and £475+VAT thereafter. Payment can be made by cheque or bank transfer or any other means notified by Bute Motorsport whose bank details can be found in Section 6.1. Completed forms and payment if being made by cheque should be sent to: - Bute Motorsport at the address shown in Section 6.1. No refund will be available should the registered competitor not take part in a GT Cup race.
- 1.4.3 Registrations will be accepted from 23 December 2009 until the closing date for entries of the final round of the championship.
- 1.4.4 Permanent Competition numbers for the GT Cup will be appointed and supplied by the championship organisers. Number backgrounds and race numbers will be supplied by Bute Motorsport and must not be altered in any way. Competitors are responsible for ensuring the appropriate race numbers and backgrounds are attached to their vehicle. Competitors will be issued with at least one full set of championship decals by the championship organisers, but may

be required to purchase replacements. Competitors may request championship numbers which may be allocated at the discretion of the organisers. The numbers 'ONE' to 'FIVE' will not be issued in 2010.

1.5 Championship Rounds:

The GT Cup will be contested over 16 scheduled Rounds as follows:

Date:	Circuit:	Organising Club:	Races:
17/18 April	Silverstone GP	MSVR	2
8 May	Thruxton	MSVR	2
26/27 June	Snetterton	MSVR	2
31 July/1 August	Brands Hatch GP	MSVR	2
14/15 August	Donington	MSVR	2
11 September	Oulton Park	MSVR	2
1-3 October	Spa Francorchamps	RAC Spa	2
16/17 October	Silverstone	MSVR	2

No refund of any part of the entry fee will be returned if due to Force Majeure the duration of any track time is shortened or deleted from that which is publicised.

In the event of Force Majeure, the Championship Organisers reserve the right to reduce the total number of Championship rounds.

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

1.6 Scoring:

- 1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:-

In each championship Group:

1st - 20, 2nd - 18, 3rd - 16, 4th - 15, 5th - 14, 6th - 13, 7th - 12, 8th - 11, 9th - 10, 10th - 9, 11th - 8, 12th - 7, 13th - 6, 14th - 5, 15th - 4, 16th - 3, 17th - 2, 18th - 1.

One bonus point for each starter in group, up to a maximum of 14 points, will be awarded to each finisher in group and added to the finishing position score.

For clarification, a "starter" is any car that complies with MSA Regulation Q 12.7.

The competitor setting the fastest lap in each championship Group in each race will score one (1) additional point.

A bonus of 10 points will be awarded to every competitor entering the overseas round and starting at least one of the races.

A bonus of 10 points will be awarded to every competitor entering the last round and starting at least one of the races.

Please refer to 5.2.4 regarding competitors in the Invitation Group.

- 1.6.2 The totals from all the points scoring races in the 2010 GT Cup Championship will determine total Championship points less two scores.
- 1.6.3 Ties shall be resolved using the formula in the 2010 MSA Yearbook Q 3.4.
- 1.6.4 It is permitted for a team or a group of drivers sharing a car to accumulate the points for that vehicle over the season provided that they enter the championship as an entrant and not as a solo entrant/driver. In this case the team concerned must possess and show their fully paid up and current MSA Entrant's licence when the driver signs on for the event.
- 1.6.5 Should a driver change cars during the course of the season, points may be carried over to the new car provided that car runs in the same group. A new set of points may be built up for drivers changing into a different group.
- In the event that the Organisers *require* a car to move to a different Group, Championship points may be carried over at the discretion of the Championship Organiser.
- Only in exceptional circumstances and at the sole discretion of the Championship Organiser if a competitor changes to a car in a different group, may points be moved between groups.
- 1.6.6 Competitors will not be entitled to score Championship Points if they only participate in the 2010 GT Cup Championship in the last round or the penultimate round (or both). These cars WILL count towards total Group number of starters as set out in 1.6.1. These competitors will be required to register for the Championship and will be subject to a pro-rata registration fee.

1.7 Awards:

- 1.7.1 All Trophies are to be provided by Bute Motorsport and Garlands* by MSVR (*except Spa where Bute will supply)
- 1.7.2 Per Round: Trophy for 1st, 2nd, 3rd in each championship Group. Garland for 1st in each Group
- 1.7.3 Championship: 1st, 2nd, 3rd in championship and 1st in each championship Group.
- 1.7.4 Bonuses:
- Per Round: The championship organisers reserve the right to add any additional trophies and awards as they see fit.
- Championship: The championship organisers reserve the right to add any additional trophies and awards as they see fit.
- 1.7.5 Presentations:
- Garlands and Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Podium presentations after each race will be for the driver of the car that wins each Group in that race. All competitors are requested to attend the championship awards presentations in the championship race-centre 30 mins after the finish of the last GT Cup race of the event.
- 1.7.6 Entertainment Tax Liability.
- In accordance with current government legislation, the promoter is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women.
- That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the [*] is

required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

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

For further information contact:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside L69 9BB. Tel: 0151 472 6488 F 0151 472 6483.

1.7.7 Title to all Trophies:

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

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 **Rounds:** In accordance with Section C of the 2010 MSA Yearbook and these regulations.

2.2 **Championship:** In accordance with Section C of the 2010 MSA Yearbook and these regulations.

3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 Entries:

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry dates. The closing date for entries is 14 days prior to the event. The organisers reserve the right to accept entries to the event after the closing date and before noon of the Thursday prior to the event. Accepted late entries may carry a late entry fee.

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

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

3.1.4 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of Group. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Area" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.1.5 The organisers reserve the right to accept entries from cars which do not conform to the championship regulations at their discretion. Such cars may be restricted at the discretion of the Eligibility Scrutineer and would race under an invitation Group for assessment purposes. Such entrants will not be eligible to score championship points and will NOT count towards championship Group numbers. Entries from competitors taking part in championship registered vehicles will

receive priority over any invitation Group entrant provided the entry from the registered competitor is received at least 14 days prior to the event.

3.2 Briefings:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings which will usually be held in the championship race-centre unless another location is notified to competitors.

3.3 Practice:

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

Should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.

3.4 Qualification:

3.4.1 Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulations Q 4.5. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation Q 4.5.

3.4.2 The Clerk of the Course shall have the right to allow a driver who has not taken part in official qualifying, but who has taken part in the official practice session, to compete in the championship race.

3.4.3 Starting grid – the starting grids will be in accordance with the circuit track licence. The grid for Race ONE will be established by the fastest lap time in qualifying. The grid for Race TWO will be established by the second fastest lap time in qualifying.

3.5 Races:

3.5.1 The standard minimum scheduled distance shall be 25 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round. No last-lap board will be shown to competitors by officials.

3.6 Starts:

3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.

3.6.2 The minimum Countdown procedures/audible warnings sequence shall be:-

All starts will be Rolling Starts:-

1 minute to start of Pace Lap - Start Engines/Clear Grid.

30 Seconds - Visible and audible warning for start of Pace Lap.

3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

- 3.6.4 Any cars removed from the grid after the 1 minute stage or driven into pits on Green Flag lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.
- 3.6.5 Any drivers unable to start the Pace lap are required to indicate their situation as per MSA Regulation Q 12.13.2 and any drivers any drivers unable to maintain grid positions on the pace lap MUST drop to the back of the grid. All other cars must maintain their original grid positions and not close any gaps.
- 3.6.6 The Pace car will pull off at the end of the pace lap. The cars will continue on their own with the pole position leading at a minimum speed of 70 kph and a maximum of 90 kph. A judge of fact may monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90 kph) before the start is given may result in a stop and go penalty. During the formation lap the red light will be on. No car may overtake another one before the starting signal is given. In the event that the starting lights fail the Starter will revert to using the National Flag.
- 3.6.7 The organisers reserve the right to employ an alternative starting procedure.

3.7 Race Stops

- 3.7.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

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

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

- 3.7 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 back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

- 3.8 Case B - More than two laps completed by Race Leader but less than 75%

The Race will restart from a grid set out by the finishing order of part one, (as per Q 5.4.3). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.

- 3.7.4 If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with MSA Regulation Q 5.4.3, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

3.8 Re-Scrutiny:

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

3.9 Pits & Pitlane Safety:

- 3.9.1 Pits. Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

- 3.9.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in pitlanes.
- 3.9.3 Refuelling: May only be carried out in accordance with the MSA Q13 Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 3.9.4 Speed Limit Pit Lane Speed Limit will be 60 km/h.

3.10 Race finishes:

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/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up while on the circuit or in the pitlane.

3.11 Results:

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.12 Timing Modules:

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

3.14 Operation of Safety Car

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

4. CHAMPIONSHIP RACE PENALTIES:

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:

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

4.1.2 Arising from post race Scrutineering or Judicial Action:

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

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

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

As per 2010 MSA Judicial Procedure Regulations.

4.2.1 The Clerk of the Course has the option to impose Stop and Go or Drive Through penalties in accordance with Q 12.6.

4.2.2 The Clerk of the Course has the option to impose a penalty of up to 10 grid places at the next race/s of the Championship.

2010 GT CUP CHAMPIONSHIP TECHNICAL REGULATIONS

5. TECHNICAL REGULATIONS:

5.1 Introduction

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. – **Enquire First to Belinda@butemotorsport.com if unsure!**

5.2 GENERAL DESCRIPTION

- 5.2.1 The GT Cup is open to all cars which can be described as GT as per MSA 2010 Yearbook terminology with the exception that they some cars may not have doors (for example KTM X-Bow and Lotus 211). All cars must be approved by the organisers who have the ultimate right of refusal of any car. The current list of accepted cars appears in **Appendix i. This list is not intended to be exhaustive and other models will be considered on application.**

In considering whether a vehicle will be accepted the state of modification and prior proven performance of the vehicle and/or car/driver combination will be considered. Specifically excluded will be sports racing cars (e.g. Lola etc.) and highly modified GT Specials who can not comply with these regulations.

- 5.2.2 For Championship points to be awarded the specification of the proposed car to be entered, with photographs where requested **MUST** be submitted with each new entry on the **Race Car Technical Declaration Form (RCTD)** supplied by the Championship Organiser. (see section 5.4.3 **TECHNICAL DECLARATION**)
- 5.2.3 Any vehicles affected by any changes made by the organisers will be notified at the earliest opportunity. The Championship Organiser reserves the right to adjust car specification including power and weight specifications in the interest of equalizing competitiveness between models at any time during the championship.
- 5.2.4 Race Groups: Competitors will be appointed to a group upon registration (i.e. which Race Group they are entered). The Championship Organiser reserves the right to reclassify a car to the Race Group the Championship Organiser, may consider most appropriate to the cars performance if it is felt necessary to maintain close racing at any time.

The championship organisers reserve the right to introduce an invitation Group at certain events and/or to allow a vehicle to take part in an event within an invitation Group category. This may include vehicles who have failed to submit properly completed RCTD forms and / or technical information data within the time period specified. Subject to grid size, the organisers will open an invitation Group for vehicles wishing to take part in the European event and may invite another series to share the grid. Cars who do not qualify for eligibility in the championship under these regulations may, at the discretion of the championship organiser, only enter one other championship round (double-header) – other than the European event – for the purposes of performance assessment. For the avoidance of doubt competitors in the Invitation Group are not required to register for the Championship and do NOT score championship points. Competitors in the Invitation Group will be charged an administration fee of £60.

It will be expected that any vehicle wishing to race regularly in the GT Cup Championship will modify their race car as necessary in order to conform to championship regulations.

- 5.2.5 In considering whether to permit any car to race the Championship Organiser reserves the right to take into account, at any point during the season, its appearance and the standard of its presentation (including its interior) may exclude any car the appearance of which they consider may prejudice the reputation of the Championship or is otherwise not acceptable.

5.3 SAFETY REQUIREMENTS:

For championship rounds in the United Kingdom, cars and drivers' equipment are subject to the provisions of MSA Regulations Section K - Safety Criteria - as an absolute minimum. It should be borne in mind that at all times the safety of the driver is paramount. All cars **must** comply with the following, K 1.6.1 – K 1.6.6 as applicable - noting Q 19.14.1, K 2.1.3. noting Q 19.14.2, K 8 noting Q 19.11.1 where fire extinguishers are plumbed in they must conform to at least Q 3.1.2 a) **Note 2010 MSA Regulations regarding permitted extinguishants. All competitors are advised to check their crash helmet, overalls, seats and seat belts have the correct standard number and sticker as per the 2010 MSA Yearbook.**

Competitors should take special note that for rounds in Europe, all personal safety equipment must conform to FIA standard, including – but not limited to – race suits, helmets, balaclavas, gloves, and boots

5.3.1 It is recommended that drivers of open top cars wear arm restraints whilst on track.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

5.4.1 The Eligibility Scrutineer or their representative shall be the sole arbiters and shall be a judge of fact. Any finding as to whether or not any item or component is 'standard' or 'relevant' for the purpose of these regulations shall be a Judgement of Fact.

Entrants must confirm the exact make, model and year of production for the car they intend to use and declare such on their Race Car Technical Declaration form. The Eligibility Scrutineer may require an entrant to change such details where there is any doubt over the accuracy of the details provided to describe the intended car in the intended Group. Any changes may require the car to be put into a different Group.

5.4.2 The decision of the Championship Organiser upon all matters in relation to interpretation, applications, breaches and enforcement of these regulations (including without limit, eligibility and Classification) shall be binding upon all competitors, who shall on registering for the Championship be deemed to have full knowledge of these regulations and to have accepted same in full.

5.4.3 Technical Declaration –

All entrants shall be required to complete a **Race Car Technical Declaration (RCTD)** form obtainable from the championship website or the organisers in order to qualify for championship points. This document and all supporting photographs must be received by the championship co-ordinator at least 14 days prior to the event being entered. This document must record the exact base car to be used. Failure to submit the RCTD form and supporting documentation within 14 days of the event will result in the entry being refused or the competitor not being able to score championship points. Technical Data Forms for cars entered for the first round should be submitted to the organizers by 15 March 2010 latest. All vehicles which are not specifically invited must comply with the Technical Regulations published and accepted as being in the Race Group as specified.

Any variance from the RCTD form observed by a scrutineer who will be a judge of fact, without prior written approval from the Championship Organiser shall be deemed to disqualify the vehicle from the race results.

In the event that a Race Car Technical Data form is not received within the 14 days required for registration to the championship, the organizers reserve the right to decide if the car may take part in the race or not. If permitted to race, the car and driver will not be eligible to score points but may, if deemed appropriate, count towards Group numbers and receive a trophy. In the event that the championship organizers have reasonable doubt as to the eligibility of the vehicle, permission to race may be refused, or the car may be placed into an invitation Group and will not count towards Group numbers and may not be eligible for a trophy.

Each car must be registered as a specified make and model and year of manufacture and must at all times and in all respects be standard for such except for any modifications expressly permitted by the Championship Organiser and subject to said modifications being indicated on the Race Car Technical Declaration form (RCTD). Acceptance of an entry where the RCTD has been supplied will be deemed

acceptance of any modifications indicated on the entrants form. Such permission given by the organisers may be withdrawn subject to giving at least 2 weeks notice prior to the next event from the date such notice was given. Written notice will be given to the registered entrant by email where possible.

Any request to modify any vehicle after the RCTD form has been received and accepted must be submitted to the championship co-ordinator in writing. The competitor must allow a minimum of 14 days for a decision to be made whether or not to allow the modification. The championship organizers have sole discretion and their decision will be binding. The championship organizers will not enter into further correspondence if the modification is disallowed unless new supporting evidence is provided for consideration.

- 5.4.4 Lotus 211 and Modified Elise and Exige cars wishing to compete in Group 3 should comply with the technical specification set by the championship. See Appendix ii.
- 5.4.5 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and Race Car Technical Declaration form, including any written amendments, and with these Regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these Regulations. Queries on eligibility should be referred in writing to the championship co-ordinator at Belinda@butemotorsport.com at least 14 days prior to an event entered in order to permit a ruling in advance of any meeting at which it is intended to compete. The final decision will be that of the Championship Eligibility Scrutineer.

5.5 EXAMINATION OF VEHICLES

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

During the season, cars may be required to install a data-logger for the purposes of monitoring engine power. This, combined with vehicle weight, may be used to determine whether a given car is in the correct Race Group. Competitors will be required to install such fittings as specified by the Championship Organiser to allow the use of the data-logger.

The Championship Organiser reserves the right to request the entrant to strip any part of a registered car including engine or transmission to establish its eligibility. In the event of any part being found to be in contravention of any of these regulations the cost of such work will be met by the registered competitor (not second driver if applicable). Failure to comply with this in all respects will mean exclusion from the Championship of the competitor concerned.

5.5.2 Technical Query Procedure

Specific technical queries should be submitted in writing to the championship organizers on the technical query form available from the co-ordinator. All questions must be submitted via the championship co-ordinator at belinda@butemotorsport.com.

5.5.3 Power testing:

The power figure for the purposes of these Regulations shall be power at the wheels with the car in normal dry weather racing condition.

For guidance competition groups will initially be based on a power to weight ratio figure as follows:

- Group 1: less than 0.35bhp/kg
- Group 2: less than 0.30bhp/kg
- Group 3: less than 0.25bhp/kg

The above figures are the dry weight of the car without driver.

The organisers reserve the right to adjust these figures if they deem necessary in accordance with MSA GR D11.1.3.

Competitors will be required not to exceed the declared power figures at any time. A number of rolling roads in different geographical locations around the country will be nominated by the championship organisers and this list will be published on the Championship website. Competitors must nominate which rolling road they wish to use. The championship organiser reserves the right to confirm power test figures at the competitors nominated rolling road. Such power must be declared on the RCTD form. Repeat testing at the same rolling road may be carried out during the year to monitor power. The result of this testing shall be final and not subject to appeal. The operator of any power testing equipment shall be a judge of fact under the event regulations. A maximum tolerance of +5% will be permitted above the declared power figure.

The championship organisers also reserve the right to utilize other power testing equipment and methods as they see fit. Competitors shall be solely responsible for ensuring that their race vehicle is returned to the rolling road at the request of the scrutineer at their own cost. In addition competitors shall be solely responsible for any damage which may occur to their car during these tests how so ever caused and acknowledge the dangers such tests may present to their cars and accept responsibility for such risks as an essential element of this type of competitive event.

Where an entrant has been selected to have their car power tested by the Eligibility Scrutineer or his appointed assistant, any failure to test for any reason what so ever or removal of any seal put in place at the race meeting by anyone other than the Eligibility Scrutineer and/or his officially appointed assistant will result in exclusion from the results and the competitor will not be eligible to receive points or a trophy. Any trophy received at the prize giving must be returned, failure to return the Trophy before the next race meeting after the power test may incur sanctions.

All modifications must be approved by the organisers at least 14 days prior to the race. Otherwise cars must remain standard in all respects as manufactured by the original manufacturer. Equalising measures may be implemented for modifications made.

5.6 EQUALIZATION

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

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

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

- 5.6.2 Only time keeping equipment and personnel approved by the Championship Organiser may be used to record times for cars in equalisation tests.
- 5.6.3 In the interest of equalisation testing entrants may be asked to allow a driver appointed by the organisers to drive their race car at speed on track to obtain lap time and performance data. The Championship Organisers will use this data to help them in making decisions to equalize performance of the different model of cars entered into the championship. Permission may be denied by the entrant for their car to be

tested but this may result in the Championship Organisers taking a cautious approach and making equalisation decisions which reduces the lap time performance of the vehicle as achieved by the competitor if they are able to achieve lap times above those of the first three in Group. Once permission is given for their car to be test driven by the appointed driver, all such activities shall be at the risk of the Registered entrant and/or the owner of the car who will assume full financial responsibility for the repair of the car and any consequential loss. Any team member of the Registered entrant and /or car owner who makes available or allows a registered entrants and / or owners car to be tested will be deemed to have done so with the Registered Entrants permission.

5.7 CHASSIS

The chassis should be standard in all respects for the designated model entered unless declared on the Race Car Technical Declaration Form and accepted by the Championship Organiser. The organizers reserve the right to refuse any car that has been modified from standard.

5.8 BODYWORK & INTERNAL TRIM

Bodywork should be standard in all respects for the designated model entered unless declared on the Race Car Technical Declaration Form and accepted by the Championship Organiser. The organisers reserve the right to require bodywork to be changed in the interest of equalisation.

Internal Trim may be modified except that the standard dash board must be retained and main instruments located in their original positions.

5.9 RIDE HEIGHTS

All vehicles must comply with the minimum ride height set by the MSA regulations at all times. The championship organizers reserve the right to set alternative ride heights to different marques in the interest of equalization.

5.10 ENGINE

5.10.1 All engines must be standard for the model entered except where a modification is declared and accepted by the Championship Organiser. Any such variation from standard must be declared on the Race Car Technical Declaration Form for the car being entered.

The use of Turbo chargers or superchargers is not permitted unless approved by the Championship Organisers.

The organisers reserve the right to require engine specification to be changed in the interest of equalisation.

Any restriction of power may be achieved by using an air intake restrictor to such specification as approved by the Championship Organiser.

If a turbo or supercharged engine is allowed then a max boost pressure must be stated on the Technical Declaration Form. A boost recording gauge may be required to be fitted.

5.10.2 Electronics

Only the electronic control fitted the base car will be permitted. This system must be declared in the original dossier.

5.11 TRANSMISSION

Any modification of Transmission of a standard car must be approved by the Championship Organiser. Any allowed modifications from standard including the addition of a sequential gearbox may incur a penalty or be required to run in the next faster Race Group, to be decided at the discretion the Championship Organiser.

5.12 SUSPENSION

Suspension should be standard in all respects for the designated model entered unless declared on the Race Car Technical Declaration Form and accepted by the Championship Organiser. The organisers reserve the right to require suspension specification to be changed in the interest of equalisation.

5.13 WHEELS

Wheels should be standard in all respects for the designated model entered unless declared on the Race Car Technical Declaration Form and accepted by the Championship Organiser. The Championship Organisers reserve the right to require wheel specification to be changed in the interest of equalisation.

5.14 TYRES

Pirelli will be the control tyre brand. All tyres used in the GT Cup must be supplied through the supplier nominated by the Championship Organiser (contact details in 6.1) who will provide a fitting service at all rounds. Cars must run with same compound of tyre on each wheel.

It is strictly forbidden for any vehicle, including those in an invitation Group, to run in GT Cup Championship races on any tyre other than Pirellis. Under exceptional circumstances only, the organisers reserve the right to specify an alternative tyre.

The use of tyre heating / heat retention devices / tyre treatments and compounds is prohibited.

Only full wets or slicks as supplied by Pirelli for the GT Cup will be allowed. Intermediate tyres will not be allowed.

5.15 WEIGHTS

Base weight: All cars must be weighed pumped dry of fuel without driver and that weight declared on the RCTD form. This will be the cars base weight.

All cars must be above their declared weight throughout the competition

The weight used in calculating the power to weight ratio is the declared base weight of the car without the driver.

The car must retain its Declared Base Weight when any equalisation weight has been imposed by the Championship Organisers in addition to the Declared Base Weight.

Finishing Weight: All cars entered in the Championship must finish all track sessions with the car weighing a total of:

Declared Base Weight + 90kg + any equalisation weight.

Success Ballast must be in addition to the Finishing Weight.

Explanatory Note: Finishing weight is being used to neutralise the potential performance gain due to a very light driver and for efficiency of post race scrutineering.

5.15.1 Success Ballast

A system of race 'success ballast' weight handicaps will be applied to drivers in the GT Cup at the end of each race based on the order of finishing published by the official timekeepers as authorised by the Clerk of the Course for each of those races prior to any judicial action in respect of any Sporting or Technical

infringements. Where the car is to be shared by two drivers at one meeting each driver will have their own weight handicap to carry.

Provision should be made to secure ballast, such that tools are required for its removal and to allow the fixing of seals by scrutineers and must comply with drawing 258-2 of FIA reg Appendix J 252A. The handicap weights shall be positioned on the floor of the passenger side and ideally located by the same fixing points as for the passenger seat but subject to the discretion of the Eligibility Scrutineer.

Success Ballast will be carried in the next race driven by the driver and will be adjusted for each subsequent race driven by the driver in accordance with the weights shown below. There will be no accumulation of success ballast weight. If a driver fails to finish they will be allowed to remove success ballast for the next race in which they drive.

If a driver starts a race but fails to finish they will be allowed to remove any Success Ballast for the next race they enter.

Example: If driver 'A' finishes 1st in Race Group One he will carry 60kg success ballast in the next race he enters. If in that next race he finishes 3rd he will reduce his success ballast to 20kg for the next race he enters. If he had finished 4th and not 3rd in that race he would be allowed to remove all success ballast.

The success ballast awarded may be removed for free practice sessions and official qualifying session prior to the driver participating in the next race if the Ballast is due to be carried at the next meeting.

Success ballast will be applied to drivers finishing in the first Race and / or the second Race at each Meeting according to the following scale in each Race Group: -

Group 1

1st position: +60 Kg
2nd: +40 Kg
3rd: +20 Kg

Group 2

1st position: +50 kg
2nd: +30kg
3rd: +15kg

Group 3

1st position: +40kg
2nd: +20kg
3rd +10kg

Cars racing in the invitation Group will not carry success ballast, but may be subject to equalization ballast or other modifications at the request of the Eligibility Scrutineer.

Registered Entrants are responsible for supplying and affixing their own Success Ballast and cars must be prepared sufficiently so that Ballast can be quickly fixed in place between races during a race meeting.

Success Ballast may be weighed following the race and whilst under Parc Ferme conditions. No person other than any officials or the driver may have contact with the vehicle before it is weighed. All cars must not weigh less than their minimum weight as specified in these regulations following removal of the success ballast i.e. the removable ballast must weigh in accordance with the weights shown above. Any finishing weight, over the minimum set in these regulations when ballast is removed **MAY NOT** be set against ballast.

5.16 FUEL

Pursuant to MSA GR J5.13.4, competitors are permitted to use fuel complying with FIA Appendix J – Article 254 – Article 9.

Sunoco may provide a fuel delivery service to each of the Official Race Meetings of the GT Cup subject to individual requirements. If required, fuel can be ordered from Anglo American Oils by calling 01929 555 970.

5.17 SILENCING

Unless stated otherwise in the Final Instructions vehicles must at all times conform to MSA Regulations (105dBA at $\frac{3}{4}$ rpm at 0.5m) as set out in the 2010 Competitors' and Officials' Yearbook; J 5.18. The method used for rear engine cars may be to the requirements of the MSA Regulations at the discretion of the MSA Environmental Scrutineer. Vehicles may also be required to comply with any circuit contractual conditions regarding noise.

Any vehicle not allowed to race because it does not meet the noise restriction will not be entitled to a refund of their entry fee.

5.18 PNEUMATIC JACKS

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

5.19 RADIO COMMUNICATION

Two or one way electronic communication either of speech or data between driver, their car and their team or any personnel associated with the driver team and entrant is not allowed whilst the car is on the circuit in compliance with MSA Regulation Q8.1.10 as set out in the 2010 Competitor's and Officials' Year Book.

5.20 NUMBERS & CHAMPIONSHIP DECALS

- i. The Championship Organiser will require Windscreen header decals, GT Cup decals and Championship number panels to be displayed as a condition of eligibility and to compete in the Championship; a charge will be made for additional decal sets. Competitors must supply their own numbers in standard Helvetica font which comply with MSA bluebook regulation J 4.1 and measure 230 mm high with a stroke width of 38 mm
- ii. Competitors must also supply white race numbers on a clear background measuring 100mm high to be placed in the centre of the windscreen just below the windscreen header strip, subject to visibility. Any competitor who believes that this will jeopardize visibility must discuss a suitable alternative with the championship coordinator.
- iii. It is mandatory that competitors must make available space and place on their vehicle and overalls for Championship Sponsor logos as may reasonably be specified from time to time by the Championship Organiser. Specific car locations include the placement of Pirelli logos on each corner of the car and a cloth badge on overalls.
- iv. The organisers will reserve the following locations on all championship cars for Championship and sponsor decals:
 - Door number decals and background squares
 - Windscreen header strip
 - Front number plate or equivalent area
 - All four bumper corners
 - Two championship decals as supplied must be displayed on the race car (position optional)
 - One MSVR and one Bute Motorsport decal as supplied must be displayed (position optional)
 - Dashboard
- v. Competitors will not be allowed to display sponsor logos (e.g. tyre manufacturers) which conflict with Championship sponsor logos. In particular, no advertising of any tyre manufacturer other than Pirelli may appear on the race car, race truck or tow vehicle, driver overalls or publicity material present at the race event. It should be further noted that all cars running in the GT Cup event, even those unregistered cars in the invitation Group, must run on Pirelli tyres.

- vi. Each car must carry on both rear quarter windows the surname of competing driver in white lettering. Typeface to be Helvetica Bold, letters to be no greater than 100mm Capital Height, no alternative typeface will be permitted.

Advertising and sponsorship on all race cars, trucks or overalls of any competitor entering the GT Cup championship must conform to the MSA Bluebook definitions of legality and decency. Competitors will be asked to remove any signage that might be deemed offensive or inappropriate. Competitors are encouraged to seek the permission of the championship organizers in cases where there is uncertainty.

6 APPENDICES:

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

6.1 Contacts:

Bute Motorsport:	Bute MotorSport Limited c/o Haynes International Motor Museum Sparkford Yeovil Somerset BA22 7LH Tel: +44 (0) 1963 440 787 Mob: +44 (0) 7500 116 687 Email: hannah@butemotorsport.co.uk www.gtcup.co.uk	Bank Details	Bank: HSBC Branch: Yeovil Acc no.: 41694634 Sort: 40-47-28 Name: Bute Motor Sport Limited IBAN: GB17MIDL40472841694634 SWIFT: MIDLGB22 BIC CODE: MIDLGB2165H
Championship co-ordinator:	Belinda Edwards Bute Motorsport Limited c/o Haynes International Motor Museum Sparkford Yeovil Somerset BA22 7LH Tel: +44 (0) 1379 890703 Mob: +44 (0) 7798 918852 Email: Belinda@butemotorsport.com		
MSVR:	MotorSport Vision Racing Brands Hatch Fawkham Kent DA3 8NG Tel: +44 (0) 1474 875 202 Fax: +44 (0) 1827 285 666 Email: david.scott@motorsportvision.co.uk www.motorsportvisionracing.co.uk	Timing Module Supplier: (Except Spa & BH 31Jul/1Aug)	Timing Solutions Limited Unit 2 Ninian Way Tamworth Staffs B77 5ES www.tsl-timing.com
Control tyre supplier:	Ian Barnsley Silverline International Ltd Nelson Lane Warwick CV34 5JB Tel: 01926 490002 Mob: 07977 104 658 email: ian@silverlinewheels-tyres.com	Fuel supplier:	Anders Hilderbrand Sunoco 3 Holly Close Sandford Wareham BH20 7QE Tel: 01929 551 557 email: anders@aaoil.co.uk

6.2 Intellectual, Commercial, Merchandising and Sponsorship Rights

The Intellectual, Commercial, Merchandising and Sponsorship Rights of the GT Cup championship are the property of Bute Motorsport and may not be assigned to any other party or person without their written agreement. While the permit holder is MotorSport Vision Racing, the sporting ethos for the GT Cup shall be the domain of Bute Motorsport and any changes made to the sporting regulations shall be with the full agreement of Bute Motorsport within the framework of the regulations set out by the Motor Sport Association.

6.3 Race Entries

Bute Motorsport will be responsible for communicating Race Entry Forms to all Registered Competitors in sufficient time for entries to be made in accordance with Regulation 3.1.2. A single Race Entry Form will be issued which can be used for all races. Once the single Race Entry Form is submitted to Bute Motorsport it is the Competitors responsibility to request a new form or download it from the championship website in sufficient time before the race if they wish to enter a race not included on their original single Race Entry Form or obtain such from the official website.

Refunds – if a race entry is withdrawn refunds will be available on receipt of written confirmation of withdrawal received by the Championship Coordinator according to the following schedule:

- i. notification received more than four weeks prior to race meeting 100% refund less £75 administration charge
- ii. notification received more than three weeks prior to race meeting 75% refund
- iii. notification received more than two weeks prior to race meeting 50% refund
- iv. less than two weeks notice no refund is available.

Any deposits paid for discounted early race entry prior to 1 March are non refundable.

Entry prices can be obtained separately to these Regulations from Bute Motorsport. Bute Motorsport has sole discretion over entry prices and refund policy which they reserve the right to vary from those shown in these Regulations.

Please note Discounts will be available for early entries made prior to 1 March and for full season entries in the Championship. Details available from Bute Motorsport.

Supplementary Regulations, Race meeting Schedules and Paddock details will automatically be issued by email by Bute Motorsport to competitors entered in the race. Any competitor who would prefer this information by post should notify Bute Motorsport and supply an address and ensure their entry is in no later than 14 days prior to the event. Each Full Season Entrant will be issued four permanent Circuit Admission Passes and four Hospitality Centre Passes.

Where required each entrant will also receive Vehicle Passes as appropriate and at the discretion of the Organiser of the race meeting.

Those entering on a race by race basis, or with an accepted late entry, may be issued with four paper circuit admission tickets in place of permanent passes. All Permanent passes will remain the property of MSVR and must be surrendered if required to do so by the Race Meeting organisers. Lost permanent passes will be supplied on written application to MSVR at a charge of £30 per pass. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry in accordance with Regulation 1.4.1. The championship organisers reserve the right to accept registrations and entries up to noon of the Thursday prior to the race, but an administrative fee may be charged for entries received later than 14 days prior to the event. No entry for the event will be accepted after noon of the Thursday prior to the event.

6.4 Definitions

For the purposes of these regulations a **DRIVER** is *'The person nominated as the driver of a vehicle in any event'*. An **ENTRANT** is *'The person or body responsible for making an Entry into a competition and responsible for all matters pertaining to that entry'*. Both these definitions are given in the MSA yearbook, Page 59.

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

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

A **Competitor** is *'A person or body whose entry is accepted or who competes in any event whatsoever whether as an Entrant, Driver....'* MSA Yearbook Page 58.

6.5 Commercial Undertakings:

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

6.6 Trade Support Vehicle Decals

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

6.7 Promotional activities.

All competitors taking part in the 2010 GT Cup events are expected to support the championship in the following ways:

- i. winners in each championship Group must attend the podium as quickly as possible after each event. They must be wearing race overalls, properly fastened and displaying championship badges as requested. If requested to wear a sponsors cap, these will be provided and must be worn as directed.
- ii. All competitors taking part in an event are requested to attend the end of event prize giving in the GT Cup race centre 30 mins after the last GT Cup race of the event to receive trophies and support fellow competitors.
- iii. All competitors in the 2010 GT Cup championship are requested to attend the end of year awards dinner and should notify the organisers if they are unable to do so for any reason.
- iv. Bute Motorsport will make every effort to provide publicity material in the way of decals and flags for race trucks for any competitors able to display these in the race paddock.
- v. All competitors are requested to make every effort to attend the official pre-season test day and launch in order to facilitate technical checks on vehicles entering the championship. Information on the test will be sent out to all competitors in good time.

6.8 Television

- 6.8.1 The championship promoter, Bute Motorsport, retain exclusive broadcasting, recording, cable, satellite, digital, video, games, internet and interactive rights and rights to all other mediums to film and record the participation of the driver, entrant, sponsor and any other team member in the events and activities throughout the championship and to assign or otherwise deal with such surrender of his/her rights (if any) in such matters, which may then be used at the Championship promoter's discretion.
- 6.8.2 No on-board cameras will be permitted except by permission of the championship organisers. Competitors fitting on-board cameras may also require permission of the circuit management to film and should be prepared to pay any fee required by the circuit if it is deemed that the filming is of a commercial nature.

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

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

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

6.9 Paddock Arrangements

The championship organisers will make every effort to secure suitable paddock space for the GT Cup competitors at each event. Competitors are requested to make every effort to park race trucks, motorhomes and road cars in a neat and professional manner in order to project the best possible image for the championship. If requested to do so, competitors are asked to please leave road cars outside the paddock where possible. No road cars will be permitted to park in the paddock at promoted events. Competitors with highly valuable and exotic cars who are concerned about leaving them in a public space should contact the championship co-ordinator who will make every effort to agree with the event organiser sufficient space to set up a 'supercar display' inside the paddock. It should be understood that this is only with the agreement of the event organiser and any car displayed in this manner must be of sufficient quality and rarity to justify such a display and be presented in a suitable manner.
