


## 2025 GT CUP CHAMPIONSHIP - SPORTING &amp; TECHNICAL REGULATIONS

**2025 GT CUP CHAMPIONSHIP  
SPORTING & TECHNICAL REGULATIONS**

**PUBLISHED COPY**

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Signed 

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## 2025 GT CUP CHAMPIONSHIP - SPORTING &amp; TECHNICAL REGULATIONS

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## 2025 GT CUP CHAMPIONSHIP - SPORTING &amp; TECHNICAL REGULATIONS

**Overall GT Cup Champions**

2024	Charlotte Gilbert & Tom Rawlings	Lamborghini Super Trofeo	Topcats Racing
2023	Paul Bailey & Ross Wylie	Lamborghini GT3	Kendell Developments
2022	Simon Orange & Michael O'Brien	McLaren 720S GT3	Orange Racing powered by JMH
2021	Richard Neary & Sam Neary	Mercedes AMG GT3	Abba Racing
2020	Simon Orange & Josh Jackson	Ginetta G55	Team Hard
2019	Steve Ruston & John Whitehouse	McLaren 570S GT4	JMH Automotive
2018	Chris Murphy & Adam Hatfield	Aston Martin GT4	Whitebridge Motorsport
2017	Graham Davidson	McLaren MP4-12C GT3	Jet Stream Racing
2016	Jordan Witt	Bentley GT3 Continental	Jordan Racing
2015	Wayne Mars & Charlie Hollings	Ferrari 458 GTC	FF Corse
2014	Jim Geddie	McLaren MP4-12C GT3	United Autosports
2013	Jeff Wyatt	BMW M3	Geoff Steel Racing
2012	Derek Johnston	Ferrari 458 GTC	Graypaul Racing
2011	Andy Ruhan	Porsche 997 GT3	JMH
2010	Marco Pullen	Ferrari 360 GTC	Team OMG

**GT Cup Championship Preparers' Championship**

2024	Topcats Racing
2023	Orange Racing Powered by JMH
2022	Orange Racing Powered by JMH
2021	Orange Racing Powered by JMH
2020	Team Hard
2019	JMH Automotive
2018	Top Cats Racing
2017	Spy Motorsport
2016	JMH Automotive
2015	FF Corse
2014	In2Racing
2013	FF Corse

## 2025 GT CUP CHAMPIONSHIP - SPORTING &amp; TECHNICAL REGULATIONS

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

The Championship Permit is granted by the ASN to and held by Haynes Motor Museum Club. The Championship Events are organised by MotorSport Vision Racing and the Championship is promoted and administered by Bute Motorsport. The Championship is organised pursuant to the National Competition Rules (NCR)(incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

- 1.1.1 For the purposes of these Championship Regulations Haynes Motor Museum Club and MSVR shall be jointly and severally referred to as the Organisers, however for the avoidance of doubt Haynes Motor Museum Club shall be accountable to the ASN as the Championship Permit Holder.

MOTORSPORT UK Championship Permit No. **CH2025/R080 (C)**

Race Status: **Interclub**

MOTORSPORT UK Championship Grade: **C**

**1.2 Officials:**

- 1.2.1 Championship Co-ordinator: Hannah James
- 1.2.2 Motorsport UK Licenced Eligibility Scrutineer: Mike Mattison
- 1.2.3 Championship Stewards: Gary Tanner, Eric Cowcill, Bill Shewan, David Simons  
Any three of the above may reach a decision.

**Championship Stewards**

**NCR Ch.4 App.1 Art 1.2.** The Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the published Championship regulations.  
**They** are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations and after holding a formal hearing, those Stewards may impose a penalty in accordance with NCR Chapter 2 subject to the rights of appeal to the National Court provided.

- 1.2.4 Clerk of the Course: Simon Gnana-Pragasam or his appointed Deputy
- 1.2.5 Technical Co-ordinator: Johan Donders or his appointed Deputy

**1.3 Competitor Eligibility:**

- 1.3.1 Entrants must
- (a) be fully paid up valid membership card holding Members of MSVR and
  - (b) be Registered for the Championship to score points and
  - (c) be in possession of a valid Motorsport UK Entrants Licence.

If the entry is not made by a holder of a valid licence the driver will be considered to be the entrant.

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### 1.3.2 All Drivers and Entrant Drivers must:

- (a) be Members of MSVR and
- (b) be Registered for the Championship to score points and
- (c) be in possession of valid Competition (Racing) club status Licence, *as a minimum*. For overseas events the minimum licence is National.
- (d) \*or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent NCR Ch.6, App 3, Art 1.6 and FIA ISC Article 2.3.7.b applies)
- (e) \*If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motorsport without the prior written approval of their education establishment.
- (f) be compliant with NCR Ch. 12, App.4, Art.6.2. Any **Driver** competing in a **vehicle** of 0.34bhp/kg or higher (excluding **driver** weight) and measured at the driven wheels, except for single seaters as detailed in NCR Ch. 12, App. 4, Art.6.1, must be the holder of a Race National licence, as a minimum.

Membership of MSVR & Haynes Motor Club is free upon entry to any event in the Championship.

### 1.3.3 A Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the Championship and receiving financial gain where, in respect of Junior Championships, the principal is not also the parent/guardian. This includes the use of team names, team sticker kits and team race suits/clothing.

A Team shall at all times uphold and respect the provisions of the NCR and these Championship Regulations as may be amended from time to time and shall;

- (a) hold a valid Motorsport UK Entrant licence;
- (b) have at least £5 million Public Liability Insurance;
- (c) uphold the values of the Respect Code and all applicable Motorsport UK policies and guidance;
- (d) act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motorsport, the Championship or Motorsport UK or any its officers and officials into disrespect;
- (e) adhere to the Motorsport UK Safeguarding Policies and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid DBS certificate supplied through Motorsport UK;
- (f) adhere to the General Regulations in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;
- (g) nominate one member of their Team as the Team Representative at each meeting, including but not exclusively for the purpose of all judicial proceedings at Events, and who shall be present at all judicial proceedings concerning drivers entered under that Team licence in substitution for the driver Parent/Legal Guardian.

#### 1.3.3.1 It is recommended the Team has:

- (a) a designated team member as a 1<sup>st</sup> 4Sport, Level 2 qualified coach;
- (b) a designated UKAD Certified Advisor, and
- (c) be responsible for carrying out and documenting a risk assessment of their activities; (risk assessment management tool available)

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

### 1.3.5 a) Entry into the GT Cup Championship will be by invitation of the Organisers following full consideration of the official 2025 Registration & Race Entry Form available from the Championship Coordinator by email [hannah@butemotorsport.com](mailto:hannah@butemotorsport.com) and sent by email to [hannah@butemotorsport.com](mailto:hannah@butemotorsport.com).

### b) An Entrant in the GT Cup may be either a Team, a solo driver or a two-driver entry.

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c) The GT Cup Championship is intended to be within reach of Sporting Drivers, defined as a driver who is participating purely for sport not commercial gain.

d) Drivers categorised as a Professional driver (Pro) are invited to enter when driving with a Sporting Driver, however, the following defining factors will apply: FIA-drivers category list is a guideline, prior motorsport experience (including entry to manufacture programmes), performance, and achievements that the Organisers consider would be deemed as professional (see 1.3.5).

e) Drivers categorised as a Pro-Sporting Driver (Pro-Sport) are invited to enter when driving with a Sporting Driver, however, the following defining factors will apply: FIA-drivers category list is a guideline, not considered a professional driver but their prior motorsport experience (including entry to manufacture programmes), performance, and achievements the Organisers consider would be deemed as Pro-Sporting (see 1.3.6).

f) Pro-Driver and Pro-Sporting Drivers are not allowed to register for the Championship as a pairing or score points but can enter single events with the agreement of the organisers as an Invitation Entry, no trophies will be awarded.

g) All drivers must complete the driver CV section of the registration form. All Drivers will be reviewed and categorised by the Championship Organisers.

Their decision of categorisation will be published on the entry list before each event, and a copy will be available on the website.

h) The organisers reserve the right to regrade drivers and adjust specific pairings by weight or other means of adjustment during the season.

Drivers aged 50 or over at 01.01.2025 may be exempt from the criteria set out in 1.3.4 d) at the Organiser's discretion.

#### 1.3.6 Pro Drivers:

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

#### 1.3.7 Pro-Sporting Drivers:

- i) No Pro-sporting Driver can enter the Championship as an individual solo championship registered driver.
- ii) A Pro-sporting driver may only drive the second half of any pit-stop race/endurance race.
- iii) A Pro-sporting driver may only set a qualifying time for grid position on Saturdays Qualifying session.
- iv) Pro-sporting drivers may only compete in Saturday's sprint race when the Championship is running in Option 1 & 2 Format. (See section 2.3.6)
- v) Pro-Sporting Drivers may only compete in Saturday's second sprint race when the Championship is running in Option 3 & 4 Format. (See section 2.3.6)

#### 1.3.8 Any dispute about the categorisation of a pro-driver, pro-sporting driver or a sporting driver will be resolved by a majority decision of a committee made up of the Clerk of the Course, Championship

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Organisers Co-ordinators and 3 registered competitors picked at random. Their decision will be published and final.

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

**1.4 Registration:**

1.4.1 a) 2 Driver Entries are those where a single car is to be raced by more than one driver.

- They must elect a Manager to act on behalf of the 2 Driver Team and notify the manager's name on the Registration form.
- 2 Driver Entries may only have a maximum of two drivers.
- No new drivers will be permitted into a 2 Driver Entry without express prior permission of the Championship Organisers Co-ordinator.
- Entrants must inform the organiser which driver intends qualifying and racing at which race by submitting the driver order form to the Championship Coordinator before the start of qualifying on each day.

b) All competitors must register for the GT Cup Championship to be eligible to score points by returning the 2025 Registration & Race Entry Form (available via the official website [gtcup.co.uk](http://gtcup.co.uk)) with the appropriate Registration Fee of ££350 plus VAT to the Championship Organisers. Competitors cannot register for the Championship after the third event has taken place. Acceptance of registration and the terms thereof is at the discretion of the Championship Organisers.

1.4.2 Acceptance: Championship Registration will only be complete when written acceptance is issued by the Organisers. Registration does not guarantee entry to all races the Race Entry part of the Form and fee must be submitted for any race that the registered competitor wishes to participate in (for race entry procedure see section [2.1](#)). Grid slots including reserves will be allocated on a "First Received" basis where the entry form is accepted, and full payment made.

1.4.3 Registration Deadlines: Race entries for the GT Cup Championship should be received a minimum of 14 days prior to the round entered. The Championship Organisers reserve the right to allow a competitor to take part in the race if the entry is received after this date up until noon of the Thursday prior to the round entered. Competitors entering less than 14 days prior to the event may not appear in the official programme.

1.4.4 Competitors will **only** score Championship points when they have submitted the required Technical Documentation to the Technical Coordinator, [johan@butemotorsport.com](mailto:johan@butemotorsport.com) the Thursday prior to the round entered at the very latest.

1.4.5 Championship Points will NOT be awarded to Competitors not registered for the Championship. These Competitors will be defined in the entry list with an "INV" before their group category, they will not count towards starters in the group. The points will be distributed to the registered eligible Competitors as if the INV entry in question were invisible.

1.4.6 Payment can be made by Debit/Credit Card or bank transfer or any other means notified by Bute Motorsport whose bank details can be found in Section [6.1](#).

1.4.7 Permanent competition numbers for the GT Cup Championship will be allocated and supplied by the Championship Organisers. Number backgrounds and race numbers supplied by Bute Motorsport must not be altered in any way. Competitors are responsible for ensuring the appropriate race numbers and backgrounds are attached to their vehicles. Numbers one to three will be reserved all year and issued to



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drivers who finished the previous season in the top three Championship overall points table. The number issued will correlate to their position in the top three at the end of the season. Use of numbers over 99 is allowed with the permission of the Championship Co-ordinator.

### 1.5 Championship Events:

The GT Cup Championship will be contested over 22 scheduled rounds and over 6 events as follows:

Event/Round	Date:	Circuit:	Organising Club
Event 1/Round 1	29 <sup>th</sup> March 2025	Donington Park (Grand Prix)	MSVR
Event 1/Round 2	29 <sup>th</sup> March 2025	Donington Park (Grand Prix)	MSVR
Event 1/Round 3	30 <sup>th</sup> March 2025	Donington Park (Grand Prix)	MSVR
Event 2/Round 4	17 <sup>th</sup> May 2025	Brands Hatch GP	MSVR
Event 2/Round 5	17 <sup>th</sup> May 2025	Brands Hatch GP	MSVR
Event 2/Round 6	18 <sup>th</sup> May 2025	Brands Hatch GP	MSVR
Event 2/Round 7	18 <sup>th</sup> May 2025	Brands Hatch GP	MSVR
Event 3/Round 8	7 <sup>th</sup> June 2025	Snetterton 300	MSVR
Event 3/Round 9	7 <sup>th</sup> June 2025	Snetterton 300	MSVR
Event 3/Round 10	8 <sup>th</sup> June 2025	Snetterton 300	MSVR
Event 3/Round 11	8 <sup>th</sup> June 2025	Snetterton 300	MSVR
Event 4/Round 12	2 <sup>nd</sup> August 2025	Silverstone (Grand Prix)	MSVR
Event 4/Round 13	2 <sup>nd</sup> August 2025	Silverstone (Grand Prix)	MSVR
Event 4/Round 14	3 <sup>rd</sup> August 2025	Silverstone (Grand Prix)	MSVR
Event 5/Round 15	20 <sup>th</sup> September 2025	Donington Park (Grand Prix)	MSVR
Event 5/Round 16	20 <sup>th</sup> September 2025	Donington Park (Grand Prix)	MSVR
Event 5/Round 17	21 <sup>st</sup> September 2025	Donington Park (Grand Prix)	MSVR
Event 5/Round 18	21 <sup>st</sup> September 2025	Donington Park (Grand Prix)	MSVR
Event 6/Round 19	11 <sup>th</sup> October 2025	Snetterton 300 Finale	MSVR
Event 6/Round 20	11 <sup>th</sup> October 2025	Snetterton 300 Finale	MSVR
Event 6/Round 21	12 <sup>th</sup> October 2025	Snetterton 300 Finale	MSVR
Event 6/Round 22	12 <sup>th</sup> October 2025	Snetterton 300 Finale	MSVR

- 1.5.1 The Organisers reserve the right to make changes to the calendar in the event of unforeseen circumstances. Any such change will be notified by official Bulletin to all registered competitors (NCRs Ch. 12, App 2, Art 4.1 and Ch. 3, App 10, Art 4.2 ).

In the event of Force Majeure, the Championship Organisers reserve the right to reduce the total number of Championship rounds in accordance with the current NCRs Ch. 3, App 10, Art 4.2 .

- 1.5.2 Competitors are free to test at any circuit subject to availability.

### 1.5.3 Pre-Event Testing

#### Testing Slot Availability

The Championship organisers reserve a limited number of testing slots at each circuit on the Friday before each event (Thursday at Donington).



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These slots are bookable directly through Bute Motorsport.

**Booking Process**

To secure a testing slot, competitors must contact Hannah at [hannah@butemotorsport.com](mailto:hannah@butemotorsport.com).

Booking is **not confirmed** until full payment is received.

Prices vary by track, and slots are prioritised for full-season competitors.

**Availability and Responsibility**

Efforts will be made to accommodate testing for all competitors across circuits, but availability cannot be guaranteed. The Championship Organisers are not responsible for any lack of testing availability.

**Payment Requirement**

Only after full payment is received will the testing slot be confirmed.

Competitors should book early due to the limited availability and priority given to season-long participants.

**1.6 Race Groups:**

1.6.1 Please see [Appendix II](#) for a full list of current eligible race car make and models which are designated in Groups by potential lap time performance as identified by the organiser. Please note the list also requires max power to weight for each make & model to achieve a balance of performance.

1.6.2 The Championship Organiser reserves the right to reclassify a car to the Race Group it considers most appropriate for the car's maximum potential lap time performance or to maintain competitive racing if necessary.

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

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

1.6.4 There will be six (6) groups defined by the original manufacturer-stated specifications comprising of.

GTO Open specification cars from the following:

Cars built by very low volume manufacturers (max 50 cars),

Cars built to GTE and GT2 specification,

Cars that are not derived from universally recognised volume GT car manufacturers.

Cars that were built to FIA GT3 specification but are no longer current

GT3 For current FIA homologated GT cars running to the manufacturers GT3 specifications as per the FIA Homologation papers.

GTC Current and later model year (within the last 5 years) manufacturer Challenge and Cup specification cars. These cars **MUST** comply with current manufacturer Challenge regulations and specifications.

GTB Earlier year (older than 5 years) Manufacturer Challenge and Cup cars

Modified saloon-based GT vehicles from Challenge and Cup Series.

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**GTH** For currently Homologated GT Cars running to the manufacturer's GT4 specification and meeting manufacturer homologation for the make and model entered.

**GTA** Lower specification Cup, Challenge and One-make series GT cars and cars built to meet GT4 specification which are no longer valid.

**NOTE:**

1. The organisers reserve the right to amalgamate any groups that do not have enough entries for them to run separately into a group that is of the same or similar performance. This will be communicated to competitors before the start of the season via the Championship Notice Board and by e-mail. The entries will then be balanced for performance via the official BUTE Motorsport Balance of Performance for each round and all points scored will count towards the amalgamated class and overall championship.
2. ALL cars are also subject to the maximum power-to-weight ratio for their respective group.
3. All cars must run in accordance with the Balance of Performance document issued by the Championship organisers prior to each meeting.

- 1.6.5 Invitation Group: The Championship Organisers reserve the right to introduce an Invitation Group. This may include (but is not limited to) vehicles which are being assessed for potential full Championship Registration but which the organiser believes are not of a greater performance than those cars entered in the GTO Group. For the avoidance of doubt, competitors in the Invitation Group are not required to register for the Championship and do NOT score Championship points and are not able to be Championship contenders. Competitors not registered for the Championship may be permitted on an individual round basis (please see [1.7.11](#) for further details)

Any vehicle wishing to race regularly in the GT Cup Championship must become a full Championship entrant.

- 1.6.6 Should a driver change cars during the course of the season and the car number remains the same, points may be carried over to the new car provided that the car runs in the same group, agreement must be sought from the Championship Organisers A new set of points may be built up for drivers changing into a different group.
- 1.6.7 In the event that the Organisers *require* a car to move to a different Group, Championship points may be carried over at the discretion of the Championship Organiser.
- 1.6.8 Only in exceptional circumstances and at the sole discretion of the Championship Organiser if a competitor changes to a car in a different group, may points be moved between groups.
- 1.6.9 In considering whether to permit any car to race the Championship Organiser reserves the right to take into account, at any point during the season, including but not limited to, its appearance, safety equipment and the standard of its presentation (including its interior).
- 1.6.10 The Organiser reserves the right to amalgamate groups if there are not enough vehicles in that group to run. Performance allowances will be made as appropriate.

**1.7 Scoring:**

- 1.7.1 All points are awarded to the car number. AKA the permanent competition number.
- 1.7.2 To be eligible to score points in the GT Cup Championship
- Competitors must tick the Championship Registration box on the entry form

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- Pay the registration fee of £350 plus VAT
- Must compete in a minimum of 3 of the 6 events.

Championship Points will NOT be awarded to Competitors not registered for the Championship. These Competitors will be defined in the entry list with an "INV" before their group category. They will not count towards starters in the group. The points will be distributed to the registered eligible Competitors as if the INV entry were invisible.

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

In each Championship Group:

Position	5 Starters per group	3 starters per group	2 starters per group	1 starter per group
1 <sup>st</sup>	25	25	18	15
2 <sup>nd</sup>	22	18	15	12
3 <sup>rd</sup>	19	15	12	10
4 <sup>th</sup>	16	12	10	8
5 <sup>th</sup>	13	10	8	6
6 <sup>th</sup>	10	8	6	4
7 <sup>th</sup>	8	6	4	2
8 <sup>th</sup>	6	4	2	1
9 <sup>th</sup>	4	2	1	0
10 <sup>th</sup>	2	1	0	0

A starter is defined in the NCR Ch. 12, App 6, Art 5.9

- 1.7.4 For the two Endurance Races ( 100 minutes long), double points will be awarded using the above table.
- 1.7.5 The competitor setting the fastest lap in each Championship Group in qualifying will score one (1) additional point.
- 1.7.6 The competitor setting the fastest lap in each Championship Group in each race will score one (1) additional point.
- 1.7.7 A bonus of 20 points in total will be awarded to every competitor ([as defined in 1.6.1](#)) **that completes a minimum of 75% of the total championship rounds (17 of the 22 championship rounds), including at least two rounds in EACH of the final two events (event 5 and 6)**
- 1.7.8 The totals from **ALL** point-scoring rounds in the 2025 GT Cup Championship will determine total Championship points.
- 1.7.9 Ties shall be resolved using the formula in the NCR Ch. 4, App 3, Art 4.
- 1.7.10 If a race is stopped and cannot be resumed  
 No points will be awarded if the leader has completed less than 2 laps.  
 Half points will be awarded if the leader has completed more than 2 laps but less than 75% of the original race distance.  
 Full points will be awarded if the leader has completed more than 75% of the original race distance.  
 Please note 1.7.2 still applies.
- 1.7.11 In accordance with NCR Ch. 12, App 9, Art 1.13 any race that has been run, in its entirety, under Safety Car conditions shall be declared null and void."

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1.7.12 Competitors not registered for the Championship may be permitted on an individual round basis and will:

- be deemed "Guest Competitors"
- not score points and for the purpose of points scoring will be ignored
- qualify for Event awards with the exception as defined in [1.3.5](#) (f)
- comply with the eligibility criteria as prescribed in [1.3](#). above, with the exception of [1.3.1](#). (b) and [1.3.2](#). (b), as appropriate.

1.7.13 Points may be deducted for Championship Penalties ([section 4.4](#) refers)

**1.8 Awards:**

1.8.1 All Trophies and podium wine will be provided by Bute Motorsport, and winner's caps by Pirelli. The winner's caps must be worn on the podium and whilst being interviewed or photographed.

1.8.2 Per Race: Award for 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> in each Championship Group. Podium Wine for 1<sup>st</sup> in each Group

1.8.3 Drivers Championship (including Driver Team Entries): 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> in overall Championship and 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> in each Championship Group.

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

1.8.4 Preparation Team Championship: The Preparation Race Team award will be given to the team which scores the most number of points using the same points score system as in section [1.7.1](#). A maximum of two entrant scores per Preparation Race Team per event will count towards the Preparation Team Championship. The Preparation Team MUST nominate which cars will score points for each given event prior to the start of the event (start of the event is deemed to be the 1<sup>st</sup> qualifying session of the event weekend) (NCR Ch. 4, Art 1.16 applies)

1.8.5 Bonuses:

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

- Driver of the Day
- Team of the Weekend

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

- Driver of the Year
- Sprint Challenge Trophy
- Sporting Challenge Trophy
- Spirit of GT Cup Award "Sparkies Cup"

1.8.6 Presentations:

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

1.8.7 Entertainment Tax Liability.

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In accordance with current government legislation, Bute Motorsport is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, Bute Motorsport is required to deduct tax at the relevant rate applicable from any such payments they may make to non-UK residents.

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

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

1.8.8 Title to all Awards:

If Provisional Results or Championship Tables are revised after any presentations, and these revisions affect the distribution of awards, the Competitors concerned must return them to Bute Motorsport in good condition within 7 days.

## **2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES**

### **2.1 Race Entries:**

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry dates. The closing date for entries is 14 days before the event, and any entry received after this will be deemed a late entry. The Organisers reserve the right to accept entries to the event after the closing date and before noon on Thursday before the event. Accepted late entries carry a supplement of £100+VAT over and above the normal fee.
- 2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct, and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. NCR Ch. 3, App 11, Art 1.11 applies,
- 2.1.4 Reserves will be listed in the Final List of Entries published with Final Instructions or in an Amendment Sheet Bulletin.

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 the 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 before cars are collected in the Official "Assembly Area", they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pit Lane and be released to start the race after the last car to take the start has passed the start line or pit lane exit, whichever is later. Such approval to start MUST be obtained from the Clerk of the Course.

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**2.2 Briefings:**

Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings, which will usually be held in the Bute Motorsport race centre unless another location is notified to them.

**2.3 Qualification Practice:**

2.3.1. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, during practice or qualifying at each event, in order to qualify (NCR Ch. 12, App 6, Art 3.2).

Pro-drivers are not allowed to set the qualifying time for the car, and must complete their laps in the first practice session. In the case of force majeure, 2.3.4 refers.

2.3.3 In the event of a Driver Team Entry [\(1.4.1\)](#) consisting of two sporting drivers, the fastest time achieved in the relevant qualifying session at the relevant circuit will set the grid for the Race to be competed in by the CAR irrespective of the driver so long as both drivers comply with [\(1.4.1\)](#).

2.3.4 The Clerk of the Course shall have the right to allow a driver who has not taken part in the practice/qualifying of the event, to compete in the Championship races if they fulfil the criteria prescribed in NCR Ch. 12, App 6, Art 3.14 (i.e. they must have previously raced (not just practiced/tested) over the course in its current layout within the preceding two years; or must complete at least three practice laps at an alternative time (agreed in advance with the Clerk) during the current event, in the car to be raced by them).

2.3.5 Starting grid – the starting grids will be in accordance with the circuit track licence.

2.3.6 The Championship will use either of the following options on a race weekend. This will be communicated to everyone before the race weekend.

OPTION 1: The grid for the Sporting Sprint Race (SSR) will be set according to the fastest time in the qualifying session before the race. The grid for the Pit Stop Race (PSR) will be set according to the fastest lap times in the preceding Sporting Sprint Race (SSR).

OPTION 2: The grid for the Pit Stop Race (PSR) will be set according to the fastest lap times in the preceding Qualifying Session. The grid for the Sporting Sprint Race (SSR) will be set according to the fastest lap time set in the first half of the preceding Pit-Stop Race (PSR).

OPTION 3: The grid for the Sporting Sprint Race (SSR) will be set according to the fastest time in the qualifying session before the race. The grid for the second Sporting Sprint Race (SSR) will be set according to the fastest lap times in the preceding Sporting Sprint Race (SSR).

OPTION 4: The grid for the Endurance Race (ER) will be set according to the fastest lap times in the preceding Qualifying Session.

2.3.8 In the event of adverse conditions which result in a grid where cars from a lower Group have qualified ahead of cars from a faster Group, particularly where this results in a car from the highest numbered Group qualifying on the front two rows of the grid, at the discretion of the Clerk of the Course an alternative method for establishing grid positions may be implemented in accordance with NCR Ch. 12, App 6, Art 5.



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**2.4 Races:**

- 2.4.1 Should any race be disrupted, the Clerk of the Course shall not be obliged to resume or rerun the race (NCR Ch. 12, App 6, Art 9.1). ([1.7.7](#) above applies)
- 2.4.2 The standard minimum scheduled duration shall be 25 minutes, and the maximum duration shall be 100 minutes whenever practicable, but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, regulation [1.7.7](#) applies.

Officials will not show any last-lap board to competitors.

- 2.4.3 If you have completed more than 70% of the race and require mechanical assistance to recover, you will not be allowed to restart the race.

**2.5 Race Format:**

The GT Cup Championship will comprise of the following race format:

A 2-day event will contain

2 sporting sprint races and 2 pit-stop races.

Or

2 sporting sprint races and 1 Endurance race.

**2.6 Race Starts:**

- 2.6.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.6.2 The minimum Countdown procedures/audible warnings sequence shall be: -

All starts will be Rolling Starts: -

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

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

A five-second board will be used to indicate that the grid is complete

The red lights will be switched on five seconds after the board is withdrawn.

- 2.6.3 Any car removed from the grid after the 1-minute stage or driven into pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car has passed the start line or pit lane exit, whichever is the later to take the start from the grid. For the avoidance of doubt, cars which are removed from the grid after the 1-min stage will not be permitted to partake in the green flag lap and will be held at the pit lane exit until after the last car to take the start from the grid has passed the start line or the pit lane exit whichever is the later.
- 2.6.4 Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per NCR Ch. 12, App.6, Art 6.11. In addition, any driver unable to maintain 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.
- 2.6.5 The pace car will pull off at the end of the pace lap, after which the cars will continue on their own. The driver in pole position must maintain a speed of at least 70 kph and no more than 90 kph. A judge of fact may monitor the speed of the car in pole position using radar. Any deviation from the prescribed speed range (70 to 90 kph) before the race begins may result in a stop-and-go penalty.



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During the formation lap, the red light will remain illuminated. No car is permitted to overtake another before the starting signal is given, which occurs when the red lights go out. At their discretion, the Clerk of the Course may direct that no car may overtake until all competitors have crossed the start line. Competitors will be informed of this by an Event Bulletin.

In the event that the starting lights fail, the Starter will revert to using the National Flag.

2.6.6 Once the safety car lights have gone out, all weaving must stop.

2.6.6 The event timekeepers will act as Judges of Fact, and start Judges of Fact may also be named in an event Bulletin.

2.6.7 The Organisers reserve the right to employ an alternative starting procedure.

**2.7 Session Red Signals**

2.7.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start line and RED SIGNALS will be displayed at the Start line and at all Marshals Signalling Points around the Circuit.

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

2.7.3 Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped. All cars in the pit lane during a red flag period must take any restart from the pit exit.

**2.8 Pits, Paddock & Pitlane Safety:**

2.8.1. Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.8.2. Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.

2.8.3. Refuelling: This may only be carried out in accordance with the NCRs, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting. Refuelling is only permitted during the Endurance race. To clarify, during practice, qualifying, sprint and pit-stop race refuelling is not permitted.

2.8.4 Speed Limit: The Pit Lane Speed Limit will be 50 km/h unless otherwise instructed.

2.8.5 The Pitlane is defined by the outer edge of the garage entrance and the pitlane side of the pit wall. The outer lane or lanes (furthest from the garage entrance) are to be kept unobstructed at all times to allow safe passage of cars. The onus shall be on all Drivers to take due care and drive at safe minimum speeds in pit lanes.

2.8.6 Cars can ONLY be pushed backwards by team personnel and MUST NOT reverse under their own power in the pit lane at any time

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2.8.7 The following will be provided to each team entered:

Note: armbands must be worn on the left or right upper arm

4 "GT Cup Orange tabards/armbands" - Allowed to work on vehicle

1 "GT Cup Blue Tabard/armband" – Car Controller

3 "GT Cup REFUEL ARMBAND" – Personnel Refuelling

Only essential personnel wearing a GT Cup tabard/armband will be allowed in the pit-lane; everyone else must stay in the garage behind the line.

Team Members can wear more than one band for teams with fewer personnel.

2.8.8 Only team personnel wearing "GT Cup Orange tabards/armbands" are allowed to work on the car during any pit stops.

The "GT Cup Blue Tabard/armband" is for the car controller and, therefore, they should not be working on the car or pushing it backwards.

2.8.9 Only two members per team are allowed on the pit wall.

2.8.10 You will be allowed to queue in the pit lane when you are told to do so, NOT BEFORE. The Clerk of the Course reserves the right to issue a penalty to any competitor failing to comply with this regulation. No warnings will be given prior to any such penalty being issued.

2.8.11 Each entry must designate a "Car Controller". This team member must understand the seriousness of this role and will be solely responsible for the control and safety of the car while in the pit – **including safely releasing the car**. This person will wear a blue tabard/armband provided by GT CUP so they can be easily identified. Please identify the team member designated as "Car Controller" to Bute Motorsport at the start of each event.

2.8.12 Only (one) 1 person per preparation team car is allowed on the grid, their role is purely to help your car find its grid position and no other reason. **For this purpose, please make sure they are wearing the one blue tabard/armband your team has been allocated** (note: the person carrying out this duty does not have to be the same person designated as the Car Controller) - anyone else will be asked to leave the grid. Penalties will be applied to any team that abuses this rule.

2.8.13 45° parking will be implemented at all rounds. For clarification:  
Cars must be positioned at 45° when parked on the apron outside the garages, with the nose of the car facing the garage

2.8.14 Cars can be pushed backwards from the apron into the slow lane, but no further (i.e., not pushed into the fast lane)

2.8.15 The fast lane must be kept clear at all times. Teams that fail to keep the fast lane clear are subject to a penalty, especially when another competitor is impeded by this failure.

2.8.16 During the break between practice and qualifying, you are permitted to turn your car around to face nose-out on the apron. At all other times you must obey the 45° nose-in parking.

2.8.17 For safety reasons, the engine must NOT be running while the car is in the pit lane unless all four wheels are on the ground and the driver is in the car with the belts done up.

2.8.18 All cars must be positioned nose-out when parked in their garages or awnings. Parc Fermé conditions apply after each session.

2.8.19 No under 16s are permitted in the pit lane at any time.

During the pit stop windows of the Pit Stop Race and the Endurance Race no under 16s are permitted in the garages.

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**2.9 Race Finishes:**

After taking the Chequered Flag drivers are required to:

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

**2.10 Results:**

- 2.10.1 All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (NCR Ch. 3, App 6, Art 1.4)

To be classified in the results, competitors must have completed at least 70% of the race distance (laps) covered by the overall winner. Any cars that have completed this distance (laps) BUT have not taken the chequered flag will be classified after those that **have taken the flag**. Should this percentage not result in a full number of laps, the decimals will be disregarded.

**2.11 Timing Modules:**

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

**2.12 Operation of Safety Car**

The Safety Car will be brought into operation and run in accordance with NCR Ch. 12, App 8, Art 2. The Safety Car may be used in practice, qualifying and the race.

**2.13 On-board Cameras** (in accordance with NCR Ch. 7, App 9 and the following regulations.)

- 2.13.1 All GT Cup Championship competitors are required to carry an onboard in-car camera for the primary purpose of safety. Footage from the cameras may be used when an incident occurs that is subsequently brought before the Clerk of the Course for investigation. The decision to review any such video footage is at the discretion of the Clerk of the Course, the Stewards of the Meeting, or the Championship Stewards.
- 2.13.2 It is the competitor's sole responsibility to ensure the safe installation and effective operation of the camera equipment. The camera must be mounted and angled to capture an image that provides a

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'driver's eye' view' that should include the steering wheel, 'dashboard' and a view of the circuit ahead with a field of vision of approximately 100 degrees.

To aid identification:

- The car number should be visible on the dashboard
- **Memory card labelled with the competitor car number.**
- Competitors must have a spare Memory Card they can use in the event that their footage is still being reviewed for judicial purposes

- 2.13.3 At all times cameras must be fitted in accordance with the NCR's and be approved by the Chief Scrutineer in accordance with NCR Ch. 7, App 9, Art 1.5 . The mounting of any camera must be specifically approved by the Chief Scrutineer. Any mountings must use a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. Where possible, a secondary means of attachment should be used. Suction mounts are not acceptable as the primary mounting method. Where cameras are fitted by professional TV or film companies, the Chief Scrutineer has the discretion to approve non-mechanical mountings.
- 2.13.4 Fitting of cameras to helmets is only permitted in accordance with NCR **Chapter 9** whereby only the helmet manufacturer's integral camera can be used, and the helmet with camera installed is approved under an accepted standard.
- 2.13.5 Reserved for future use.
- 2.13.6 Competitors may supply their own camera and record onto easily removable SD cards. Playback of the video footage must be possible at the event by regular means, such as a laptop computer.
- 2.13.7 Video footage may not be reviewed by the competitor until the time for Protests has elapsed (Chapter 2, App 9, Art 1.14). Failure to comply may result in the sanctions provided for in '2.13.13 below.
- 2.13.8 In the event of judicial action being instigated, all relevant on-board footage must be retained until the time period for conclusion of all judicial matters has elapsed.
- 2.13.9 Where it is necessary for a Clerk of the Course to review footage after an Event, such footage should normally be reviewed within a period of 7 days of the Event.
- 2.13.10 In the event that no video footage is available upon request (other than due to a proven defect with the equipment) sanctions may be applied. The burden of proof to establish the cause of such failure will lie with the competitor.
- 2.13.11 The Clerk of the Course may also refer the matter of lack of recorded images to the Stewards of the Meeting or the Championship Stewards for further sanctions, which could include, but are not limited, to loss of Championship points or referral to the Motorsport UK.
- 2.13.12 All rights, including copyright in relation to footage captured by onboard cameras, no matter that the camera is owned by the Competitor or the Organiser/Promoter, will belong to Bute Motorsport and/or Venue Owner/Operation and may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without permission of the Organiser and/or Venue owner/operator (if applicable).  
Competitors and/or teams may only use, distribute, share, upload or download any footage taken on an On-Board Camera or recording system with the prior written consent from the Organisers.

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2.13.13 Failure to provide video footage – For example, onboard camera failing to record due to an unreported fault or full SD Card or SD Card missing

- |      |               |                      |
|------|---------------|----------------------|
| i)   | Free Practice | Verbal Warning       |
| ii)  | Qualifying    | 3 place grid penalty |
| iii) | Race          | 3 place penalty      |

2.13.14 Any breach of camera regulations may be subject to the penalties provided for in NCR Chapter 2 on a case-by-case basis; they may include but are not limited to:

A reprimand or fine of up to £865  
Time Penalty/Grid Place Penalty/Qualifying Lap Times disallowed  
Disqualification from the results.  
Disqualification from the Meeting.

### 3. SPECIFIC CHAMPIONSHIP REGULATIONS

#### 3.1 Pit Stop Race (50 Minute Race)

3.1.1 During the pit stop race there will be a mandatory pit stop.

3.1.2 Driver changes **MUST** only take place during the mandatory pit stop. In the event that no driver change takes place, the car must comply with the mandatory pit stop time. This means the car need not be stationary for the full duration of the pit stop but it must not pass the pit “out” control line before completion of the full pit stop period. For the avoidance of doubt, only one driver change is allowed in the pit-stop race. In the event of Force Majeure, such as driver illness after the start of the race but before the pit stop window a driver change is permitted but does not count as the mandatory pit stop and must be of a duration of no less than the mandatory pit stop minimum as advised by the championship prior to the start of the race.

3.1.3 Other than the driver/s all team personnel working in the pit lane must wear a GT Cup Tabard/armband as supplied by the Organiser when in the pit lane during a GT Cup race or qualifying session.

3.1.4 Each entrant may only have 4 personnel working on the car while in the pit-lane wearing a GT Cup Orange Tabard/armband and 1 Car Controller wearing a GT Cup Blue Tabard/armband. This does not include the driver(s). For the avoidance of doubt the driver may not work on the car in any manner, **BUT** they are permitted to ‘belt in’ the new driver or assist in getting the current driver out of the car.

3.1.5 The organisers must be informed before qualifying which driver is in the car at all times on the driver order form provided by the Championship Co-ordinator.

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

3.1.6 No car may queue at the Pit Exit or otherwise obstruct the pit lane unless they have been instructed to do so. Failure to comply with this regulation will/may result in a penalty. No prior warnings will be issued prior to a penalty being issued

3.1.7 On the grounds of safety, in the event of a driver change during a mandatory pit stop, the engine must be switched off. It may be restarted when the second driver is seated in the car and his seat belts are secured.

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3.1.8 The pit stop time given to each driver and car will be based on the total elapsed time between Pit "In" and Pit "out". The total elapsed time to drive through at 50 kph will be notified to competitors. The total elapsed time will include any success seconds (see section [3.2](#)) and will be measured by the timekeepers who will be Judges of Fact but the onus is on the competitor to ensure that the total elapsed time is complied with decimal points will be disregarded.

3.1.9 The minimum pit stop time for any mandatory pit stop will be as per the pairings listed below, + the time to pass through the pit lane + any success seconds.

Pro/Sporting pairings	85 Seconds mandatory Pit Stop Time*
Pro-Sporting/Sporting Pairings	80 Seconds mandatory Pit Stop Time*
Sporting/Sporting Pairings	60 Seconds mandatory Pit-Stop Time*

\*The organisers reserve the right to amend this with notice to all competitors should it be deemed necessary

3.1.10 The total cumulative minimum pit stop time for each individual entrant will be published in a Bulletin and will be posted on the electronic noticeboard of the GT Cup website by the organisers prior to the race.

#### 3.1.11 Pit-Stop Format (50 Minute)

The pit stop must be carried out by passing the pit lane entry timing. These times will be counted from the start of the race.

On the grounds of safety, the pit-stops will be split into two groups (the Championship organisers reserve the right to adjust these groups if there is an uneven split in numbers, any changes will be bulletined and communicated to all competitors)

Group One: GTO, GT3 and GTC Cars

Group Two: GTB, GTH and GTA Cars

#### **Group One:**

SATURDAY PIT STOP RACE: The pit stop must be carried out by passing the pit lane entry timing loop between the 24<sup>th</sup> and 29<sup>th</sup> minutes from the start of the race (not before 24m.00s.000 and not after 28m.59s.999)

SUNDAY PITSTOP RACE: the pit stop must be carried out by passing the pit lane entry timing loop between the 29<sup>th</sup> and 35<sup>th</sup> minutes from the start of the race (not before 29m.00s.000 and not after 34m.59s.999)

#### **Group Two:**

SATURDAY PIT STOP RACE: the pit stop must be carried out by passing the pit lane entry timing loop between the 29<sup>th</sup> and 35<sup>th</sup> minutes from the start of the race (not before 29m.00s.000 and not after 34m.59s.999)

SUNDAY PIT STOP RACE: The pit stop must be carried out by passing the pit lane entry timing loop between the 24<sup>th</sup> and 29<sup>th</sup> minutes from the start of the race (not before 24m.00s.000 and not after 28m.59s.999)



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Timing for the pit stop begins when the car triggers the timing loop at the pit lane entry. The stop is considered to be complete when the car triggers the timing loop at the pit-lane exit.

If the race length is shortened due to unforeseen circumstances, **success seconds** will be reduced proportionally to the new race duration. The adjustment will reflect the percentage reduction in race length, and teams will be informed of the changes before the race continues.

- 3.1.12 Any pit stop must be under the control of the "Car Controller" (See regulation [2.8.11](#))
- 3.1.13 Additional emergency pit stops for repairs, punctures etc. will not be subject to a minimum stop time.
- 3.1.14 Following the Clerk of the Course's decision to declare a race wet, any additional pit stops for weather conditions resulting in the change of slicks to wets or vice versa will have a **minimum pit stop time of 75 seconds** plus the drive-through time.
- 3.1.15 An additional pit stop "success seconds" time will be issued to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in each group. It is the team manager's responsibility to ensure that the total of: pit stop time + success seconds are completed.

### 3.2 Pit-Stop (50 Minute Race) Success seconds.

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

#### Position in each Group

1 <sup>st</sup> Place:	20 seconds
2 <sup>nd</sup> Place:	15 seconds
3 <sup>rd</sup> Place:	10 seconds

- 3.2.2 Any entrant joining the Championship after the first event will incur a mandatory 'success seconds' penalty time:-

For Sporting Drivers/Sporting Driver Pairings: This will be calculated by taking the average 'success second' time for the Competitors group. These will be calculated by the Championship Organisers.

For Sporting Drivers/Pro or Pro-Sporting Pairings: They will be given the same time in success seconds as the most successful group driver.

- 3.2.3 The total minimum pit stop time for each entrant will be published in a Bulletin and will be posted on the Electronic Notice Board on the GT Cup website [www.gtcup.co.uk](http://www.gtcup.co.uk) prior to the race.

### 3.3 Endurance Race (ER) (100 Minute Race)

- 3.3.1 During the Endurance Race (ER), there will be a mandatory pit stop.
- 3.3.2 Driver changes MUST only take place during the mandatory pit stop. In the event that no driver change takes place, the car must comply with the mandatory pit stop time. This means the car need not be stationary for the full duration of the pit stop but it must not pass the pit "out" control line before completion of the full pit stop period. For the avoidance of doubt, only one driver change is allowed in



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the pit-stop race. In the event of Force Majeure, such as driver illness after the start of the race but before the pit stop window, a driver change is permitted but does not count as the mandatory pit stop and must be of a duration of no less than the mandatory pit stop minimum as advised by the championship prior to the start of the race.

- 3.3.3 Other than the driver/s all team personnel working in the pit lane must wear a GT Cup Tabard/armband as supplied by the Organiser when in the pit lane during a GT Cup race or qualifying session.
- 3.3.4 Each entrant may only have 4 personnel working on the car while in the pit-lane wearing a GT Cup Orange Tabard/armband and 1 Car Controller wearing a GT Cup Blue Tabard/armband. This does not include the driver(s). For the avoidance of doubt, the driver may not work on the car in any manner, BUT they are permitted to 'belt in' the new driver or assist in getting the current driver out of the car.
- 3.3.5 The organisers must be informed before qualifying which driver is in the car at all times on the driver order form provided by the Championship Co-ordinator.

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

- 3.3.6 No car may queue at the Pit Exit or otherwise obstruct the pit lane unless they have been instructed to do so. Failure to comply with this regulation will/may result in a penalty. No prior warnings will be issued prior to a penalty being issued
- 3.3.7 On the grounds of safety, in the event of a driver change during a mandatory pit stop, the engine must be switched off. It may be restarted when the second driver is seated in the car and his seat belts are secured.
- 3.3.8 The pit stop time given to each driver and car will be based on the total elapsed time between Pit "In" and Pit "out". The total elapsed time to drive through at 50 kph will be notified to competitors. The total elapsed time will include any success seconds (see section [3.2](#)) and will be measured by the timekeepers who will be Judges of Fact but the onus is on the competitor to ensure that the total elapsed time is complied with decimal points will be disregarded.
- 3.3.9 The minimum pit stop time for any mandatory pit stop will be as per the pairings listed below, + the time to pass through the pit lane + any success seconds.

Pro/Sporting pairings	180 Seconds mandatory Pit Stop Time*
Pro-Sporting/Sporting Pairings	170 Seconds mandatory Pit Stop Time*
Sporting/Sporting Pairings	150 Seconds mandatory Pit-Stop Time*

\*The organisers reserve the right to amend this with notice to all competitors should it be deemed necessary

- 3.3.10 The total cumulative minimum pit stop time for each individual entrant will be published in a bulletin and posted on the electronic noticeboard of the GT Cup website by the organisers prior to the race.

### 3.3.11 **Endurance Race Format (100 Minute Race)**

The pit stop must be carried out by passing the pit lane entry timing. These times will be counted from the start of the race.

On the grounds of safety, if the number of entries reaches a high level the Championship organiser reserves the right to split the pit stops into two groups; any changes will be bulletined and communicated

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to all competitors)

Timing for the pit stop begins when the car triggers the timing loop at the pit lane entry. The stop is considered to be complete when the car triggers the timing loop at the pit-lane exit.

**The pit stop must be carried out by passing the pit lane entry timing loop between the 50<sup>th</sup> and 59<sup>th</sup> minutes from the start of the race (not before 50m.00s.000 and not after 59m.59s.999)**

If the race length is shortened due to unforeseen circumstances, the Mandatory pit-stop time and **success seconds** will be reduced proportionally to the new race duration. The adjustment will reflect the percentage reduction in race length, and teams will be informed of the changes before the race continues.

- 3.3.12 Any pit stop must be under the control of the "Car Controller" (See regulation [2.8.11](#))
- 3.3.13 Additional emergency pit stops for repairs, punctures etc. will not be subject to a minimum stop time.
- 3.3.14 Following the Clerk of the Course's decision to declare a race wet, any additional pit stops for weather conditions resulting in the change of slicks to wets or vice versa will have a **minimum pit stop time of 75 seconds** plus the drive-through time.
- 3.3.15 An additional pit stop "success seconds" time will be issued to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in each group. It is the team manager's responsibility to ensure that the total of: pit stop time + success seconds are completed.

### 3.4 Endurance Race Success seconds.

- 3.4.1 "Success seconds" will be allocated to each car and driver(s) based on the results for each class/group from the 1<sup>st</sup> pit stop/endurance race and subsequent races thereafter. These success seconds will be allocated at the next pit-stop race or endurance race that the car and driver(s) start. Drivers and cars finishing outside the top 3 will not have success seconds applied at the next pit-stop race. Success seconds are not cumulative.

#### Position in each Group

1 <sup>st</sup> Place:	20 seconds
2 <sup>nd</sup> Place:	15 seconds
3 <sup>rd</sup> Place:	10 seconds

- 3.4.2 Any entrant joining the Championship after the first event will incur a mandatory 'success seconds' penalty time:-

For Sporting Drivers/Sporting Driver Pairings: This will be calculated by taking the average 'success second' time for the Competitors group. These will be calculated by the Championship Organisers.

For Sporting Drivers/Pro or Pro-Sporting Pairings: They will be given the same time in success seconds as the most successful group driver.

- 3.4.3 The total minimum pit stop time for each entrant will be published in a Bulletin and posted on the Electronic Notice Board on the GT Cup website, [www.gtcup.co.uk](http://www.gtcup.co.uk), prior to the race.

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**3.4.4 Fuel Storage & Refuelling**

- 3.4.4.1 Refuelling: May only be carried out in accordance with the NCR's, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 3.4.4.2 The maximum quantity of fuel that can be stored per car in each pit garage is 25L unless specified otherwise in the SR's. This fuel must be stored near the door on the paddock side. Fuel may only be transported in accordance with the paddock regulations in force at each Event.
- 3.4.4.3 The storage of fuel in the pit lane is forbidden. The storage of fuel does not include filled dump churns during the Endurance Race. The quantity of fuel needed for the next stop is allowed to be placed in the pit lane, in pre-prepared 25L churns, stored behind the working line.
- Teams must be considerate to other Championships and Series taking part in the same event.  
Equipment must not be left outside garages between GT Cup sessions.
- 3.4.4.4 Pumps fitted to drain the fuel from the containers must be of a metal construction and approved for use with corrosive liquids.
- 3.4.4.5 The pit lane, garages, and fire lane are NO-SMOKING ZONES, and everyone must adhere to the circuit's safety rules.
- 3.4.4.6 Refuelling within the pit lane may be carried out using a churn of no more than 25 litres capacity equipped with a self-seal connection and closed loop breathing system. No Fuel Rigs will be allowed.
- 3.4.4.7 In the event the vehicle is not fitted with refuelling systems in compliance with NCRs Chapter 7, App 4 Fuel cans, and funnels may be used to refuel with petrol/diesel/synthetic petrol fuels only but must be fuelled in the team garage under supervision of the team manger during the pit stop plus a Motorsport UK Event Scrutineer must be advised that this refuelling will be taking place. The garage door, pit lane side, must be closed and the door at the rear must be open.
- 3.4.4.8 During refuelling, the vehicle must have its engine switched off, be on its wheels, not on jacks, and the driver must be out of the car behind the working line.
- 3.4.4.9 Care must be taken to ensure no fuel is spilt during refuelling.
- 3.4.4.10 A suitable wheel chock is required in all lanes in the Pit Lane, where a vehicle may roll from its stopped position.
- 3.4.4.11 No other work may be carried out whilst refuelling is taking place. The driver may only get back in the vehicle when refuelling has finished. A stop-go penalty will be given for any infringement.
- 3.4.4.12 The refuelling team may consist of a maximum of three people (these people are not considered to be part of the "4 allowed to work on the car").

One person (mandatory) holding a fire extinguisher ready to use.  
One person to refuel the car,  
One person to vent for those cars with a vent.

The refuelling team must wear fire-resistant overalls, gloves, balaclava, underwear and helmets. clothing as specified in NCR Chapter 12, Appendix 11 Art 2,

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During the refuelling process, only the refuelling team are allowed in the working area of the pit lane.

**3.5 Driving Standards**

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

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

- 3.5.1 Drivers may be investigated over various matters of their on and off track behaviour during the season. Should the Driver's conduct be deemed to have fallen short of the expected standard then the Driver will be given Driving Standards Points [DSP].
- 3.5.2 A guide to the DSP system and how it will work can be found in Section 4.4. If required during the season this can be updated and reissued to all competitors to ensure high driving and racing standards are adhered to.

**3.6 Race with Respect**

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

- 3.6.1. 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.
- 3.6.2. 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 to 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.
- 3.6.3 Bute Motorsport takes the safety of its team members seriously and will not tolerate any form of abuse towards any member at any time. Any driver, team, team member or team guest found to have abused in any manner, including but not limited to physically, verbally or in messaging format a member of the Bute Motorsport team, will be reported to the Championship Stewards who will impose a penalty up to and including disqualification from the championship. In this event no refunds will be given of any fees paid.

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**4. SPECIFIC CHAMPIONSHIP PENALTIES:****4.1 Infringements of Technical Regulations:**

In accordance with NCR Chapter 2.

**4.1.1** Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR Ch. 2, App 8, Art 1.21.

**4.1.2** Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR Ch. 2, App 8, Art 2.1.a & 2.1.b

For infringements deemed to be of a more serious nature, the Clerk of the Course will invoke the provisions of NCR Ch. 2, App 8, Art 2.1.c

**4.2 Infringements of non-technical Motorsport UK NCR's and the Sporting Regulations issued for the Championship:**

As per Motorsport UK NCR's Chapter 2.

**4.2.1** The Clerk of the Course has the option to impose stop-and-go or Drive-Through penalties in accordance with NCR Ch. 12, App 10, Art 2**4.2.2** In the event that a decision of the Clerk of the Course applies Penalty Points on a competitor's licence, an equivalent number of points will be deducted from that competitor's Championship Points, even if this results in a negative score.**4.2.3** Competitors who bring the Championship, MSVR or Bute Motorsport or any of its sponsors and suppliers into disrepute through either on or off-track behaviour or verbal statements may be refused entry to the following or any number of subsequent events at the discretion of the Championship Organisers, they will also be reported to the Championship Stewards who will impose a penalty up to and including disqualification from the championship. In this event, no refunds will be given of any fees paid.**4.2.4** Mentions and posts on Social Media channels that are of a derogatory nature by Competitors that similarly bring the Championship, MSVR, Bute Motorsport or any of its sponsors and suppliers into disrepute will not be tolerated. The Championship Coordinator may report such misuse to the Championship Stewards who will consider the penalties provided for in NCR Chapter 2.**4.3 Pit-Stop/Endurance Penalties**

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

**4.3.1** The Clerk of the Course will impose a penalty for a short pit stop. This will be a 'stop & go' penalty equivalent to the pit stop time shortfall. A time penalty may be applied after the race finish in certain circumstances.  
NCR Ch. 12, App 10, Art 2**4.3.2.** The Clerk of the Course will impose a penalty for a pit stop carried out outside of the window. The minimum penalty will be a drive-through, and further penalties can also be applied.**4.3.3** The Clerk of the Course will impose a penalty for a defective pit stop. The minimum penalty will be a drive-through, but further penalties can also be applied.

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- 4.3.4 If a competitor is disqualified from a pit-stop race for a sporting or driving standards infringement, an additional pit-stop penalty of 20 seconds (equivalent to 1st place) will be given and must be served at the next pit-stop/endurance race entered. This is in addition to any standard pit-stop time requirements.

**4.4 Driving Standards Points (DSP's)**

As a guide to how the system may be used, the following incidents could lead to the driver being subject to Driving Standards Points.

- Any reprimand, 1 DSP.
- Pit lane speeding, 1 DSP
- Drive through penalty, 2 DSP
- Stop go penalty, 3 DSP
- Causing a collision, 3 DSP

This list is not meant to be exhaustive but by way of indication the following on track driving standards. Neither should this list be read as an absolute indication of penalty, the limitation of points that may be awarded or meant to limit the ability to award more or less DSP's for any incident. In the cases of multiple incidents being noted during any one session, then it is purely at the discretion of the Organisers how many DSP's will be given.

- DSP's are not likely to be given for track limits or matters arising i.e. A stop go penalty given by the Clerk for track limits will without other circumstances being apparent be unlikely to attract Driving Standards points.
- Driving Standards points are intended to be given to the driver for their own actions and not for those actions of team or team mate.
- The number of Driving Standards points will be recorded against each driver and remain with that driver for the year. For the avoidance of doubt they will be communicated at the drivers briefing at each round.

The following penalties will apply to Drivers receiving Driving Standards points.

- For 3 Driving Standards Points the Driver will receive a +5 place grid penalty for the car they are driving at the next race the driver competes.
- For 6 DSP the Driver will receive a +10 place grid penalty for the car they are driving at the next race the driver competes.
- For 9 DSP the Driver will receive the +5 place grid penalty PLUS the deduction of 20 championship points.
- For 12 DSP the Driver will receive the +10 place grid penalty PLUS the deduction of 50 championship points.
- This is to give the clearest indication that Drivers who continually become involved in incidents across the year will face the most penalties and those penalties will multiply.
- Continued incurrance of DSP may result in points scored by that driver being removed from the championship.



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**5. TECHNICAL REGULATIONS****5.1 INTRODUCTION**

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

**5.2 GENERAL DESCRIPTION**

- 5.2.1 The GT Cup Championship is open to all cars, which can be described as GT as per the NCR's. With the exception that some cars may not have doors (for example KTM X-Bow and Lotus 211) or more than two doors. All cars must be approved by the GT Cup Championship who have the ultimate right of refusal of any car.

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

- 5.2.1.1 Cars will be declared to a Race Group by the Organisers. Please see section [5.4.4](#) for details of the Technical Declaration/ Form a copy of which is available from the Championship website ([www.gtcup.co.uk](http://www.gtcup.co.uk)) or by email from the Championship Co-ordinator
- 5.2.2 Any vehicles affected by any changes made by the Organisers will be notified at the earliest opportunity. The Championship Organiser reserves the right to adjust car specifications, including power and weight specifications, in the interest of equalizing competitiveness between models at any time during the Championship.
- 5.2.3 All cars must comply with the minimum weight specified for the make and model in [Appendix II](#) for the car registered on the Technical Declaration Form. Any variance must be notified to the Championship Organiser and may result in the entrant being classified into a different Race Group.

**5.3 SAFETY REQUIREMENTS:**

- 5.3.1 For Championship rounds in the United Kingdom, cars and drivers' equipment are subject to the provisions of NCR's Chapter 7 - Competitor Vehicles and Vehicle Safety Equipment - as an absolute minimum. It should be borne in mind that at all times the safety of the driver is paramount. All cars **must** comply with the following:
- a) Chapter 7, App 3, Arts. 22-26 as applicable - noting Ch. 13, App 13, Art 11.1 & 11.2,
  - b) Ch. 7, App 8, Art 8.1 & Ch.7 App 8, Art 9.1 noting Ch. 13, App 12, Art 11.3,
  - c) Ch. 12, App 13, Art 10.1 noting Ch. 12, App 11, Art 10.1.
  - d) Fire extinguishers must conform to Ch. 7, App 6, Art 1.

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

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



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- 5.3.4 Racing Nets are not compulsory but If fitted, they must be homologated according to FIA 8863-2013 standard ( FIA Technical List n°48). They must be attached to the homologated mounting points (see the homologation form of the car) and must be installed in accordance with the installation specifications published by the FIA. Quick release systems of both nets must be able to be opened by both the driver when seated in racing position with tightened seat-belts as well as by rescue crews.

**5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS**

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

- 5.4.2 Entrants must confirm the exact make, model and year of production for the car they intend to use and declare such on their Technical Declaration Form a copy of which is available from the Championship website ([www.gtcup.co.uk](http://www.gtcup.co.uk)). The Eligibility Scrutineer may require an entrant to change such details where there is any doubt over the accuracy of the details provided. Any changes may require the car to be put into a different Group.

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

5.4.4 Technical Declaration

All entrants shall be required to complete a **Technical Declaration (TD)**. This records vital technical information about the car entered and enables the Organiser to control the grid. The TD form is available for download from the official Championship website ([www.gtcup.co.uk](http://www.gtcup.co.uk)). The Championship Organisers will require competitors with less standard cars to complete a more detailed description of the car or provide homologation papers.

- 5.4.5 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and TD form, including any written amendments, for each round at which they are entered. Failure to comply in either respect will be a breach of these Regulations. Queries on eligibility should be referred in writing to the Technical Co-ordinator at [johan@butemotorsport.com](mailto:johan@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 Technical Co-ordinator and/or the Eligibility Scrutineer will log all correspondence and respond in writing to each enquiry. Within 72hrs of receiving any such enquiries from a team, the Bute Technical Co-ordinator will provide a response in writing.

**5.5 EXAMINATION OF VEHICLES**

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

The Championship Organiser reserves the right to request the entrant to strip any part of a registered car, including the engine or transmission, to establish its eligibility. In the event of any part being found to be

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in contravention of any of these regulations the cost of such work will be met by the registered competitor (not second driver if applicable). Any findings or refusals to comply with any request or instruction from the Eligibility Scrutineer will be reported to the Clerk of the Course or Championship Stewards as appropriate, the penalty for which may include exclusion from the results. The Organisers will cover any costs for eligibility compliance checks unless non-compliance is found.

### 5.5.2 Technical Query Procedure

Specific technical queries should be submitted in writing to the Technical Coordinator by email to [johan@butemotorsport.com](mailto:johan@butemotorsport.com) or by calling 07850 657094. All correspondence will be recorded and responded to accordingly.

## 5.6 EQUALIZATION

Equalisation will be carried out through a balance of performance process.

- 5.6.1 The Championship Organiser may impose specific equalisation methods on individual cars which are modified beyond the level of modification of other cars of the same model and in the same Group. Examples of such cases include but are not limited to manufacture-released 'EVO' updates. Equalisation methods may include the addition of weight which will be added to the declared base weight or minimum ride height, air intake restrictors or any other method deemed suitable. Alternatively, the specific car in question may be placed in the next Group.

All cars must adhere to the balance of performance (BOP) figures set down on the GT Cup balance of performance document which will be distributed before each race weekend. Equalisation measures will be communicated by the balance of performance (BOP) sheet issued in the final instructions email.

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 car's comparative potential lap time performance given consistent circuit conditions and driver input which is considered. Any appeals, requests or observations relating to any equalisation issues must be submitted in writing to the Championship Organiser at email: [hannah@butemotorsport.com](mailto:hannah@butemotorsport.com). These appeals, requests or observations will not be officially considered if made verbally at a race meeting. All correspondence will be recorded and responded to accordingly.

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

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

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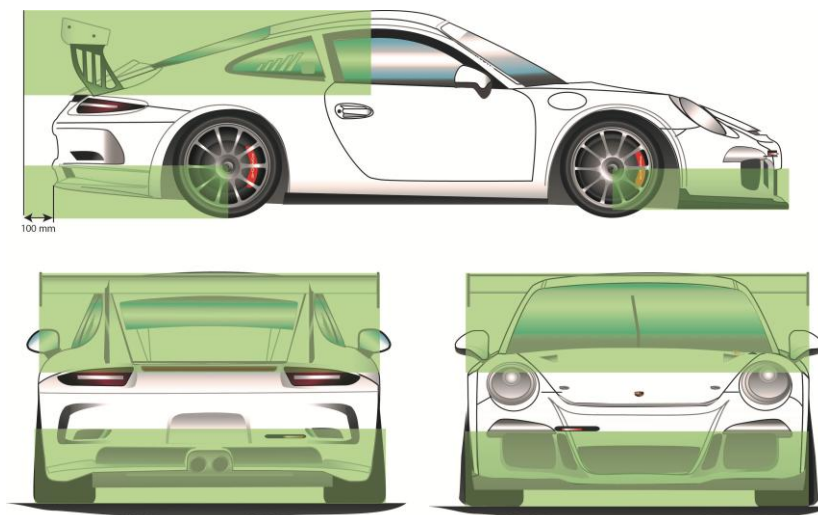
makes available or allows a registered entrants and / or owners car to be tested will be deemed to have done so with the Registered Entrants permission.

**5.7 CHASSIS**

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

**5.8 BODYWORK, AERODYNAMICS & INTERNAL TRIM.**

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



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

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- 5.8.5 Provided that they do not include a wing profile and that the main structure is not modified, front bodywork elements may be replaced with aerodynamic elements within the limit of: 80mm forward of the furthest most point of the original bodywork, forward of the tangent vertical plane ahead of the front wheel arches, unless it is fully homologated and defined on the homologation forms which must accompany the car.
- 5.8.6 Either a standard rear diffuser can be fitted, or one inclined panel, no higher than the rear wheel centre line and no further back than the furthest point of the rear bumper.
- 5.8.7 Additional air ducts may be set into or protrude from the original bodywork, subject to them being accepted by the Organisers on the TD form.
- 5.8.8 Internal Trim may be modified or removed, except that the standard dashboard shell must be retained and instruments; **original manufacturer or modified versions, should be** located in **the** original position.
- 5.8.9 Headlights for GT3 and GTO cars must carry a clear film and headlights for GTH cars must carry a yellow film. No other film colours are permitted and the approved, designated colours may only be used by cars in the group(s) as defined by the Championship organiser
- 5.8.10 Rear screens to be clear or may be tinted such as not to significantly affect through vision (in or out) or distort the colours of Signals, flags or lights.

**5.9 RIDE HEIGHTS**

All vehicles must comply with the minimum ride height set by the NCRs Ch. 7, App 2, Art 22.12 at all times. The Championship organisers reserve the right to set alternative ride heights for different marques in the interest of equalisation. Under no circumstances shall the vehicle touch the ground when all tyres are deflated. The official ride height checking, and assessment area will be communicated to competitors on the balance of performance (BOP) document issued before each event.

**5.10 ENGINE**

- 5.10.1 All engines must be standard for the model entered except where a modification or alternative is declared and accepted by the Championship Organiser. Any such variation from standard must be declared on the TD Form for the car being entered. Under no circumstances are any cars that are powered solely by electric allowed in the Championship.
- 5.10.2 In all circumstances all cars must not exceed the maximum specified for their category.
- 5.10.3 The Organisers reserve the right to require engine specifications to be changed in the interest of equalisation.
- 5.10.4 Any restriction of power may be achieved by using an air intake restrictor to such specification as approved by the Championship Organiser. All Homologated GT3 and GTH cars will be required to run, at all times during a GT Cup meeting, with the engine air restrictors and turbo boost pressures mandated for that model by the homologating authority.
- 5.10.5 **Data Logging:**
  - 5.10.5.1 Data loggers must be fitted to all cars and must be collecting or transmitting data. They must be fitted in the passenger front floor area and positioned so that the data card can be withdrawn towards the rear of the car.

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- 5.10.5.2 The make and logging configuration of the Data Logger must be to the specification required by Bute Motorsport and is available from Race Technology direct to rent. The specification required is the official Scrutineering System by Race Technology

Race Technology RTSS Scrutineering Data System

For 2025, there will only be a Rental option available from Race Technology. Prices cover all costs including all hardware and updates

The prices are as follows:

Single event £250

Full season £950

Prices quoted are excluding VAT.

No other data loggers are permissible.

The Championship Organisers reserve the right to download and access all data at any time during any GT Cup event by way of the removal of the data card or live telemetry transmission.

- 5.10.5.3 An Entrant/Driver not allowing full access to data logging, withholding, removing or manipulating data information will be penalised.
- 5.10.5.4 It is the Competitors responsibility to ensure that the data logger, system and sensors are functional and logging at all times during the event that the car is running. The minimum logged data must include, Maximum Speed, RPM, Throttle position, Longitudinal G, Lateral G, Time Slip to Delta. Turbo Boost Pressure (where fitted).
- 5.10.5.5 Any attempt to remove; tamper with, monitor or record this additional information equipment will be in breach of the Technical Regulations. All information gathered will remain the property of the Championship Organisers and may be used at their sole discretion.
- 5.10.5.6 Teams are permitted to use live telemetry using the Race Technology official scrutineering system only.
- 5.10.6 **Power testing:**
- 5.10.6.1 The power figure for the purposes of these Regulations shall be power at the flywheel. This flywheel figure will be as determined by the rolling road operator listed in [Appendix I](#) of these regulations. The Organiser reserves the right to use a different method of power measurement which, if changed, will be notified to competitors.
- 5.10.6.2 Competitors will be required not to exceed the power figures stipulated in [Appendix II](#) for their make and model of race car at any time. The Championship Organiser reserves the right to confirm power test figures at the Organiser's nominated test facility. The result of the test shall be final and not subject to appeal. The operator of any power testing equipment shall be a judge of fact under the event regulations. A maximum tolerance of +5% will be permitted above the declared power figure.
- 5.10.6.3 Competitors shall be solely responsible for ensuring that their race vehicle is returned to the test facility at the request of the Scrutineer if it is not taken for post event power testing directly by the organisers. Seals will be put in place which are not to be removed by anyone other than the Eligibility Scrutineer or their appointed agent.

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- 5.10.6.4 Competitors shall be solely responsible for any damage which may occur to their car during these tests how so ever caused and acknowledge the dangers such tests may present to their cars and accept responsibility for such risks as an essential element of this type of competitive event.
- 5.10.6.5 Where an entrant has been selected to have their car power tested by the Eligibility Scrutineer or his appointed assistant, at the discretion of the Organiser any failure to test for any reason whatsoever or removal of any seal put in place at the race meeting by anyone other than the Eligibility Scrutineer and/or his officially appointed assistant will result in exclusion from the results and the competitor will not be eligible to receive points or an award. Any award received at the prize giving must be returned, failure to return the award before the next race meeting after the power test may incur sanctions.

**5.11 TRANSMISSION**

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

**5.12 SUSPENSION**

- 5.12.1 Suspension should be standard in all respects for the designated model entered unless declared on the TD form and accepted by the Championship Organiser. The Organisers reserve the right to require suspension specification to be changed in the interest of equalisation.

**GTC Class Cars**

All cars running in this class must run with the suspension units and systems (springs, shock absorbers and anti-roll bars) that are required or homologated by the respective Manufacturer regulations for 2025.

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



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**5.13 WHEELS**

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

**5.14 TYRES**

5.14.1 Pirelli will be the control tyre brand. All tyres used in the GT Cup must be supplied through the GT Cup Technical Tyre Co-ordinator, Natham Coleman ([natham.coleman.ex@pirelli.com](mailto:natham.coleman.ex@pirelli.com)), who, in conjunction with Pirelli, will provide a fitting service at all rounds.

5.14.2 It is strictly forbidden for any vehicle, including those in an Invitation Group, to run in the GT Cup Championship on any tyre other than Pirelli. Under exceptional circumstances only, the Organisers reserve the right to specify an alternative tyre brand.

5.14.3 Tyres can be heated prior to use.

**Permitted Locations for Tyre Warming**

- Devices for warming or maintaining the temperature of tyres are **only permitted** in specific areas:
  - The designated outside area immediately behind the team's garage or awning in the paddock.
  - Inside the pit garage occupied by the team.

**Visibility Requirements**

- Tyres should be kept in **open air** unless they are in the approved areas listed above.

**Prohibited Actions**

- Tyres cannot be covered or concealed in any manner outside the approved areas.
- Any attempt to warm or maintain tyre temperature in unapproved areas is not allowed.

Teams must ensure strict compliance with these rules to avoid penalties.

5.14.4 The use of tyre treatments and compounds is prohibited.

5.14.5 Only full wets or slick tyres as supplied by Pirelli for the GT Cup, will be allowed.

Intermediate tyres will not be allowed.

Wet tyres can only be used when the Clerk of the Course has declared the circuit to be Wet.

Should there be a change of weather condition at any time during the race then the Clerk of the Course reserves the right to declare the current race wet.

On the grounds of safety tyres may be changed from slick to wet at any time following the declaration. There is a minimum pit stop time of 75 seconds plus drive through time to carry the change out.

5.14.6 On the grounds of safety tyres damaged may be replaced subject to the Eligibility Scrutineer's approval.



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- 5.14.7 The tyre size and compound must be as specified by Pirelli unless permitted by the Organisers in writing.
- 5.14.8 Pirelli tyres must be used for any free practice made available by the organisers over the duration of the round to help the organisers with the process of equalisation evaluation.
- 5.14.9 Competitors are restricted to 3 sets of slick tyres per weekend with a maximum usage of 2 sets per day.
- 5.14.10 The competitor must submit the unique reference number on each of the tyres supplied specifically for use in dry weather to the eligibility scrutineer or his nominated deputy using the Google Form supplied by the Championship.

This information must be submitted before qualifying on each race day.

- 5.14.11 There is no restriction on the number of wet tyres used.

**5.15 WEIGHT**

- 5.15.1 BASE WEIGHT – All cars must be weighed and pumped dry of fuel without the driver, and that weight is declared on the TD form.
- 5.15.2 All cars must weigh equal to, or more than the Finishing Weight specified for their car on the Balance of Performance sheet published before each round, at the end of every qualifying and race session.
- 5.15.3 Blank for future use
- 5.15.4 The championship organisers reserve the right to adjust the base vehicle weights up or down following a detailed analysis of the technical declaration documents that must be provided by the entrant one full month before the Championship round they intend to enter.
- 5.15.5 Blank for future use
- 5.15.6 All cars must have fitted on the passenger front floor, the provision for fitting of ballast weights as prescribed in the NCR's Chapter 7, App 2, Art 19.2.

Any ballast required must be attached to the shell/**chassis** via at least 4 mounting points a minimum M10 grade 8.8 or 10.9 steel fasteners, each with steel counter plates of at least 400 sq mm surface area and 3 mm thickness.

Provision must be made for the fixation of seals by scrutineers if deemed necessary.

Where ballast is fitted to touring, sports, sports racing or GT **vehicles**, it shall be fitted in the **passenger's** location.

**5.16 FUEL**

- 5.16.1 Pursuant to NCR Chapter 8, App 1, Art 1.1, competitors are permitted to use fuel complying with FIA Appendix J – Article 252 – Article 9.
- 15.6.2 Synthetic fuel /AS Petrol if used must be to FIA Appendix J 2025 , ISC Article 252 .9.3.2

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- 5.16.3 Anglo American Oil Company Ltd (AAOC) and Sunoco race fuels have been appointed Official Fuel Supplier to GT Cup. AAOC will supply FIA and Motorsport UK conformant fuels to all events at discounted prices. Please ensure that you contact AAOC 5 days prior to each event to order your fuel on 01929 551557 or email [info@aaoil.co.uk](mailto:info@aaoil.co.uk)

**5.17 SILENCING**

- 5.17.1 Unless stated otherwise in the Final Instructions, vehicles must at all times conform to **105dBA at ¾ rpm at 0.5m** as set out in the NCR Ch. 7, App 13, Chart. 1 Section 'A'. The method used for rear engine cars may be to the requirements of the NCRs at the discretion of the Motorsport UK Environmental Scrutineer. Vehicles may also be required to comply with any circuit contractual conditions regarding noise.
- 5.17.2 Any vehicle not allowed to race because it does not meet the noise restriction will not be entitled to a refund of its entry fee.

**5.18 PNEUMATIC JACKS**

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

**5.19 RADIO COMMUNICATION**

Vehicles will be permitted to carry radio transmitters or receivers, for which Ofcom licences will be checked at scrutineering in compliance with NCR Chapter 12, App 4, Art 4.12

Team Manager Radios for communication between Race Control and Teams. One Radio will be issued to each team for the duration of the event, these must be returned to the organisers at the end of each event. Additional charging of radios, if required, is available in the GT Cup Unit.

**5.20 NUMBERS & CHAMPIONSHIP DECALS**

- 5.20.1 The Championship Organiser will require a full set of decals to be displayed. This includes 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. Please refer to the Championship Commercial Document for locations and further information available. This will be available to download from the website [www.gtcup.co.uk](http://www.gtcup.co.uk)
- 5.20.2 Race Numbers must comply with NCR Ch.12, App.4, Art.5
- 5.20.3 Organiser Specific car locations include the placement of Pirelli logos on each corner of the car and a cloth badge on overalls, a Sonax Logo on the front and rear number plate location of the vehicle. An MSVR sticker will also need to be displayed on the car.
- 5.20.4 Drivers are required to wear/display a GT Cup Championship, and Pirelli badge on their overalls as per the Championship Commercial Document available to download from the website [www.gtcup.co.uk](http://www.gtcup.co.uk).
- 5.20.5 The Organisers will reserve the following locations on all Championship cars for Championship and sponsor decals ([see figure 2](#)):
- Door number decals and background
  - Windscreen header strip

## 2025 GT CUP CHAMPIONSHIP - SPORTING &amp; TECHNICAL REGULATIONS

- Front and rear number plate or equivalent area
- All four bumper corners
- Two Championship decals as supplied must be displayed on the race car (position optional)
- Dashboard

5.20.6 Competitors will not be allowed to display sponsor logos (e.g. tyre manufacturers) which conflict with Championship sponsor logos. In particular, no advertising of any tyre manufacturer other than Pirelli may appear on the race car, race truck or tow vehicle, driver overalls or publicity material present at the race event. It should be further noted that all cars running in the GT Cup event, even those unregistered cars in the invitation Group, must run on Pirelli tyres.

5.20.7 Each car must carry on the vehicle roof immediately above the main driver and passenger door opening, the surname of the competing driver in white or black lettering.

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

5.20.9 Defacing of Championship Decals is strictly forbidden. Penalties and costs will be applied as appropriate.

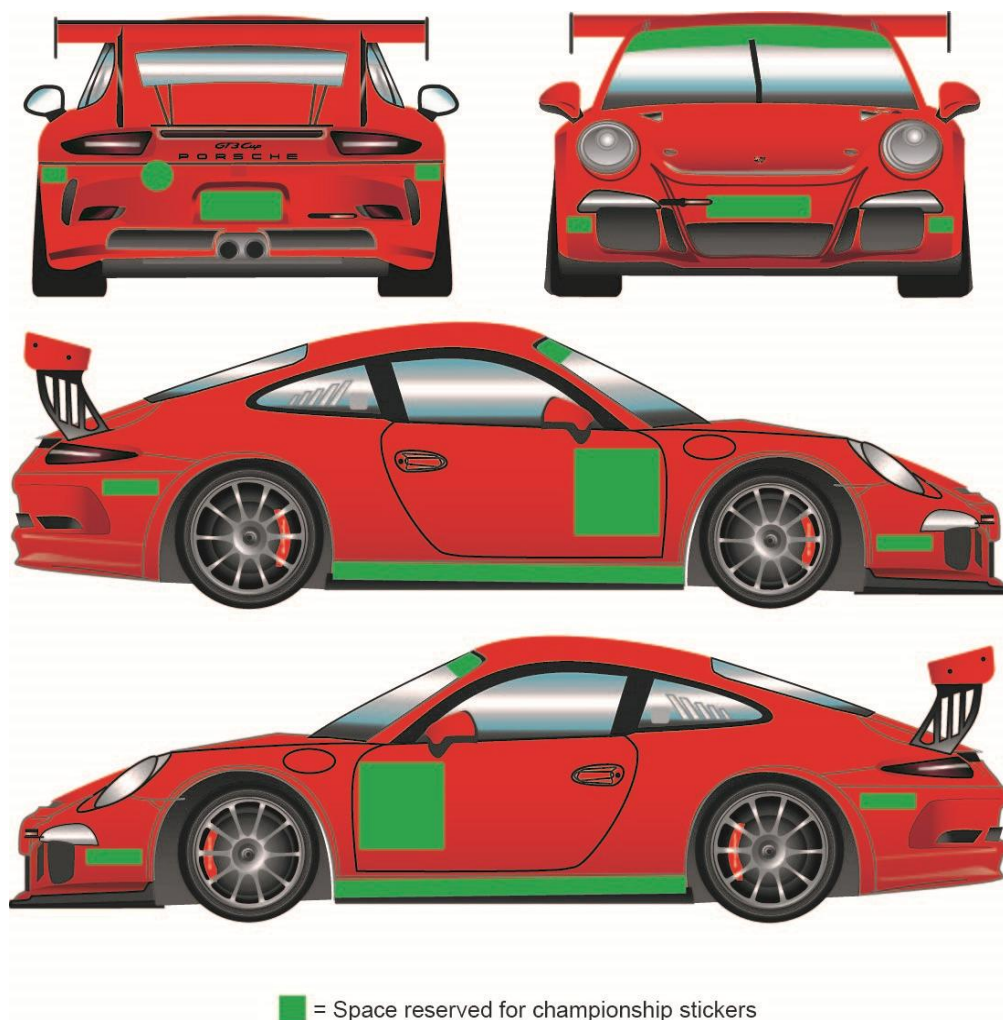


Figure 2

## 2025 GT CUP CHAMPIONSHIP - SPORTING &amp; TECHNICAL REGULATIONS

## 6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the Motorsport UK/National Court.

### 6.1 Contacts:

<b>Bute Motorsport Ltd:</b>  Bute Motorsport Limited c/o Haynes Motor Museum Sparkford Yeovil Somerset BA22 7LH Office No: 07500 116687 Email: <a href="mailto:hannah@butemotorsport.com">hannah@butemotorsport.com</a> Website: <a href="http://www.gtcup.co.uk">www.gtcup.co.uk</a>	<b>Bank Details:</b>  Name: Bute Motorsport Limited Bank: Handelsbanken Branch: Yeovil Sort: 40-51-62 Acc no.: 55760150 IBAN: GB62HAND40516255760150 SWIFT: HANDGB22
<b>Championship Coordinator &amp; Director Safe Guarding Officer:</b>  Hannah James Bute Motorsport Office Mob: +44 (0) 7500 116687 Email: <a href="mailto:hannah@butemotorsport.com">hannah@butemotorsport.com</a>	<b>Technical Coordinator:</b>  Johan Donders Mob. 07850 657094 Email: <a href="mailto:johan@butemotorsport.com">johan@butemotorsport.com</a>
<b>Control Tyre Supplier: Pirelli</b>  Pirelli Tyre Technical /orders/account enquiries Natham Coleman Email: <a href="mailto:natham.coleman.ex@pirelli.com">natham.coleman.ex@pirelli.com</a> Telephone: 07752 825 277	<b>Accounts/Finance:</b>  Rachel Tutton Email : <a href="mailto:rachel@butemotorsport.com">rachel@butemotorsport.com</a>
<b>MotorSport Vision Racing (MSVR)</b>  Brands Hatch Fawkham, Kent, DA3 8NG Tel: +44 (0) 1474 875229 Email: <a href="mailto:Simon.Gnana-Pragasam@msv.com">Simon.Gnana-Pragasam@msv.com</a> Web: <a href="http://www.msv.co.uk">www.msv.co.uk</a>	<b>Fuel supplier:</b>  Anders Hildebrand Sunoco (AAOIL) 58 Holton Road, Holton, Heath Trading Park, Poole, BH16 6LT Tel: 01929 551 557 Email: <a href="mailto:anders@aaoil.co.uk">anders@aaoil.co.uk</a>
<b>Timing Module Supplier:</b>  Timing Solutions Limited Unit 2 Ninian Way, Tamworth, Staffs, B77 5ES <a href="http://www.tsl-timing.com">www.tsl-timing.com</a>	<b>Race Technology</b>  16 King Street, Eastwood, Nottingham NG16 3DA Phone +44 (0) 1773 537620 Email: <a href="mailto:kieran@race-technology.com">kieran@race-technology.com</a>

### 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 NCR's.

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**6.3 RACE ENTRY AND REFUND POLICY**

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

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

- 6.3.4 Entry prices can be obtained separately to these Regulations from Bute Motorsport. Bute Motorsport has sole discretion over entry prices and refund policy which they reserve the right to vary from those shown in these Regulations.
- 6.3.5 Supplementary Regulations, Race meeting Schedules and Paddock details will automatically be issued by email by Bute Motorsport to competitors entered in the race. Any competitor who would prefer this information by post should notify Bute Motorsport and supply an address and ensure their entry is in no later than 14 days prior to the event. Each Entrant will be issued ten permanent Circuit Admission Passes.
- 6.3.6 Those entering on a race-by-race basis or with an accepted late entry may be issued with paper or electronic circuit admission tickets in place of permanent passes. All Permanent passes will remain the property of GT Cup/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 [hannah@butemotorsport.com](mailto:hannah@butemotorsport.com) 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 NCR's Chapter 1, Appendix 1.



## 2025 GT CUP CHAMPIONSHIP - SPORTING &amp; TECHNICAL REGULATIONS

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

NCR Ch. 6, App 3, Art 1.1 states, '*All personal Competition **licences** entitle the holder to enter the **car, truck or kart**\* in which they will personally take part in the **event**. Any other organisation, company, sponsor or person must obtain an **ENTRANT'S LICENCE** by making a separate application by completing an Application for **Competition Licence Form**'. Such an entity is required to provide full details of the legal persons controlling the entity.*

A **Competitor** is '*A person or body whose entry is accepted for or who competes in any event whatsoever whether as an Entrant, Driver....*' NCR Ch. 1, App 1.

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

## 6.5 COMMERCIAL UNDERTAKINGS:

- i. Entry into the GT Cup is conditional upon a competitor accepting without reservation or recourse the surrender of their 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.
- iii. It is clearly understood that there will be no refund of any monies paid to the organiser in relation to the event, and the competitor acknowledges that: The Organiser has no liability for any incurred expenses, whether incurred directly or indirectly, which will not be reimbursed in any circumstances. Expenses for these purposes include any loss of income, profit or other financial implication such as expenses. The Organiser recommends that cancellation insurance is taken out by the Entrant/Competitor

## 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 2025 GT Cup events are expected to support the Championship in the following ways:



**2025 GT CUP CHAMPIONSHIP - SPORTING & TECHNICAL REGULATIONS**

- 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. If requested to wear a sponsor's cap, these will be provided and must be worn as directed.
- ii. Drivers should make themselves available for interviews at the podium after trophy presentations for TV and the Championship Website.
- iii. All competitors taking part in an event are requested to attend the prize giving where trophies are presented, to support their fellow competitors.
- iv. All competitors in the 2025 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.
- v. Bute Motorsport will provide publicity material in the way of decals and flags for race trucks. Competitors must display these in the race paddock. Competitors are asked to display their Names, Team Names & Car Numbers in the window of their tractor unit.
- vi. All competitors are requested to make every effort to attend any official pre-season Media or test days and launch in order to facilitate technical checks on vehicles entering the Championship.
- vii. All competitors are required to carry the relevant Championship Patches on their race suits or other patches as specified by the Championship Co-ordinator.
- viii. All team and driver news, press releases and other promotional stories should, in the first instance, be submitted to the championship co-ordinator(s) for review and to be scheduled for release, where practical.

**6.8 TELEVISION**

6.8.1 The Championship promoter, Bute Motorsport, retains 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 their rights (if any) in such matters, which may then be used at the Championship promoter's discretion.

6.8.2 No onboard cameras will be permitted except by permission of the Championship Organisers. Competitors fitting on-board cameras may also require permission from 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 their 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.

## 2025 GT CUP CHAMPIONSHIP - SPORTING &amp; TECHNICAL REGULATIONS

**6.9 PADDOCK ARRANGEMENTS**

- 6.9.1 The Championship Organisers will make every effort to secure suitable paddock space for the GT Cup competitors at each event. Competitors are requested to make every effort to park race trucks, motorhomes, and road cars in a neat and professional manner in order to project the best possible image for the Championship.
- 6.9.2 Competitors are asked to please leave road cars outside the paddock where possible. No road cars will be permitted to park in the paddock at promoted events.
- 6.9.3 Motorhomes must be parked in the designated area.
- 6.9.4 Competitors with highly valuable and exotic cars who are concerned about leaving them in a public space should contact the Championship co-ordinator who will make every effort to agree with the event Organiser sufficient space to set up a 'supercar display' inside the paddock. It should be understood that this is only with the agreement of the event Organiser and any car displayed in this manner must be of sufficient quality and rarity to justify such a display and be presented in a suitable manner.
- 6.9.5 Competitors must follow the final instructions issued before each race meeting as well as paddock plans and must comply with instructions of parking up staff.
- 6.9.6 Tailgates on transporters must remain closed unless cars or equipment is being unloaded. A team member must be responsible for overseeing this operation. Tailgates must not be left across circuit roadways at any time.

## 2025 GT CUP CHAMPIONSHIP - SPORTING &amp; TECHNICAL REGULATIONS

**Appendix I****Nominated rolling roads:**

Saxon Motorsport  
2A Ramsden Road  
Rotherwas Industrial Estate  
Hereford  
HR2 6NP

Tel: 01432 350157

Email [info@saxon-motorsport.co.uk](mailto:info@saxon-motorsport.co.uk)

Note: In the interests of fairness, Saxon Motorsport are not permitted to use their rolling road or to operate their own rolling road to assess any vehicle that they wish to enter into the championship or that of a direct competitor for example a car that is in the same class as a car entered by Saxon Motorsport.

Power Autos Ltd  
Northway Trading Estate  
Tewksbury  
Gloucestershire  
GL20 8JH

Tel: 01684 296675

Email [dyno@powerautosltd.co.uk](mailto:dyno@powerautosltd.co.uk)

## 2025 GT CUP CHAMPIONSHIP - SPORTING &amp; TECHNICAL REGULATIONS

**Appendix II**

The figures and list of cars/groups are adjustable by the championship organisers between events with 7 days' notice.

The latest and therefore current version will be published on the Championship website

- GTO** Open specification cars from the following:-  
Cars built by very low volume manufacturers (max 50 cars)  
Cars built to GTE and GT2 specification  
Cars that are not derived from universally recognised volume GT car manufacturers  
Cars that were built to FIA GT3 specification but are no longer current
- GT3** For current FIA homologated GT cars running to the manufacturers GT3 specifications as per the FIA Homologation papers.
- GTC** Current and later model year (within the last 5 years) manufacturer Challenge and Cup specification cars. These cars **MUST** comply with current manufacturer Challenge regulations and specifications.
- GTB** Earlier year (older than 5 years) Manufacturer Challenge and Cup cars  
  
Modified saloon-based GT vehicles from Challenge and Cup Series.
- GTH** For currently Homologated GT Cars running to the manufacturers GT4 specification and meeting manufacturer homologation for the make and model entered.
- GTA** Lower specification Cup, Challenge and One make series GT cars and cars built to meet GT4 specification which are no longer valid.

**NOTE:**

1. The organisers reserve the right to amalgamate any groups that do not have enough entries for them to run separately into a group that is of the same or similar performance. This will be communicated to competitors before the start of the season via the Championship Notice Board and by e-mail. The entries will then be balanced for performance via the official BUTE Motorsport Balance of Performance for each round and all points scored will count towards the amalgamated class and overall championship..
2. All cars are also subject to the maximum power to weight ratio for their respective group
3. In addition, ALL cars must run in accordance with the Balance of Performance document issued by the Championship organisers prior to each meeting.

## 2025 GT CUP CHAMPIONSHIP - SPORTING &amp; TECHNICAL REGULATIONS

GTO (Maximum bhp/ton 575)	
Aston Martin DBRS9	McLaren MP4-12C GT3
Audi R8 LMS GT2	McLaren 650S GT3
BMW M3 GT2	Mercedes AMG GT2
BMW Z4 GT3	Mosler MT900R
Brabham BT62	Radical RXC GT3
Dodge SRT Viper GTS-R	Porsche 935
Ferrari F430 GT2	Porsche 911 GT3 R (996 and 997 Variants)
Ferrari 458 GT3	Porsche 911 GT2 RS ClubSport
Ferrari 488 GTE (Includes EVO)	Porsche 911 RSR (911 997 onwards)
KTM X-Bow GT2	
Lamborghini Gallardo LP560 GT3	
Lamborghini Huracan GT3 (includes EVO I)	
Aston Martin DBRS9	
Lotus Evora GTE	
Maserati MC20 GT2	
GT3 (Maximum bhp/ton 525)	
Aston Martin Vantage AMR GT3 (2019 - 2023)	Ford Mustang GT3
Aston Martin Vantage AMR GT3 EVO (2024 Onwards)	Lamborghini Huracan GT3 Evo II
Audi R8 LMS GT3 (Evo I and Evo II)	Lexus RC F GT3
Bentley Continental GT3	McLaren 720S GT3
BMW M4 GT3	Mercedes AMG GT3
Chevrolet Corvette ZO6 GT3.R	Nissan GTR Nismo GT3
Ferrari 296 GT3	Porsche 911 GT3R (991   991.2   992)
Ferrari 488 GT3	
GTC (Maximum bhp/ton 475)	
Ferrari 296 Challenge	McLaren 570S Pure
Ferrari 488 Challenge (Includes Evo Variant)	Porsche 992 911 GT3 Cup
Ginetta GTP8 TBC	
Lamborghini Huracan Super Trofeo (includes Evo I and Evo II variants)	
Liger JS2R	
McLaren Artura Trophy EVO	
GTB (Maximum bhp/ton 425)	
BMW (150/M3 E46 GTR V8/V10)	Ginetta G55 Supercup (Side exhaust)
Ferrari 458 Challenge (Evo & Std)	Marcos Mantis (Chevrolet)
KTM X-Bow GT4 (Modified)	Porsche 991 911 GT3 Cup (991.1 and 991.2 Variants)
Ginetta GTP8 TBC	
GTH (Maximum bhp/ton 400)	
Alpine A110 GT4 (Includes EVO)	Lotus Emira GT4
Aston Martin Vantage AMR GT4 (2019 onwards - Includes EVO)	McLaren Artura GT4
Audi R8 LMS GT4 (includes EVO)	Mercedes AMG GT4
BMW M4 GT4 (F82, G82 and G82 EVO Variants)	Nissan Z Nismo GT4
Ford Mustang GT4	Porsche 718 Cayman GT4 Clubsport MR
Ginetta G56 GT4 (Includes EVO)	Toyota GR Supra GT4 (Includes EVO)
Ginetta G55 GT4	
GTA (Maximum bhp/ton 375)	
Aston Martin Vantage GT4 (2018 and before)	McLaren 570S GT4
Ginetta G55 Supercup	Porsche 996 (1999-2004)
KTM X-Bow GT4 (closed top)	Porsche 997
KTM X-Bow GT4 (open top)	Porsche GT3 Cup 991 Gen 1

## 2025 GT CUP CHAMPIONSHIP - SPORTING &amp; TECHNICAL REGULATIONS

**Appendix III**

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 your 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.