



Aston Martin GT Challenge For the Multi-Marque GT4 Class 2016 Class Regulations

1. SPORTING REGULATIONS – GENERAL

1.1 TITLE AND JURISDICTION:

The Multi-Marque GT4 Cup for Slick tyre FIA chassis cars is a series of individual events organised to a common set of Sporting and Technical Regulations, with no accumulative winner. It is organised by MSVR which is registered with the MSA in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations. It is administered by Aston Club Racing.

Race Status: National B

1.2 OFFICIALS:

Co-ordinator: Roger Bennington, Aston Club Racing, Bicester Heritage, c/o Stratton Motor Company (Norfolk) Ltd, Ipswich Road, Long Stratton, NR15 2XJ. Email: rjb@astonclubracing.com

Licensed Eligibility Scrutineer: Stephen Walker, 36 Terence Road, Liverpool, L16 8NW Tel: 07778 179361 email: stephenwalker123@aol.com

For the purposes of these regulations the term Licensed Eligibility Scrutineer will be deemed to include his nominated representative.

Series Stewards: Michael Cartwright, Jim Keenan, Graham Battersby

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Drivers and Entrant Drivers must be registered for the Aston Martin GT Challenge and in possession of a valid Competition (Racing) National B (minimum) or equivalent (MSA Regulation H26.1.5) or be a professional driver (but see clause 1.4.6 below) in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union. Motorsport Ireland licences are acceptable in accordance with MSA GR H26.1.5.

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

1.4 REGISTRATION:

1.4.1 All drivers must register as competitors for the series by returning the Registration/entry Form with the appropriate payment to the Administrator prior to the Final Closing date for each round being entered.

1.4.2 Entry into the Multi-Marque GT4 Cup will be by invitation of the organisers following full consideration of registration/entry forms being received by post, email or fax.

1.4.3 Registrations will be accepted until the closing date for the final round in 2016.

1.4.4 Competition numbers will be issued by the organisers. Competitors may request numbers which will be confirmed by the co-ordinator. Only numbers between 2 - 99 may be used.

1.4.5 The events are designed to incorporate a mandatory pit stop with optional driver change, enabling races to be contested by two drivers in each entry.

1.4.6 The Multi-Marque GT4 Cup is primarily intended for private teams and non-professional drivers. However

professional and semi-professional drivers may be accepted by the organisers, who may at the discretion of the organisers carry a handicap in the form of time penalties. The criteria to establish a professional or semi-professional driver will be those describing Platinum, Gold or Silver driver status laid down in the 2014 SRO European GT regulations, those who are considered to make their living from racing motor cars or a driver with considerable professional racing experience.

1.5 EVENTS:

The 2016 Aston Martin GT Challenge consists of six events as follows:

16 th April 2016	Brands Hatch Grand Prix Circuit
28 th May 2016	Oulton Park
11 th June 2016	Silverstone Grand Prix Circuit
23 rd July 2016	Snetterton 300 Circuit
13 th August 2016	Brands Hatch Indy Circuit
1 st October 2016	Silverstone National Circuit

1.6 SCORING

1.6.1 This event is not a Championship and there will be no scoring

The organisers reserve the right to combine the races with other grids as required.

1.7 AWARDS:

1.7.1 A trophy will be awarded for the entrant who, in the view of the organisers, has achieved the best combination of performance, condition and spirit throughout the season.

1.7.2 Presentations, Champagne and Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony.

1.7.3 Title to all Trophies:

In the event of any Provisional Results or results being revised after any provisional presentations and such revisions affect the distribution of any awards, the Competitors concerned must return such awards to Aston Club Racing in good condition within 7 days.

1.8 INVITATION CLASS:

1.8.1 The organisers will consider entries for an Invitation Class for Aston Martins and other cars for the Aston Martin GT Challenge. Acceptance of such entries is at the absolute discretion of the organisers. Invitation Class cars must comply with the requirements of a GT4 car and the regulations of the MSA or comply with the regulations of one of Aston Club Racing's other race series or championships.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES:

2.1 **Events:** In accordance with Section C of the 2015 MSA Regulations and these sporting regulations.

3. SPORTING REGULATIONS - RACE MEETINGS & RACE PROCEDURES

3.1 Entries:

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3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates which shall be 14 days before each round. The organisers reserve the right to accept entries after this time at their discretion. A late entry administration fee may be payable for late entries.

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

3.1.3 Drivers whose entry fee for the event has not been paid in full by the day of the event will not be permitted to sign on or take part until full payment is made.

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

3.1.5 Withdrawn entries must be notified to the co-ordinator of the Series. No refunds will be made for withdrawals of entry. Competitors who contract to enter an event are liable for the full payment of the event regardless of the reason for withdrawal.

3.1.6 The entry fee for each round is the amount shown on the entry form.

3.1.7 In the event of any rounds being oversubscribed the Organising Clubs, in liaison with Aston Club Racing may at their discretion run Qualification Races. Qualification Race Procedures, if applicable will be set out in the Final Instructions

3.1.8 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries

Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.2 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.

3.3 PRACTICE:

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

3.4 QUALIFICATION:

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

considered to be unsatisfactory - as per MSA Regulation 3.4.2 **The fastest qualifying set by any driver for the car shall determine the grid position for the race**, the fastest driver in qualifying must take the race start.

3.4.2 Unless otherwise stipulated in the Final Instructions, in the event of double-headed race, there will be one qualifying session setting the grid for both races.

3.4.3. **Teams are required to notify the co-ordinator of the name of the starting driver for the qualifying session and the race at the drivers' briefing.** Any team which fails to provide this information within the time required could face a penalty to be determined by the Clerk of the Course.

3.5 RACES:

3.5.1 The race distance shall be as listed on the official entry form whenever practicable but any race distance can be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting

3.5.2 The cars shall grid up 2 x 2 unless otherwise specified in the final instructions.

3.6 STARTS:

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

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

All starts will be rolling starts:

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

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

3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is not permitted.

3.6.4 Any cars removed from the grid after the 1 minute stage or driven into pits on the Pace lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.

3.6.5 Any drivers unable to start the Pace lap or start are required to indicate their situation as per MSA Regulation Q12.13.2 and any drivers 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.

3.6.6 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.

3.6.7 The pace car will pull off at the end of the pace lap.

The cars will continue on their own with the pole position leading at a minimum speed of 70kph and a maximum speed of 90kph. A judge of fact may monitor the speed of the car in pole position by radar. Any divergence between the prescribed speed (70/90kph) before the start is given may result in a stop and go penalty. During the formation lap the red light will be on. No car may overtake another one before the starting signal is given. The starting signal will be when the red lights are extinguished. In the event that the starting lights fail the starter will revert to using the National Flag.

3.6.8 The organisers reserve the right to employ an alternative starting procedure and competitors will be notified in the driver briefing.

3.6.9 The pit wall and the fast lane of the pit lane must be kept clear for the start of the race.

3.7 RACE STOPAGES

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

3.7.2 Case A - Less than two laps completed by Race leader.

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

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

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

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

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

3.8 NO CLAUSE

3.9 PITS & PIT STOPS

3.9.1 Pits:

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

3.9.2 Pitlane:

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in pitlanes.

3.9.3 Speed Limit Pit Lane:

Speed Limit will be 60kph unless otherwise stated, a drive through penalty will be issued for breaking the pit lane speed limit.

3.9.4 Where more than one driver is to compete in the car, no driver may drive more than 67% of the race.

3.9.5 There will be no set pit stop window except that:

No car may pit during the first 15 minutes of the race
The final mandatory pit stop must be completed before the race reaches 75% of the published total race time

If a pit stop window is to be enforced, the competitors will be notified of the time slot in the Final Instructions or Drivers' Briefing

3.9.6 Cars may pit before the 15 minute pit open time and after the 75% pit closed time to resolve mechanical issues. Any such stop will be considered to be over and above any mandatory pit stop set for the race. Any pit stop made for mechanical reasons will be considered to be over and above any mandatory pit stop for the race and will not be subject to the minimum pit stop time.

3.9.7 The minimum pit stop time for all mandatory pit stops is 1 minute unless otherwise stated in the

final instructions issued for the event. Teams will be notified of the time to pass between the pit in and pit out timing beams at a speed of 60kph. Any team whose total pit stop time is less than the minimum pit stop time plus the time to drive between the timing beams at 60kph will be subject to a drive through penalty.

For the avoidance of doubt, mandatory pit stops will be monitored by the Official Timekeepers by means of the pit lane timing loops. The pit stop duration will therefore be the time of 1 minute, plus the time to pass through the pit lane complying with the pit lane speed limit. Any driver handicap time will be added to the mandatory pit stop time. The pit lane transit time will be announced in a Bulletin at each event or confirmed in the pre race briefing.

3.9.8 There will be no refuelling during pit stops.

3.9.9 Handicap times may be issued to entrants where one or more of the drivers in the car are classified as SILVER, GOLD or PLATINUM status under the criteria set for the SRO European GT regulations, a driver deemed by the organisers to make their living from racing cars or a driver with considerable professional racing experience. The handicap time will be added to the minimum pit stop. The handicap must be taken at the mandatory 1 minute stop and the time handicap must be taken before any work begins on the car or the driver exits the car. It is the responsibility of the team manager to ensure the car remains stationary and the engine is turned off. Once the time handicap has been taken the driver may exit the vehicle and wait inside the team garage for the remainder of the pit stop.

Pit stop handicap times will be issued at the briefing:

3.9.10 Unless the Final Instructions for an event state otherwise, the maximum number of people working on the car or assisting the driver during the pit stop is four, plus one team manager standing in front of the car. All team personnel must remain in the pit box and must not cross the line into the fast lane.

3.9.11 Only two members of each team may be on the pit wall throughout the race.

3.9.12 Any car rejoining the race after a pit stop must only exit the pit lane when the exit light is green or indicated to do so by the pit lane marshal.

3.9.14 During the mandatory pit stop a maximum of two wheel guns may be used, the driver may remain in the car but the engine must be turned off.

3.9.15 The organisers reserve the right, if a car is significantly quicker than all other competing cars due to car performance, to add a time penalty at a pit stop to bring it in line with the front running cars.

3.10 IN CAR CAMERA

3.10.1 Every car must be fitted with a forward facing camera that clearly shows both hands of the driver on the steering wheel.

3.10.2 The camera's recording of the race must be supplied to the race organisers immediately if asked for by the race organisers.

3.10.3 It is at the discretion of the race organisers or MSA officials to apply sanctions to a driver that is seen to have driven in an overly aggressive or dangerous manner.

3.11 RACE FINISHES:

3.11.1 After taking the Chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up while on the circuit or in the pitlane until the car is in Parc Ferme.

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3.11.2 To be classified a finisher all competitors must conform to MSA regulations Q17.3

3.12 RESULTS:

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

3.13 TIMING MODULES

3.13.1 All competitors are required to supply and fit an electronic self identification module (Transponder) to their car for the purposes of accurate timing. These are available from the Timekeepers. It is the responsibility of the competitor to fit these in the car in the position and manner specified. The modules must be in place and functioning correctly for all Challenge qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed timekeepers.

3.13.2 Any competitor who fails to fit a transponder to their car may not be timed by the official timekeepers for the event, at their discretion. In such a case the competitor may start the race from the back of the grid but also may not necessarily feature on the results of the race irrespective of finishing position.

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

3.14 OPERATION OF SAFETY CAR

The Safety Car will be brought into operation and run in accordance with Section Q4.9 of the MSA General Regulations. The safety car may be used in practice, qualifying and the race. The safety car will access the track as directed by the Clerk of the Course and may not pick up the race leader.

4. RACE PENALTIES:

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:

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

4.1.2 Arising from post race Scrutineering or Judicial Action:

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

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

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

4.2.3 The Clerk of the Course may impose a Stop & Go or Drive Through penalty for infringements of the regulations in accordance with MSA Regulation Q 12.6.

4.2.4 The Clerk of the Course may impose such penalties as appropriate according to the powers granted to him in G5.3

4.2.5 As per 2014 MSA Judicial Procedure Regulations.

5. WINNING DRIVER HANDICAP

5.1.1 The fastest driver of a winning car will carry a 30 second time penalty into his next race. This penalty will be applied by lengthening the pit stop of his car by 30

seconds, thus the pit stop of the car he is driving will be extended to 1 minute 30 seconds.

5.1.2 The same 30 second time penalty will also apply to any driver or drivers finishing within 1 second of the winning driver.

5.1.3 In the interests of creating close and competitive racing the organisers may also impose a time and or weight handicap on any car deemed to be much faster than the other cars in the same class.

TECHNICAL REGULATIONS:

1. ELIGIBILITY

The Multi-Marque GT4 Cup is a multi-marque class open to any non-Aston Martin GT4 cars. Cars accepted by the organisers in the Invitation Class are not governed by these technical regulations. Invitation Class cars should comply with the requirements of a GT4 car and the regulations of the MSA or comply with the regulations of one of Aston Club Racing's other race series or championships.

2. COMPLIANCE WITH THE REGULATIONS

Aston Club Racing may amend these regulations at any point during the season and will publish any amendments to these regulations. All such changes will come into effect after their publication.

Any car entered by a competitor must conform strictly to these regulations as well as any additional notification from Aston Club Racing. It is the competitor's duty to satisfy the Scrutineers and the Stewards of the Meeting that the car complies with these regulations in their entirety at all times during an event. The competitor may be asked to submit the car for any checks or test that Aston Club Racing see fit at any point. The checks or tests may be on the spot or may take place at a location of Aston Club Racing's choosing.

Seals may be applied to the car at the event, which must still be attached when the testing takes place and must only be removed in the presence of an Aston Club Racing representative or with prior permission from Aston Club Racing, at which point the seals must be returned to the Aston Club Racing. The checks or tests may include, but are not limited to, visual checks and measurements, dynamometer tests (rolling road or engine only), stripping of any

component for inspection purposes. The cost of these checks or tests must be covered by the competitor, as are the cost of any removal, dismantling, rebuild and refitting that may be required.

If a car is deemed to be dangerous, it may be excluded from an event at any time by the Stewards of the Meeting.

ALL REGULATIONS SHOULD COMPLY WITH THE REGULATIONS FOR THE CAR AS ISSUED BY THE MANUFACTURER IN PERIOD.

Examples below are for Aston Martin.

3. MEASUREMENTS

All measurements will be taken while the car is stationary on a flat horizontal surface. Before the start of an event the Technical Delegate will stipulate where measurements and weights will be checked. Prior to an event, competitors are free to use the designated flat area and the official scales to check the car's conformity to the regulations.

4. DATA LOGGING

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Competitors are free to use any data logging equipment they see fit but must be prepared to disconnect and/or remove the system if requested by ACR. Competitors may be asked to fit a control logging system at any point, the data from which is the sole property of Aston Club Racing and may be used as evidence of non-conformity. The fitting of the logging device will be at the competitor's expense. Any data recorded during a round of the Aston Martin Owners Club GT4 Cup may be requested by Aston Club Racing, at which point it must be made available.

5. TELEMETRY

No telemetry is permitted

6. CONTROL UNITS

All cars must use the standard Aston Martin Engine Control Unit and Transmission Control Unit programmed with only recognized calibrations, written by Aston Martin Racing. The calibration of the ECU or TCU may be checked at any time.

7. BODYWORK

There are two types of bodywork; these are pre 2011 bodywork and 2011 onward bodywork. Any car may use any configuration of bodywork, but all bodywork parts must be of Aston Martin origin.

8. BONNETS AND TAILGATES

Bonnets and tailgates must have at least two working safety fasteners, both of which must be clearly indicated by arrows in a contrasting colour to the surrounding bodywork. It must be possible to open both without the use of tools

9. WINDSCREENS AND WINDOWS

The windscreen must be made from one piece of laminated glass or polycarbonate. In order to protect the windscreen, the addition of a maximum of four translucent films on its external surface is permitted. The side, door and rear windows are made from polycarbonate. In order to extract air from the cockpit, the rear window may have a maximum of five circular holes with a maximum diameter of 50mm each. Each rear side window may also have a circular hole with a maximum diameter of 50mm. A scoop may be fitted to each door window, provided that it complies with the following points:

It must not exceed the perimeter of the window, must have a maximum height of 150mm and must not protrude more than 50mm from the window's surface. It must be made of translucent plastic or polycarbonate and must be able to be closed by way of a shutter, also made from translucent plastic or polycarbonate. It must not obstruct the driver's rearward view. Air ducts fed by the scoops are authorised inside the cockpit on condition that they reduce neither the visibility nor the safety of the driver.

10. PROTECTIVE NETS

A protective net is recommended (MSA Q19.2.5(c) and if used must meet the following specifications:

The net must be made up of woven strips of non-flammable material at least 19mm wide.

The meshes must be a minimum of 25mm x 25mm and a maximum of 60mm x 60mm.

A fine mesh net is permitted, provided that it is manufactured for the sole purpose of use as a window net and is produced by a reputable manufacturer.

The woven strips must be sewn together at each point of crossing.

Viewed from the side it must reach from the centre of the steering wheel to the B-pillar.

The net must be attached to the safety cage and/or to a fixed part of the bodywork by means of a rapid release system that functions even if the car turns over.

It must be possible to detach the net with one hand.

The release mechanism must be marked and coloured so as to make it easily recognisable.

11. DOOR PROTECTION

The driver's door must contain energy absorbing material. Details of the specific material are available from Aston Club Racing.

12. AERODYNAMIC DEVICES

Only aerodynamic devices designed and manufactured by Aston Martin Racing specifically for the Vantage GT4 and are deemed to be legal for the series are allowed. No modification or repositioning is allowed except for adjustment where the component has been designed to be adjusted.

Where an aerodynamics package has been designed and homologated as a kit, it must be used as a kit in its entirety. No part of the kit can be omitted.

13. WEIGHT

The minimum weight of the car must not be less than 1360kg without driver and fuel. The minimum weight must be respected at all times during an event. It is permitted to complete the weight by the addition of ballast.

14. BALLAST

Any ballast added to complete the minimum weight must satisfy the following criteria:

It must be made from stacking metallic plates and be to the dimensions on diagram 1.

The plates must be attached to the recognised ballast base plate produced by Aston Martin Racing for the purpose of attaching success/levelling ballast in FIA events (part number R15/R2/020-A).

The base plate must be attached to the car by four M8 fixings to the original passenger seat mountings, using the original captive nuts. The fixings should include a locking device such as shakeproof/schnorr washers or Loctite.

The stacking ballast plates must be fastened to the base plate using five M12 bolts and nuts with a locking device.

The height of the stacking plates must not exceed 15cm.

The ballast can be made up using a number of base plates stacked together.

15. ADJUSTMENT OF WEIGHT DURING A RACE

Adding ballast or any other solid material to the car during a race is not permitted. The replacement of any part of the car with another which is materially heavier is also not permitted.

16. REMOVAL OF FLUIDS

The weight of the car may be checked at any point during the event with the quantity of fluids remaining in the tanks, etc. After the race the competitor may be asked to empty the car of fuel before weighing.

17. ENGINE

The engine type used must be the naturally aspirated Aston Martin Vantage V8 with 4.3L or 4.7L displacement. The position and orientation of the engine must also remain as original.

18. INTAKE SYSTEM

The intake system is defined as the assembly from the air filters to the inlet ports of the cylinder heads. The intake system must be sealed to atmosphere except for the air filters and through the cylinder heads themselves. All air

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feeding the engine must pass through the air filters and no pipe containing air is permitted to enter or exit the intake system except in the case of a vacuum sensor and a brake booster (servo), which must also be sealed to atmosphere.

19. EXHAUST

The exhaust system must be as originally supplied by Aston Martin Racing or Aston Martin Lagonda. Exhaust gas must only exit from the rearmost end of the system. The exhaust system should incorporate two catalytic converters, which should be functioning at all times and through which all exhaust gases must pass. There is an option to run straight through tailpipes instead of silencers, the use of which will depend on the noise limits of each individual circuit. It is strongly recommended that silencers are taken to every event in case the circuit request that they are fitted.

20. FUEL SYSTEM

The fuel system must be as originally supplied by Aston Martin Racing or if any part has been replaced or upgraded, it must be as supplied by Aston Martin Racing specifically for the Vantage GT4 or N24. The fuel cell can be either 100 litre or 120 litre capacity for pre-2012 cars or 113 litre for 2012 onwards and may have either a single or twin fuel filler. The competitor must be able to produce a certificate from the manufacturer of the fuel cell, showing that it has been tested and is within its life.

21. No Clause

22. BATTERY

The battery must be of a gel type and must be situated in the cockpit in such a position as to not obstruct the exit of the driver. The battery and its terminals must be covered by a non-conductive cover. The attachment to the body shell must consist of a metal seat and two metal clamps, fixed to the floor by M10 bolts and nuts at each end. Both clamps must span the battery, holding it securely so it cannot move. Where the bolts pass through the body, there must be a reinforcement plate around the hole, which is at least 3mm thick and has a surface area of at least 20cm². The clamps must not be able to contact the terminals of the battery and so, if necessary should be covered with a non-conductive material.

23. WINDSCREEN WIPERS

The car must be fitted with the original windscreen wiper system, which must be in working order throughout the event. Only the blades may be replaced.

24. LIGHTING EQUIPMENT

All lighting equipment must be in working order throughout an event and must have the following functions:

Headlights
Direction indicators
Stop lights
Rear sidelights
Rainlight

Headlights must produce a white beam.

Supplementary lighting (spotlamps) is allowed but any mounting system such as a pod or cowl must not create any aerodynamic downforce.

25. RAINLIGHT

All cars must have a red light of at least 21watts, in working order throughout the event. It must be:

A model approved by the FIA (Technical list no. 19) or an original third stoplight.

Directed to the rear at 90° to the centre line of the car. Clearly visible from the rear.

Mounted not more than 10cm from the car's centre line At least 35cm above the reference plane

At least 45cm behind the centre line of the rear wheel, measured to the face of the lens and parallel to the reference plane.

Able to be switched on by the driver while seated normally in the car.

(All measurements are taken to the centre of the lens)

26. TRANSMISSION

The transmission must be the original specification system and casings, as supplied by Aston Martin Lagonda or Aston Martin Racing for the GT4 or N24 race cars.

27. RIDE HEIGHT

The minimum ride height, measured at the bottom of the anti-roll bar mounting point to the ground, both front and rear is 80mm.

For checking of ride height, the pressure in the tyres must not be less than 1.5 bar.

28. SUSPENSION TYPE AND MOUNTING

All suspension components must be the same type and design detail as the car was originally supplied by Aston Martin Racing. The position of the suspension and the steering rack mounting points on the chassis must be as original.

Permitted suspension modifications from the original road car specification are as follows:

Modified standard wishbones where the rubber bushes are replaced with spherical bearings.

Fabricated rear trackrod.

Homologated Koni dampers.

Homologated Bilstein dampers.

Modified front uprights to achieve additional front camber.

29. ANTI-ROLL BARS

The car must use anti-roll bars which are standard fitment on road going Aston Martin cars. These must be selected from the following options:

Front Part # Stiffness

1. 4G43-5494-AB
2. 6G33-5494-AB
3. 8D33-5494-AB

Rear Part

1. 8D33-5A771-AA (Standard)
2. 4G43-5A771-AA

30. DAMPER SPRINGS

Damper springs may be used in any combination but be selected from the following options:

Springs (Koni & Bilstein 2 way adjustable dampers)

1. R9-ED-3218 300 N/mm 1713 lb/in
2. R9-ED-3217 260 N/mm 1485 lb/in
3. R9-ED-3216 220 N/mm 1256 lb/in
4. R9-ED-3215 180 N/mm 1028 lb/in
5. R9-ED-3214 150 N/mm 857 lb/in
6. R9-ED-3213 120 N/mm 685 lb/in
7. R9-ED-3212 90 N/mm 514 lb/in

Springs (Bilstein non-adjustable dampers)*

1. ADAC-5310-AA 254 N/mm 1450 lb/in
2. 0600-250-1100 193 N/mm 1100 lb/in
3. 0600-250-1000 175 N/mm 1000 lb/in
4. ADAC-5560-AA 131 N/mm 750 lb/in

* A 250lb/in tender spring is required for front and rear Bilstein dampers (ADAC-5588-AA).

31. STEERING

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All steering components must be as the car was originally supplied by Aston Martin Racing or if any part has been replaced or upgraded, it must be as supplied by Aston Martin Racing specifically for the Vantage GT4 or N24 with the exception of the steering wheel, which may be replaced with an alternative for the purpose of driver comfort.

32. BRAKES

All braking components must be as the car was originally supplied by Aston Martin Racing or if any part has been replaced or upgraded, it must be as supplied by Aston Martin Racing specifically for the Vantage GT4 or N24. Permitted braking system modifications from the original road car specification are as follows:

Twin master cylinder pedal box.

Brembo 365mm front floating disc assembly (used with standard caliper).

Brembo 355mm front floating disc assembly (used with standard caliper).

Performance Friction 355mm front brake discs (as homologated in GT4-002 and GT4012).

6 pot Brembo front caliper (Endurance upgrade).

Brembo 380mm front floating disc assembly (used with endurance caliper).

4 pot Brembo rear caliper (Endurance upgrade).

Brembo 332mm rear floating disc assembly (used with endurance caliper).

Bosch Race ABS and Traction Control System

33. BRAKE PADS

Brake pad material is free. As a guide, material verified by Aston Martin Racing is shown in the table below.

Standard braking system:

Front Part # Manufacturer Compound

1. E2487/RS-15 PAGID RS-15
2. E2487/RS-29 PAGID RS-29
3. HB 453U.585 HAWK DTC-60
4. HB 453G.585 HAWK DTC-70
5. FCP1334H FERODO DS2500
6. FCP1334R FERODO DS3000
7. EP357ME20 ENDLESS ME20
8. EP357N35S ENDLESS N35S

Rear Part # Manufacturer Compound

1. E1408/RS-15 PAGID RS-15
2. E1408/RS-29 PAGID RS-29
3. HB 194U.570 HAWK DTC-70
4. FCP1348H FERODO DS2500
5. FCP1348R FERODO DS3000
6. RCP058ME20 ENDLESS ME20
7. RCP058N35S ENDLESS N35S

Endurance braking system:

Front Part # Manufacturer

1. B2425170 BREMBO RB170

Rear Part # Manufacturer

1. B1826170 BREMBO RB170

The use of Performance Friction Carbon Metallic brake pads with the standard braking system is not recommended by Aston Martin Racing.

34. COOLING OF BRAKES

The brake cooling system must not protrude beyond the perimeter of the car when viewed from above.

35. WHEELS

The wheels used on the car must be from the list below. They can be used in any combination.

Front

Make Serial Number Diameter Width Min Weight

Speedline ADAC-1007-AA 18 inch 10 inch 9500 g
OZ* 222206211311 18 inch 10 inch 9800 g

OZ 222206215811 18 inch 10 inch 9800 g

Rear Make Serial Number Diameter Width Min Weight

Speedline ADAC-1007-BA 18 inch 11 inch 10000 g

OZ 222206211211 18 inch 11 inch 10200 g

Or Speedline ADAC-1007-AA 18 inch 10 inch 9500 g

OZ* 222206211311 18 inch 10 inch 9800 g

OZ 222206215811 18 inch 10 inch 9800 g

36. TYRES

The tyres used on the car must be of the following specification:

Slick / Wet

Front Dunlop / Dunlop

Rear Dunlop / Dunlop

38. WHEEL ATTACHMENT

The attachment of the wheels to the bearing hubs must be as the original fitment on the road going V8 Vantage. Only the wheel nuts may be changed provided their material remains ferrous.

39. TYRE PRESSURE CONTROL VALVES

Pressure control valves on the wheels are forbidden.

40. TYRE PRESSURE/TEMPERATURE SENSORS

Sensors for measuring the pressure and the temperature of the tyres when the car is in motion are allowed.

41. PNEUMATIC JACKS

Pneumatic jacks are authorised and may be attached to the safety cage and/or the chassis of the car.

Compressed air bottles must not be carried on board. Openings for the jacks must be a minimum size for the rams to pass through. Bodywork may be modified over a maximum area of 100cm² to create a housing for the connector.

42. EQUIPMENT PERMITTED IN THE COCKPIT

The interior of the car must be as the car was originally supplied by Aston Martin Racing, except for the following:

A tool kit may be carried as long as it is securely fitted in such a way that it can not break free in an accident or if the car turns upside down.

The seat may be replaced as long as the substitute seat complies with FIA safety legislation and is in date.

Electronic and electrical equipment such as data loggers and radios may be fitted as long as they do not affect the cars control systems in any way.

Driver cooling and ventilation equipment may be added.

Air jacks and their pipes may be added if not original equipment.

The battery may be replaced as long it and its method of fixing complies with section 22 of this document.

None of the above items may hinder the driver's visibility or cockpit exit.

The above components must be covered where necessary by a rigid protective material to minimise injury and their mountings must be able to withstand 25G deceleration.

43. COCKPIT EXIT TIME

The driver, seated in the normal driving position, must be able to exit the cockpit in 7 seconds through the driver's door and 9 seconds through the passenger's door. For the purpose of these tests, the driver must be wearing all normal driving equipment, the seat belts must be fastened, the steering wheel must be in place in the most inconvenient position and the doors must be closed.

45. FIRE EXTINGUISHERS



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The fire extinguisher system must be as the car was originally supplied by Aston Martin Racing or if any part has been replaced comply with MSA guidelines.

The cylinder of the extinguisher must be in date and the pressure gauge must read in the green area, indicating the pressure inside the cylinder is satisfactory. The fire extinguisher must be armed at all times during an event. It is the competitor's responsibility to ensure the fire extinguisher system battery has sufficient charge.

46. SAFETY BELTS

The wearing of two shoulder straps, one crotch strap, and two lap straps is compulsory. These straps must comply with FIA standard No8853/9 8. It is prohibited for the belts to be anchored to the seats or their supports.

47. REAR VIEW MIRRORS

The car must be fitted with at least two rear view mirrors, one on each side of the car. The mirrors must be as original equipment V8 Vantage road car. The scrutineers must be assured through a practical demonstration that the driver, seated normally, can see the vehicles following him. To this the driver may be asked to identify letters or figures 15cm high and 10cm wide, displayed at random on boards placed behind the car according to the following instructions:

Height: Between 40cm and 100cm from the ground.

Width: 2m one side or the other from the longitudinal centre line of the car.

10 metres behind the centre line of the rear axle of the car.

48. SEAT AND HEADREST

The driver's seat must be homologated by the FIA and not modified.

Energy absorbing and non-flammable material must be situated around the driver's head.

If there is a cushion between the occupant and the driver, the maximum thickness of the cushion is 50mm. If the original attachments or supports are changed, they must comply with the provisions of article 253-16. All cars must be equipped with a headrest which cannot deflect more than 50mm when a rearward force of 85daN is applied. The headrest surface must not be less than 400cm² and must be continuous and without protruding parts. It must be positioned so that it is the first point of contact for the driver's helmet in the event of an impact projecting his/her head backwards when seated normally.

49. MASTER SWITCH

The driver, when seated normally with the safety belts fastened and the steering wheel in place, must be able to cut off all of the electrical circuits to stop the engine by means of the internal master switch. The switch and the circuit to and including the master cut-off relay must be as original equipment GT4 or N24. The internal master switch must be clearly marked with a symbol showing a red spark in a white edged blue triangle. There must also be an exterior switch, which is capable of being operated at a distance. This switch must be located at the lower part of the left hand windscreen pillar.

50. TOWING EYES

All cars must be equipped with a front and rear towing device for all events. It must be clearly visible and painted red, yellow or orange. The colour must contrast the surrounding bodywork.

51. PROTECTIVE PADDING

Where the occupant's bodies can come into contact with the safety cage, flame retardant padding must be provided for protection. Where the occupant's helmet could come

into contact with the safety cage, the padding must comply with FIA standard 8857-2001, type A.

52. FUEL

Only super unleaded pump fuel (as defined by the MSA) of 98 RON is permitted.

53. AIR

Only air may be mixed with the fuel as an oxidant.

APPENDICES: COMMERCIAL REGULATIONS

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

6.1 RACE ORGANISING CLUBS & CONTACTS:

Series Co-ordinator

Aston Club Racing
Roger Bennington
rjb@astonclubracing.com

Timing Module Supplier
Timing Services Limited
rita@tsl-timing.com
Tel: 01827 285666

6.2 PAYMENT

6.3 INTELLECTUAL AND COMMERCIAL RIGHTS

The intellectual and commercial rights of the Aston Martin Owners Club GT4 Cup are the property of Aston Club Racing and may not be assigned to any other party or person without their written consent.

6.4 MERCHANDISING AND SPONSORSHIP RIGHTS

6.5 REFUNDS AND WITHDRAWAL OF ENTRIES

No refunds will be given under any circumstances. Competitors who have contracted to enter an event is liable to pay for the entry in full regardless of the circumstances that prevent him from taking part.

6.6 COMMERCIAL UNDERTAKINGS

6.6.1 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.

6.6.2 The series title and associated logo styles may only be used with the prior written approval of the commercial rights holder.

6.6.3 Any competitor behaving in a manner, either on or off the track, that has the potential to bring the series into disrepute may be refused entry to further events. The entrant is responsible for the behaviour of each member of the team.

6.7 PROMOTIONAL ACTIVITIES

6.7.1 Competitors are requested to support the series by attending the end of season awards dinner and any other Series related event offered by the organisers.

6.7.2 The organisers make every effort to create a professional, practical and enjoyable working environment in the paddock. Support from the competitors by adhering



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to any allocation of space and other instructions is appreciated for the benefit of all the competitors and the sponsors.

6.7.3 Four VIP hospitality passes will be issued to each entrant for the event. Competitors may purchase additional hospitality places at the cost shown on the attached form.

6.8.4 The positioning and fitting of any onboard camera equipment must be approved by the eligibility or safety scrutineer prior to going on track.