

Sportive and Technical Regulations 2014

TMG 
GT 86 CUP



racing by **TMG** 

IK MEDIA

DMSB

General advertisement for automobile racing circuit series

(as of 15.10.2013)

Name of the series:

TMG GT86 Cup

DMSB approval #:

545/14

Status of the races

International (FIA scheduled) National A (incl. NEAFP) National A

The race status is set forth in the respective race advertisement.

Preface:

For 2014, TOYOTA MOTORSPORT GmbH advertises the TMG GT86 Cup under the terms below.

The TMG GT86 Cup will be organised by IKmedia GmbH on behalf of TOYOTA MOTORSPORT GmbH.

Principal:

TOYOTA MOTORSPORT GmbH
Toyota Allee 7
50858 Köln
Germany

IKmedia GmbH
Wendelsteiner Straße 2a
91126 Schwabach
Germany

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This advertisement consists of 26 pages and 4 appendices.

Part 1 Sporting rules

1. Introduction

The TMG GT86 Cup is organised in accordance with the International Sporting Code and its appendices (Code), the FIA's general terms pertaining to circuit races and the (ASN's) national rules of competition. It takes place in accordance with the rules of competition and technical regulations; the technical regulations being identical with the safety regulations set forth in Appendix J of the FIA (Article 253 and/or 277).

Unless otherwise set forth below or in the respective organiser's advertisement, the races take place in accordance with the DMSB's event and circuit race regulations.

The series is sponsored by the following companies:
n/a

2. Organisation

2.1 Details on the series' titles

TOYOTA Motorsport GmbH (TMG) - hereinafter referred to as Advertiser of the Series - for 2014 advertises the TMG GT86 Cup.

2.2 Name of the competent ASN

DMSB – Deutscher Motor Sport Bund e.V.

2.3 ASN visa/approval #

The advertised series with the present sporting rules and technical regulations has been approved by Deutscher Motor Sport Bund on (date) under reg. # 545/14.

2.4 Name of the organiser/promoter, address and contact data (permanent domicile)

IKmedia GmbH, Oliver Schielein, Wendelsteiner Straße 2a, 91126 Schwabach, Germany

2.5 Organisational committee

See race advertisement

2.6 Permanent sport commissioners

n/a

2.7 Delegates of the delegates

n/a

2.8 Delegates of the series

n/a

2.9 List of officials

See race advertisement

3. The series' terms and legal bases

This series is subject to the following:

- International Sporting Code of the FIA incl. its appendices
- "DMSB-Veranstaltungsreglement"
- "DMSB-Rundstreckenreglement"
- "Rechts- und Verfahrensordnung" des DMSB (RuVO)
- The DMSB's decisions and regulations
- The DMSB's environmental guidelines
- Anti-doping regulations of the national anti-doping agency (NADA-Code)
- The sporting rules and technical regulations of this series incl. amendments (bulletins) as approved by the DMSB
- The races' advertisements including any amendments (bulletins)

3.1 Official language

German

Only the German text of the rules, as approved by the DMSB, shall be binding.

[This translated version is for your convenience only; in case of any discrepancy or divergence of interpretation, the German text shall prevail. *Diese Übersetzung wurde nur zu Informationszwecken erstellt; maßgeblich ist das deutsche Original.*]

3.2 Responsibility, amendments to the advertisement, cancellation of the event

- (1) The participants (applicants, drivers, passengers, car owners) take part in the event at their own risk. Unless an exclusion of liability has been agreed, they shall bear the sole responsibility under civil and criminal law for all the damages caused by their car.
- (2) The Advertiser of the Series reserves the right to amend the advertisement as necessitated by force majeure or official decrees or for safety reasons or cancel the event or individual races if extraordinary circumstances should require it without assuming any obligation to pay compensation, with the exception of cases of gross negligence and wilfulness. The organiser shall only be liable unless in the advertisement and entry an exclusion of liability has been agreed.

3.3 General definitions

n/a

4. Entries

4.1 Registrations/entries, entry deadline and mandatory participation

Applicants and/or drivers shall have to apply for admittance to the TMG GT86 Cup by submitting to the Advertiser of the Series an "Antrag auf Einschreibung" (registration application) no later than by 18:30 hrs on the Friday prior to the first official race (Wertungslauf).

The Advertiser of the Series reserves the right to accept later applications as well. The fully completed and signed application has to be sent to:

Organisation TMG GT86 Cup
IKmedia GmbH
Wendelsteiner Straße 2a
91126 Schwabach
Germany

Fax: +49 9122/6313-430
E-mail address: TMG-GT86cup@ikmedia.de

With their "Antrag auf Einschreibung" the applicant and driver authorise the Advertiser of the Series to make entries for the TMG GT86 Cup races on their behalf (block entries).

By registering, the applicant and/or driver undertakes to take part in all races.

4.2 Entry fee for the season and per race

The registration fee/entry fee and any deposit is due pursuant to the "Antrag auf Einschreibung".

As of the TMG GT86 Cup season 2014, the entry fee is paid per car. Every car can be driven by any number of drivers. Every driver with a DMSB licence driving an entered car will (automatically) score in the cup class.

The accepted driver will get a written confirmation of his registration. The Advertiser of the Series reserves the right to reject applications for registration by giving reasons.

4.3 Numbers

- The Advertiser of the Series will give the participants one number for the entire season.
- The participants will get a new number for every race, assigned by the organiser.

5. Licences

5.1 Licence categories required

a) Drivers

Eligible are drivers with a valid international 2014 application and race driver's licence of the category

A, B, C, D, D-Histo, (please tick)

issued by the DMSB or any other FIA-affiliated ASN who have registered for the TMG GT86 Cup and paid the registration fee.

Eligible are drivers with a valid national
 A category 2014 application and race driver's licence issued by the DMSB or any other FIA-affiliated ASN

and/or

the national junior licence,

who have registered for the TMG GT86 Cup and paid the registration fee.

Eligible are drivers with a valid national DMSB application and race driver's licence of
 the A category

and/or

the national junior licence

registered for the and having paid the registration fee.

Staff of TOYOTA MOTORSPORT GmbH (TMG) and its subsidiaries are non-eligible.

b) Applicants

Applicants registering in conjunction with the driver have to have an international 2014 company or club application licence issued by the DMSB or any other FIA-affiliated ASN and have paid the registration fee.

Sponsors and name sponsors who want to be mentioned next to the driver's name in the official programme and on the entry, drivers and score lists without being an applicant have to buy a "DMSB-Sponsor-Card für Firmen, Clubs, Teams" (only for DMSB-approved races with the exception of races bearing the FIA title and international series in Germany).

c) Guest drivers

The TMG GT86 cup organisers can admit to the official races guest drivers who have a valid

international application and race driver's licence and/or

national A category licence

national junior licence.

Provided they meet the respective event advertisement's terms, they can officially score and are eligible to win prize money. The registered participants take starting precedence.

d) Age

pursuant to the applicable DMSB licence regulations

all drivers have to be at least 18 years of age at the time of the race

pursuant to the VLN advertisement 2014

5.2 Terms for applicants outside their national territory

The permanent licence for races abroad can be found on the back of the driving/application licence.

Foreign applicants/drivers require their own ASN pursuant to Art. 3.9.4 of the International Sporting Code.

In this series, in races of a National A (NEAFP) status only DMSB licensees are eligible to score. While licensees of other FIA-affiliated ASNs may take part, they cannot score.

6. Insurance; exclusion of liability and waiver

6.1 The organiser/promoter's insurance

pursuant to "DMSB-Veranstaltungsreglement" Art. 35

6.2 Applicants, drivers and passengers' exclusion of liability declarations

The participants take part in the event at their own risk. Unless an exclusion of liability has been agreed, they shall bear the sole responsibility under civil and criminal law for all the damages caused by their car.

By submitting this entry applicants, drivers and passengers waive any claim for damages arising from or in the context of the event. They do so vis-a-vis

- FIA, DMSB, DMSB member organisations, Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, bodies, managing directors, general secretaries,
- the ADAC districts, the promoter/organiser of the series,
- the organiser, track marshals, race track owners, authorities, racing services and all other people connected with the organisation of the event,
- the road agency (Straßenbaulastträger) if damages are caused by roads and accessories to be used during the event
- all the above people and organisations' vicarious agents

except for injuries to life, limb and health based upon a wilful or grossly negligent breach of duty – including by a legal representative or a vicarious agent of the group of people excluded from liability – and except for other damages based upon a wilful or grossly negligent breach of duty – including by a legal representative or a vicarious agent of the group of people excluded from liability;

vis-a-vis

- the other participants (applicants, drivers, passengers), their assistants, owners of other cars,

- the own applicant, own driver(s), own passenger(s) (contrary agreement between the applicant(s), driver(s) and passenger(s) take precedence!) and assistants

they waive any claim for damages arising from the races (timed/untimed practice, qualifying, warm-up, race), from slaloms in the context of practices and official races; for rallies they waive any claim for damages arising from the official races to attain top speed or briefest times or the attendant training and inspection drives, except for damages arising from an injury to life, limb and health based upon a wilful or grossly negligent breach of duty – including by a legal representative or a vicarious agent of the group of people excluded from liability – and except for other damages based upon a wilful or grossly negligent breach of duty – including by a legal representative or a vicarious agent of the group of people excluded from liability.

The exclusion of liability takes effect with the submission of this entry.

The waiver of liability applies to claims irrespective of their legal basis, particularly to claims for damages arising from contractual and extra-contractual liability and also to claims arising from tort. The above exclusion of liability is without prejudice to any tacit exclusion of liability. By submitting the entry the applicant/driver/passenger acknowledges that damages arising during the event on permanently or temporarily closed race tracks are not covered by motor insurance (motor third party liability, own damage and passenger personal accident insurance). He also undertakes to notify the owner of the used car accordingly.

In case of an injury arising or ascertained during the event or in case of a damages caused to his/their health that may temporarily or permanently impair automobile racing activities, the signatories waive the doctor-patient confidentiality - with respect to the security risk not only affecting them but also third parties. The doctors may then inform each other, the race/rallye manger, sport commissioner, medical director, DMSB doctor, "Koordination Automobilsport" and the insurance.

I hereby unreservedly acknowledge the "DMSB Lizenzbestimmungen".

I hereby agree to the storage, transfer and processing of my personal data pursuant to the DMSB data protection regulations in consideration of the Federal Data Protection Act. I can get information on these data from the DMSB data protection officer at any time and/or exercise my right to object.

The data protection regulations can be viewed at www.dmsb.de/Lizenznehmer and/or on site. Please ask the organiser.

6.3 The car owner's waiver

(Only applicable if the applicant, driver or passenger is not the owner of the car to be used; see above)).

The car owner assents to the participation of all the cars designated in the entry and waives all claims for damages arising from or in the context of the event. They do so vis-a-vis

- FIA, DMSB, DMSB member organisations, Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, bodies, managing directors, general secretaries,
- the ADAC districts/regional clubs and ADAC local clubs,
- the promoter/organiser of the series
- the organiser, track marshals, race track owners, race track operator, authorities, racing services and all other people connected with the organisation of the event,
- the road agency if damages are caused by roads and accessories to be used during the event
- all the above people and organisations' vicarious agents

except for injuries to life, limb and health based upon a wilful or grossly negligent breach of duty – including by a legal representative or a vicarious agent of the group of people excluded from liability – and except for other damages based upon a wilful or grossly negligent breach of duty – including by a legal representative or a vicarious agent of the group of people excluded from liability;

vis-a-vis

- the applicants, drivers, passengers, owners of the other cars used at the event, the assistants of the participant(s) designated in the entry and of the other participants and the applicant(s), driver(s), passenger(s) of the car provided by the owner (contrary agreement between the applicant(s), driver(s) and passenger(s) take precedence!)

the car owner waives any claim for damages arising from the races (timed/untimed practice, qualifying, warm-up, race), from slaloms in the context of practices and official races; for rallies they waive any claim for damages arising from the official races to attain top speed or briefest times or the attendant training and inspection drives, except for damages arising from an injury to life, limb and health based upon a wilful or grossly negligent breach of duty – including by a legal representative or a vicarious agent of the group of people excluded from liability – and except for other damages based upon a wilful or grossly negligent breach

of duty – including by a legal representative or a vicarious agent of the group of people excluded from liability.

The waiver of liability applies to claims irrespective of their legal basis, particularly to claims for damages arising from contractual and extra-contractual liability and also to claims arising from tort. The above exclusion of liability is without prejudice to any tacit exclusion of liability.

7. Races

7.1 Series schedule (possibly preliminary)

Pursuant to the VLN schedule 2014

Race 1	29. March 2014	60. ADAC Westfalenfahrt
Race 2	12. April 2014	39. DMV 4-Stunden-Rennen
Race 3	26. April 2014	56. ADAC ACAS H&R-Cup
Race 4	17. May 2014	45. Adenauer ADAC Simfy Trophy
Race 5	5. July 2014	54. ADAC Reinoldus-Langstreckenrennen
Race 6	2. August 2014	37. DMV Grenzlandrennen
Race 7	23. August 2014	Opel 6 Stunden ADAC Ruhr-Pokal-Rennen
Race 8	13. September 2014	46. ADAC Barbarossapreis
Race 9	11. October 2014	ROWE - DMV 250 Meilen Rennen
Race 10	25. October 2014	39. DMV Münsterlandpokal

Official races: All "Langstreckenmeisterschaft Nürburgring 2014" races

7.2 Admissible cars and maximum number of admissible cars

In the TMG GT86 Cup, only TOYOTA GT86 CS-V3s are used , which also have to meet the pertinent technical regulations.

Admissible cars and category break-down

A car scores in the TMG GT86 Cup class when crossing the finish line at the end of a race.

The maximum number of admissible cars is defined in the respective track licence and is set forth in the individual race advertisements.

7.3 Races

a) Practice

pursuant to the VLN advertisement 2014

Per race, there will be one or more (number:.....) free practices of minutes and one or more (number:.....) timed practices of minutes.

Every driver has to do at least timed practice rounds. If such proof cannot be furnished, the driver may be denied participation in the official race.

b) Qualifying

pursuant to the VLN advertisement 2014

c) Starts

The official races are started as follows:

- Indianapolis start pursuant to the VLN advertisement 2014
- GP start

d) Official races

- The official race(s) cover(s) a distance of km and.....km.

Said distance is converted in a number of laps for every official race and announced for all races.

If the distance has not been covered by the car in the lead in minutes, it will be waved aside (abwinken) when it next crosses the finish line.

- The official races cover a distance of minutes + lap(s).

The finish line applies to both the track and the pit lane.

- pursuant to the VLN advertisement 2014.

8. Scores

8.1 Point tables

pursuant to the VLN advertisement 2014

The following points are given for the official races:

- pursuant to the VLN advertisement 2014
- For the end-of-the year score, all the individual races' results are taken into account. There is no void result (Streichresultat).
- At races, there are.....void results.

8.2 Tie

- If in the end two or more drivers have the same number of points, the larger number of first places (followed by second and then all other places) of all the races will decide.
- see 18.2

9. Private practices and tests

9.1 General terms

- pursuant to the VLN advertisement 2014

9.2 Time frame

- pursuant to the VLN advertisement 2014

10. Documents

The driver/applicant has to submit the following documents:

- entry confirmation
- applicant's licence
- race driver's licence
- perhaps an ASN confirmation
- clean bill of health

10.1 Document schedule

see the respective race advertisement and/or notice

10.2 Drivers briefing

- The drivers briefing takes place
- Its place is set forth in the respective race advertisements
- Non-attendance or partial non-attendance (as determined by the list of signatures) carries a fine of Euro with no special procedure required
- pursuant to the VLN advertisement 2014

11. Technical acceptance/inspections

For the technical acceptance, the drivers or their representatives have to appear with the car to be used in the event and the driver's safety equipment. The car has to be presented as it will be used in the event (including its number) and meet the applicable technical regulations.

The following car documents have to be shown:

- vehicle log book or registration /*registration certificate part I*
- vehicle log book
- car registration or *registration certificate part I*
- copy vehicle title or *registration certificate part II*
- homologation sheet for the catalytic converter
- copy extract from the G vehicle list
- roll bar certificate

11.1 Repair, sealing and marking of automotive parts

Engines, transmissions and engine control units are sealed. The participants must never open these seals. Broken or missing markings lead to inspections, whose costs will be borne by the participant. If after the technical acceptance a broken seal is found, the affected part is rated inadmissible.

The technical commissioners can affix seals during the event. These must never be opened or changed.

The organiser reserves the right to amend the sealing regulation.

11.2 Technical acceptance before the start and final acceptance: place and schedule

All automotive parts and their mounting can be subjected to a technical inspection. If that is not possible on site, the parts or the entire car can be collected.

In cooperation with the race management and the sport commissioners and irrespective of the cars' placing, the permanent technical commissioners can inspect cars at any time during the event.

see also the VLN advertisement 2014

12. Fuel

12.1 Fuel type and, if applicable, standard fuel

see technical regulations Art. 1.12

12.2 Fuel inspections

The technical commissioners can sample fuel at any time during the event, subject to the pertinent DMSB guidelines. Every time and after a practice/race it has to be possible to sample at least 3l of fuel for analysis.

13. Re-fuelling

13.1 Fuelling facilities and inspection

pursuant to the VLN advertisement 2014

14. Practice meetings

see Art. 7.3 a) and race schedule

15. Free practice

see Art. 7.3 a)

16. Qualifying practice/timed practice

see Art. 7.3 a)

17. Race

17.1 Use of rain tyres

Responsible for the use of rain tyres is the applicant/driver.

During the qualifying practice and race, all tyres are permitted for all classes.

17.2 Maximum number of people working on a car and safety equipment

pursuant to the VLN advertisement 2014

Rahmen-Ausschreibung für Rundstrecken-Serien

17.3 Pit stop safety and applicant's responsibility when starting from pit

pursuant to the VLN advertisement 2014

18. Title, prize money and cups

18.1 Title overall winner

The driver with the overall highest number of points after all official races will receive the title:

“TMG GT86 Cup Champion 2014“

18.2 Prize money and cups

In the TMG GT86 CUP, at the year's end the following prize money will be paid out:

Place	Prize money in EUR
1	25,000
2	18,000
3	13,000
4	8,000
5	7,000
6	6,000
7	5,000
8	4,000

For every class victory in the TMG GT86 Cup class, the winning car will get a prescribed set of tyres by Pirelli for free. This has to be ordered before the VLN season 2014 is out.

In addition, for every pole position every team manager will get a TOYOTA watch.

All prize money and premiums will always be paid out to the driver designated in the entry. Individual agreements between the applicant/team and the driver will only be taken into account if announced in writing. The form for the assignment of the prize money can be retrieved from the TMG technical truck on site or from the cup organisers. Prize money and premiums will be paid out by the cup organisers by money transfer upon receipt of a proper invoice.

If the applicant, the team or the driver owes TMG money, the prize money pay-out can be refused or only parts of the prize money be paid out.

For foreign participants, the cup organisers have to withhold the withholding tax pursuant to §50a EstG (Income Tax Act) and pay it to the tax office. VAT can only be paid if the participant has submitted to the cup organisers an invoice to confirm his business is domestic.

1. In case of an identical number of points, the pertinent place's prize money will be equally divided between the drivers with an identical number of points.
2. Only the points scored in a TOYOTA GT86 CS-V3 are valid.

19. Advertising

19.1 Advertising on the driver's gear

no advertising on the driver's gear

the following advertising regulations apply to the driver's gear

The Langstreckenmeisterschaft Nürburgring 2014 and TMG GT86 Cup regulations shall apply – see advertising regulations (Appendix 2).

after having registered, the driver has to wear the TMG GT86 Cup overall during the qualifying and the official races. If he doesn't have any, he can rent one from the cup organisers for a fee. The 2013 overalls are also allowed.

see Appendix advertising regulations (Appendix 2).

19.2 Advertising and numbers on the car (see technical regulations Art. 1.10)

ATTENTION: Deviations from the FIA/DMSB regulations shall require the DMSB's special approval.

pursuant to the VLN advertisement 2014 and TMG GT86 Cup advertising regulations (Appendix 3)

20. Protest ad appeal

To any protest and all appeals the FIA's International Sporting Code and, for non-international series, the DMSB's "Rechts- und Verfahrensordnung" shall apply.

Protest fee:

"National A Lizenzsport": €300

Fee for appeals against sports tribunal rulings National A (DMSB) €1,000

Fee for appeals National A (DMSB) €1,000

(Protest and appeal fees are VAT-exempt.)

21. No legal recourse and limited liability

(1) Any decision by the FIA, DMSB, their tribunals, the sport commissioners, the Advertiser of the Series or the organisers as judges within the meaning of § 661 BGB (Civil Code) is final.

(2) With the exception of cases of wilfulness or gross negligence, no decision by the DMSB or its tribunals or the DMSB's and the Advertiser of the Series' representatives may give rise to any claim for damages.

22. Acknowledgement of the rules and regulations

By signing the "Antrag auf Einschreibung", every driver in the TMG GT86 Cup 2014 acknowledges the present rules and regulations in combination with the DMSB's regulations and the FIA's International Sporting Code including its appendices.

23. Place of jurisdiction

If legal recourse has not been excluded and claims against TOYOTA Motorsport GmbH (TMG) are asserted and a place of jurisdiction within the meaning of § 38 ZPO (Code of Civil Procedure) is admissible, the place of jurisdiction shall be Cologne.

24. TV rights/advertising and TV rights

TOYOTA Motorsport GmbH owns all the copyrights and image copyrights. This also applies to all Langstreckenmeisterschaft Nürburgring TV broadcasts used.

TOYOTA Motorsport GmbH (TMG) owns all the TMG GT86 Cup terrestrial and cable and satellite TV rights, all video rights and all electronic media incl. Internet exploitation rights.

Any commercial footage, broadcast, repeat or reproduction shall require TOYOTA Motorsport GmbH's written consent.

25. Special regulations

- The Special Series Regulation can be found in Appendix ____.
- No special series regulations apply.

Part 2 Technical regulations

1. Technical regulations pertaining to the series

1.1 Overview of the advertised groups/classes

GT86 CS-V3 cars produced by TMG for this brand cup exclusively.

1.2 The technical regulations' bases:

- Art. of the Appendix J (FIA's International Sporting Code)
- The DMSB group(s)' technical regulations:
- General regulations, definitions and clarifications of and on the technical regulations (DMSB manual, blue part)
- the present technical regulations
- GT86 CS-V3 user manual.
- GT86 CS-V3 parts catalogue

1.3 General/preamble

All that is not expressly allowed herein shall be forbidden.

Allowed changes must not entail non-allowed changes or infringements.

1.4 Driver's gear:

Drivers have to wear overalls pursuant to FIA standard 8856-2000 and underwear (with long sleeves and legs), hood, socks, shoes and gloves pursuant to FIA regulations.

A helmet must be worn:

- pursuant to DMSB regulations
- pursuant to FIA regulations (Appendix L of the International Sporting Code).

Use of a head restraint system (e.g. HANS):

- is recommended
- is mandatory

DMSB note: Since **01.01.2010** use of a head restraint system (e.g. HANS) is mandatory for all drivers in circuit races and *performance tests (Leistungsprüfungen)* (not Appendix K).

1.5 General regulations, allowed changes and installations:

Prior to its first use in any year, every car has to be inspected on the "VLN-Technik"'s performance test bench, pursuant to the VLN advertisement 2014, Article 2.1.

Work that is ordinary maintenance work or replaces worn-out parts or parts damaged in an accident is allowed.

All changes and installations are governed by the following regulations. Worn-out parts or parts damaged in an accident may only be replaced by identical original parts.

Standard mounting parts like screws, nuts, washers, washer springs, spring washers, splint pins may be replaced by comparable standard parts of the original shape. For threads, the type, size and pitch (e.g. M 8 x 1.25) have to stay the same.

1.6 Minimum car weight and ballast.

(Weight, determination, if applicable reference scales, ballast fixing)

The car's minimum weight is 1215 kg, with a full tank and no driver.

1.7 CC factor for charged engines

n/a

1.8 Exhaust gas regulations

The latest "DMSB-Abgasvorschriften" (see DMSB manual, blue part) have to be observed.

- The cars have to have a catalytic converter pursuant to "DMSB-Abgasvorschriften".
- The cars have to have a standard catalytic converter with the following specs: pursuant to DMSB-Homologation T1.6 9074-10
- The cars have to have a DMSB-homologated particle filter (for diesel-powered cars).

1.9 Noise regulations

The maximum noise limit is 132 dB(A) (LWA method) and 100 dB(A) (LP method) pursuant to VLN advertisement 2014.

The noise is determined by the:

- DMSB near sound field measuring method (on top of the passing method)
- DMSB passing measuring method (obligatory for all circuit races)

The latest "DMSB-Geräuschvorschriften" (s. DMSB manual, blue part) have to be observed.

1.10 Advertising regulations and numbers on the car

The latest FIA/DMSB regulations on numbers and advertising on cars (see DMSB manual, blue part) have to be observed.

- The Advertiser of the Series has not set forth any special advertising regulations.
- In consideration of the FIA/DMSB regulations on numbers and advertising on cars the following advertising is mandatory on the cars (see also Appendix 1 & 2 hereto).

The Langstreckenmeisterschaft Nürburgring 2014 regulations shall apply.

In consideration of the Langstreckenmeisterschaft Nürburgring 2014, FIA/DMSB regulations on numbers and advertising on cars a binding sticking instruction on the car is also mandatory (see advertising regulations).

Compliance with this regulation will be permanently monitored.

The cup organisers are entitled to use all the reserved areas on the car. Such areas to be used by the cup organisers are specified in the Appendices.

The drawings are a firm part of the regulations. Areas not used by the cup organisers and not reserved and marked, the participants may use for placing their own sponsors, provided these sponsors are no TMG or the series' sponsors' competitors and are allowed by the International Sporting Code. The participants see to it that the series' sponsors' logos are clearly visible at all times. If they are missing or of the wrong size or number or in the wrong place, this may lead to the participants suspension.

All the participants' sponsors first have to be checked and approved by the cup organisers.

The cup organisers reserve the right to reject advertising partners without giving reasons.

1.11 Safety equipment

The cars have to have the following safety equipment.

Unless otherwise stated, the articles refer to the latest Appendix J of the International Sporting Code.

- Pipes and pumps pursuant to Art. 253.3.1 and 253.3.2
- Oil collector pursuant to Art. 259.7.4
- Tank ventilation pursuant to Art. 253.3.4, as in the mass-production vehicle
- 2-ring (2-Kreis) braking system pursuant to Art. 253.4, as in the mass-production vehicle
- Hood catch pursuant to Art. 253.5
- Safety belts pursuant to Art. 253.6
- Portable fire extinguisher pursuant to Art. 253.7.3
- Fire extinguishing system pursuant to Art. 253.7.2 and/or Art. 275.14.1
- Roll bar pursuant to DMSB certificate 45-53/67-S, 45-56/67-S
- Roll bar pursuant to Art. 253.8 (Appendix J 1993)
- Roll bar pursuant to Art. 277
- Rear-view mirror pursuant to Art. 253.9 – mass-production rear-view mirror
- Towing eye/device pursuant to Art. 253.10
- Safety film on window panes pursuant to DMSB regulations
- Shatterproof wind screen, as in the mass-production vehicle
- Door safety nets pursuant to Art. 253.11 or DMSB regulations
- Wind screen additionally fastened pursuant to Art. 253.12
- Circuit breaker pursuant to Art. 253.13
- Safety tank pursuant to FIA standard FT3/FT3-1999 and/or FT5 pursuant to Art. 253.14 and/or 259.6.3
- FIA-homologated check valve in the fuel filler tube pursuant to Art. 253.14.5
- Fire protection wall pursuant to Art. 253 – mass-production fire protection wall
- Seats and fastenings pursuant to Art. 253.16
- FIA-homologated driver seat pursuant to Art. 253.16
- Head rest pursuant to Art. 259.14.4
- Rear light pursuant to Art. 275.14.5
- Reverse gear pursuant to Art. 275.9.3
- No tyre pressure control valves pursuant to Art. 253.17
- Article 277*
- pursuant to Appendix K of the International Sporting Code*
- No changes may be made to the car as delivered, with the exception of the optionally available TMG packages.

1.12 Fuel and, if applicable, standard fuel

Only ordinary unleaded fuel pursuant to Art. 252.9 Appendix J (International Sporting Code) may be used that meets DIN EN 228. No additives, with the exception of air are allowed.

The following standard fuel has to be used: n/a

1.13 Technical definitions

The definitions pursuant to this article and Art. 3.3 (part 1) of this advertisement aside, the “Allgemeine Bestimmungen, Definitionen und Klarstellungen zu Technischen Reglements“ (DMSB manual, blue part) and the definitions pursuant to Art. 251 of the Appendix J (International Sporting Code) also apply.

2. Special technical regulations

2.1 General

In addition to the technical regulations pursuant to part 2 of this advertisement, the following special technical regulations shall apply.

**All that is not expressly allowed herein shall be forbidden.
Allowed changes must not entail non-allowed changes or infringements.**

2.2 Engine

The following engine oil cooler may be used:

- Kit Motorölkühler part #: DYXAJ195028-00-A01

No other change to the engine is allowed.
Details like sealings etc. are set forth in the user manual.

2.2.1 Exhaust system

The following exhaust system has to be used:

DYXAJ276019-00-A01	MANIFOLD,EXHAUST,MOD,GT-86,2014
DYXAJ276011-00-A01	EXHAUST PIPE, FRONT
DYXAJ276016-00-A01	EXHAUST,SILENCER,FRONT,PIPE,GT-86 (optional)
DYXAJ276012-00-A01	EXHAUST PIPE, CENTER
DYXAJ276014-00-A01	EXHAUST PIPE, REAR
DYXAJ010064-00-A01	SUPPORT (RUBBER), EXHAUST PIPE, NO.1
DYXAJ276007-00-A01	KIT, SAFETY STRAPS
DYXAJ010066-00-A01	GASKET, EXHAUST PIPE
DYXAJ276017-00-A01	EXHAUST,SPRING,MOUNTING
DYXAJ276018-00-A01	EXHAUST,RUBBER,MOUNTING,FRONT

Please do always heed the Appendix “Nachtrag zum DMSB-Katalysator-Testblatt T1.6 9074-10“!

2.3 Transmission

The transmission has to be as delivered and must not be interfered with. Only the “TMG GT86 CUP-Technik” may revise it. If seals are damaged, that transmission must not be used in the cup.

Details like sealings etc. are set forth in the user manual.

The following differentials may be used:

- Differential, standard; l:3,727 part #: DYXAJ010004-00-A01
- Limited-slip differential; torsos; l:4,1 part #: DYXAJ010005-00-A01

The following differential oil cooler may be used:

- Kit Differentialölkühler part #: DYXAJ181007-00-A01
- Individual components must not be exchanged.

The differential is always sealed. The differential can be checked for maintenance purposes when applied for with the TMG cup organisers or “CUP Technik” in writing (an e-mail shall suffice).

The differential casing may only be closed when supervised by the TMG cup organisers or their representatives. This can only be done on Fridays during free practice. The differential will then be re-sealed by the TMG cup organisers or their representatives.

The removed seal has to be kept and given to the TMG cup organisers for inspection and comparison.

2.4 Brakes

Analogous to the parts catalogue, the following brake lining is mandatory:

- Brake lining front axle: part #: DYX00-25014
- Brake lining rear axle: part #: DYX00-25019

Using the ABS system Toyota provides for the TOYOTA GT86 mass-production vehicle is allowed.

2.5 Steering gear

TOYOTA GT86 as delivered

The following steering racks may be used:

- BUSH,STEERING-RACK,GT-86,2014 part #: DYXAJ144001-00-A01

2.6 Wheel suspension

Only the Bilstein suspension is allowed: part #: DYXAJ195062-00-A01

Allowed distance discs: part #: DYXAJ140028-00-A01

Additionally allowed suspension springs: part #: DYXAJ140035-00-A01

Allowed stabilisers: VA: part #: DYXAJ141001-00-A01
HA: part #: DYXAJ143001-00-A01

2.7 Wheels (wheel disc and wheel) and tyres

The only allowed wheels are OZs with part # DYXAJ140018-00-A01 in 8x17” ET50.

The only allowed tyres are Pirellis in DH for slicks and rain tyres in WS.

The allowed tyre dimensions for slicks are 245/620R17 and for rain tyres 245/620R17.

The race track must never be driven on with non-allowed tyres.
No chemical or mechanical treatment of tyres is allowed.

2.8 Body and dimensions

a) Outer body (incl. window panes)

Only the bodies produced by TOYOTA MOTORSPORT GmbH for this cup may be used.

The body dimensions (see user manual) must not be changed. AeroCatch Hood Pins are allowed.

b) Interior/cockpit

The following driver seats may be used:

Model year 2013:

- | | | |
|---|----------------|---------------------|
| - | L driver seat | part #: DYX00-67025 |
| - | L driver seat | part #: DYX00-67054 |
| - | XL driver seat | part #: DYX00-67037 |
| - | XL driver seat | part #: DYX00-67055 |

Model year 2014:

- | | | |
|---|----------------|---------------------|
| - | L driver seat | part #: DYX00-67054 |
| - | XL driver seat | part #: DYX00-67055 |

c) Additional accessories

The following rear axle strut bar may be used:

- | | | |
|---|----------------------------|----------------------------|
| - | DIAGONAL-STRUT-BAR,RR,GT86 | part #: DYXAJ112002-00-A01 |
|---|----------------------------|----------------------------|

The following front axle strut bar may be used:

- | | | |
|---|---------------------------------|----------------------------|
| - | DIAGONAL-STRUT-BAR,FR,2014,GT86 | part #: DYXAJ112003-00-A01 |
|---|---------------------------------|----------------------------|

2.9 Aerodynamic aids

n/a

2.10 Electrical equipment

Sensors for an additional registration of the oil and coolant temperature to be connected to the data logger mentioned in 2.13 are allowed. Sensors to register the car kinematics are not allowed.

2.11 Fuel cycle

TOYOTA GT86 as delivered

2.12 Lubricating system

Mass production

2.13 Data logging

The following data transfer systems have to be used:

- Kit Datalogger-System part #: DYXAJ135014-00-A01

Optionally allowed:

- Kit Racing Display part #: DYXAJ135013-00-A01
(only in combination with the data logger system above)

At any time during the event, the technical commissioners may issue USB sticks to connect with the data logger system. The data captured in the data logger system and on the USB stick will be used to check the cars. These USB sticks have to be returned to the "Technische Abnahme" no later than 30 minutes after the opening of the Parc-Ferme. The captured data will only be accessible to the technical commissioner and TMG GT86 Cup-responsible staff and will never be passed on to third parties.

The USB sticks are the property of TOYOTA MOTORSPORT GmbH. In case of their loss, non-return or damage, full compensation shall be due.

2.14 Other

Removed parts must not be installed elsewhere. The prohibition of changes also refers to the electrical system (cables, battery, electric generator etc.). All parts have to be used in their original state and shape. Any mechanical, chemical or heat treatment is forbidden.

Repairs and maintenance work are subject to the GT86 CS-V3 user manual and/or TOYOTA GT86 garage manual.

Revisions of the engines, transmissions, shock absorbers and differentials will only be made by TMG and/or its representatives. The maintenance intervals should be observed, also in the participants own interest. Revision prices shall be based upon input and given upon request.

Worn-out parts or parts damaged in accidents may only be replaced by parts listed in the parts catalogue. Specially produced motorsport parts (i.e. no original spare parts used on the GT86 CS-V3 in unchanged form) may only be procured from TMG and/or its representatives.

The participants must not open the engine. The changes allowed in the VLN advertisement are thus not permitted, unless made by TMG or its representatives within the framework of upgrades or revisions.

Part 3: Appendices/drawings:

- Appendix 1 "Beschriftungsvorschriften für Overall"
- Appendix 2 "Beschriftungsvorschriften für das Fahrzeug"
- Appendix 3 GT86 CS-V3 user manual
- Appendix 4 GT86 CS-V3 parts catalogue

