

# Sportive and Technical Regulations 2014

**TMG** //  
GT 86 CUP



*racing by* **TMG** //

**IK MEDIA**

# **DMSB**

## **General Regulations for Series run on Circuits / Automobile Sport**

(as on 23.05.2014)

Name of the Series:

**TMG GT86 Cup**

DMSB Visa Number:

**558/14**

### **Status of the Events**

International (registered in the FIA-calendar)     National A (incl. NEAFP)     National A

The status of the event will be specified in the corresponding Supplementary Event Regulations.

### 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.

Promoter / Organisation: TOYOTA MOTORSPORT GmbH  
Toyota Allee 7  
50858 Köln  
Germany

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

Tel.-No.: +49 9122/6313-400

Mobile.: +49 171/6 212 537

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Homepage: [www.gt86-cup.com](http://www.gt86-cup.com)

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## **Part 1 Sporting Regulations**

### **1. Introduction**

The series TMG GT86 Cup is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the (ASN). In addition the series regulations “VLN Langstreckenmeisterschaft Nürburgring 2014” with DMSB visa number 518/14 will be applicable. It will be run in conformity with the Series’ sporting and technical regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Article 253).

The events will be organised in compliance with the DMSB General Event and Circuit Regulations unless stated otherwise in following or in the Supplementary Event Regulations of the corresponding event.

The series is supported by the following companies:

n/a

### **2. Organisation**

#### **2.1 Details on titles and awards of the Series**

The TOYOTA Motorsport GmbH (TMG), hereinafter referred to as series organiser, organises the TMG GT86 Cup for the year 2014.

#### **2.2 Name of the parent ASN**

DMSB – Deutscher Motor Sport Bund e.V.

#### **2.3 ASN Visa/Registration Number**

The series based on these Sporting and Technical Regulations has been approved by the Deutscher Motor Sport Bund on 16.06.2014 with visa number 558/14.

#### **2.4 Name of the Organiser/Promoter, address and contacts (Permanent office)**

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

#### **2.5 Composition of the organising committee**

n/a

#### **2.6 Names of the Permanent Stewards**

n/a

#### **2.7 ASN’s Delegates**

n/a

## **2.8 Series Delegates**

n/a

## **2.9 List of Officials**

See supplementary event regulations

## **3. Regulations and Legal Basis of the Series**

This series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- DMSB Event Regulations
- DMSB Circuit Regulations
- DMSB Legal System and Code of Procedure (RuVO),  
FIA Legal System and Code of Procedure
- DMSB Decisions and Provisions
- DMSB Environmental Guidelines
- Anti-Doping Regulations of the national and international Anti-Doping Agency (WADA/NADA Code)
- Sporting and Technical Regulations of this Series and the DMSB approved modifications and supplements (Bulletins)
- Series Regulations VLN Langstreckenmeisterschaft Nürburgring 2014 (DMSB visa number 518/14)
- Supplementary Event Regulations including modifications and supplements

### **3.1 Official language**

English

Only the English and DMSB approved text of the Regulations will be binding.

### **3.2 Responsibility, modification of the regulations, cancellation of the event**

- (1) The participants (entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risks. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.
- (2) Modifications to these regulations may in principle be carried out only by the relevant authorities. After the beginning of the event, modifications should be carried out only by the Stewards of the event by means of bulletins, but only in case of necessity for safety reasons and/or reasons of force majeure, or by order of the authorities, or concerning the details given in the regulations about the length of the track, the duration of the races, the number of laps and the officials and marshals, or in case of an obvious mistake in the regulations.
- (3) The organiser reserves the right to cancel or postpone the entire event or a particular race for the aforementioned reasons, subject to the agreement of the respective ASN and of the FIA, and as far as the calendar is concerned, claim for damages or compensation or claim to performance are in this case excluded.

### 3.3 General Definitions

n/a

## 4. Entries

### 4.1 Registrations/entries, entry closing date and obligation to participate

The entrant and/or driver must submit his application to be admitted to the TMG GT86 Cup until 18:30 hrs on Friday prior to the first official race by using the form provided by the series organiser "Application for registration".

The series organiser reserves the right to accept late application.

The completely filled in and signed application must be sent to the following address:

Address of the series organiser

Different address:

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 the submission of the "Application for registration", entrant and driver charge and authorise the series organiser to submit entry forms on his behalf for those events which form part of the series TMG GT86 Cup (block entry).

With the registration, entrant and/or driver undertake to participate in all the qualifying events.

### 4.2 Entry fees for the season and per event

The registration/entry fees as well as a possible deposit are payable as specified on the "Application for registration". The following registration/entry fees are payable by the participants:

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 right of withdrawal from the entry contract (entry-fee-refund) is regulated in the DMSB Event Regulations, article 13)

All the accepted participants will receive a written confirmation of their registration.

The series organiser reserves the right to refuse "Applications for registration" with having to give reasons.

### 4.3 Competition-numbers

The participants will get permanent competition-numbers from the series organiser for the whole season

The participants will get new competition-numbers for every event by the event organiser



## 5. Licences

### 5.1 Required grade of licence

#### a) Drivers

##### International Series:

- Drivers holding an International entrant's and driver's licence issued by the DMSB or by another ASN affiliated to the FIA Grade
- A,  B,  C,  D,  H (historic), (please cross)
- and valid for the year 2014 who are registered for the TMG GT86 Cup and have paid the registration fees are eligible.
- Employees of the TOYOTA MOTORSPORT GmbH (TMG) and their subsidiary companies are not eligible to participate.

#### b) Entrants

- Entrants wishing to register with the driver must be in possession of an *international* commercial or club licence issued by the DMSB or by another ASN affiliated to the FIA and valid for the year 2014 and have paid the registration fees.

#### c) Guest drivers

- The TMG GT86 Cup organisers may admit guest drivers with a valid
- International entrant's and driver's licence or
  - National Licence Grade A
  - National Junior-Licence

for its qualifying events. They may take part without being eligible for the points and prize money classification on condition that they comply with the conditions of the relevant Supplementary Event Regulations.

Priority in the acceptance of entries will be given to the registered participants.

#### d) Age regulations

- In accordance with the valid DMSB Licence Regulations
- all drivers have to be at least 18 years of age at the time of the race
- pursuant to the DMSB-approved VLN series regulations 2014

### 5.2 Conditions for entrants outside their national territory

Foreign competitors/drivers have to present the approval of their own ASN according Art. 3.9.4 of the ISC.

## 6. Insurance; Liability exclusion and disclaimer

### 6.1 Organiser's/promoter's insurance

In accordance with DMSB Event Regulations article 35

## 6.2 Declaration by the entrant, driver and passenger on the exclusion of liability

Participants take part in the event at their own risk. They bear the sole responsibility under civil and criminal law for any damage caused by them or the vehicle used, if no exclusion of liability is agreed.

By submitting their entries, entrants, drivers and passengers waive any claims or rights to pursue action for damages in connection with the event against:

- the FIA, the DMSB, the DMSB affiliated and member organisations, the Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, executive bodies, managing directors, secretaries general,
- the ADAC local and regional clubs, the promoter/series organiser
- the Organiser, the officials and marshals, circuit owners, government agencies, racing services and all other persons involved with the organisation of the event.
- the organisation responsible for the construction and maintenance of roads, where damage is caused by the condition of the roads including accessories used during the event and
- any agents or other persons employed to perform an obligation on behalf of the above persons and entities,

except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agent of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

Against

- the other participants (entrants, drivers, passenger), their assistants, the owners or registered keepers of other vehicles,
- their own entrant, the own driver/s, the own passenger/s (barring any other special agreements between competitors and driver/s and/or passenger/s!) and their own assistants

they waive claims for any kind of damage originating in connection with the race competitions (untimed, timed practice, qualifying practice, warm-up, races), for slalom competitions in connection with practice and heat/s, for rally competitions in connection with special stage/s

to achieve highest speeds or shortest driving times and including the associated tests and reconnaissance sessions, except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

This disclaimer shall become effective for all parties concerned upon submission of the entry form.

The disclaimer applies to claims for any legal reason whatsoever, including claims for damages based on contractual and non-contractual liability and to claims from tortious acts. Implied exclusions from liability shall remain unaffected by the above non-liability clause. With the submission of the entry form, the entrant/driver/passengers note that there is no insurance coverage within the framework of the motor traffic insurance (automobile liability, physical damage insurance, car occupant accident insurance) for any damages sustained during the event on permanently or temporarily racing circuits. He/She undertakes to also inform the car owner hereof.

If an injury occurs or is detected during an event or in the case of health detriment which could temporarily or permanently call into question the fitness to participate in motor sport events, the undersigned – under consideration of the possible safety risk which might result not only for him/her but also for third parties – releases all treating doctors from their duty to treat medical record confidentially amongst each other and with regard to the clerk of the course, the stewards, the chief medical officer, the DMSB doctors, co-ordination automobile

sport and the insurance claims department. Herewith I confirm that I fully accept the DMSB licence prescriptions.

I agree to the storage, transmission and administration of my personal data in accordance with the DMSB Data Protection Provisions, under consideration of the German Data Protection Act. I have at all times the possibility to request information from the DMSB Data Protection Officer on these data and/or to make use of my right of objection.

The data protection provisions are available under [www.dmsb.de/Lizenznehmer](http://www.dmsb.de/Lizenznehmer) and/or from the organiser on-site.

### **6.3 Disclaimer of the vehicle owner**

(Only required, if entrant, driver or passenger is not the owner of the entered car, see specifications above)

The car owner agrees with the participation of the vehicle specified on the entry form in the event and confirms to waive any claims or rights to pursue action for damages in connection with the event against

- the FIA, the DMSB, the DMSB affiliated and member organisations, the Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, executive bodies, managing directors, secretaries general,
- the ADAC local and regional clubs, the promoter/series organiser
- the Organiser, the officials and marshals, circuit owners, government agencies, racing services and all other persons involved with the organisation of the event.
- the organisation responsible for the construction and maintenance of roads, where damage is caused by the condition of the roads including accessories used during the event and
- any agents or other persons employed to perform an obligation on behalf of the above persons and entities,

except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agent of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

Against

- the entrants, drivers, passengers, owners, registered keepers of the other entered cars, the assistant/s of the participant/s specified on the entry form and the other participants as well as against the entrant, driver, passenger of the car provided by me (barring any other special agreements between owners, entrants, driver/s, passenger/s!),

the car owner waives claims for any kind of damage originating in connection with the race competitions (untimed, timed practice, qualifying practice, warm-up, races), for slalom competitions in connection with practice and heat/s, for rally competitions in connection with special stage/s to achieve highest speeds or shortest driving times and including the associated tests and reconnaissance sessions, except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

The disclaimer applies to claims for any legal reason whatsoever, including claims for damages based on contractual and non-contractual liability and to claims from tortious acts. Implied exclusions from liability shall remain unaffected by the above non-liability clause.

## 7. Events

### 7.1 Calendar of events (provisional calendar possibly)

Pursuant to the VLN schedule 2014

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

### 7.2 Eligible cars and maximum number of cars authorised

Eligible to participate in the TMG GT86 Cup are only vehicles TOYOTA GT86 CS-V3 which fully comply with the technical prescriptions in these Regulations.

Eligible cars and division into classes

*(see attachment, if necessary)*

The maximum number of cars is defined in the circuit licence and listed in the Supplementary Event Regulations of the event.

### 7.3 Running of the events

#### a) Practice

pursuant to the VLN series regulations 2014

#### b) Qualification

pursuant to the VLN series regulations 2014

#### c) Starting modes

The races will be started as follows:

- Flying start (Indianapolis start)
- Standing start with staggered formation (GP start)

#### d) Races

pursuant to the VLN series regulations 2014.

## 8. Classification

### 8.1 Scale of points

pursuant to the VLN series regulations 2014.

## 8.2 Equality of points

- By equality of points in the final evaluation between several participants the number of 1<sup>st</sup>, then 2<sup>nd</sup> and further results is crucial (in accordance with DMSB Event Regulations).
- see article 18.2

## 9. Private practice and testing

### 9.1 General conditions

pursuant to the VLN series regulations 2014

### 9.2 Authorised period(s)

pursuant to the VLN series regulations 2014

## 10. Administrative checks

The following documents must be presented by the driver/entrant:

- Entry confirmation
- Entrant's/sponsor's licence
- Driver's licence
- ASN confirmation, if applicable
- Medical aptitude form

### 10.1 Timetable administrative checks

See relevant Supplementary Event Regulations or official notice board.

### 10.2 Drivers meeting/briefing

- The drivers meeting/briefing takes place at
- The location of drivers meeting/briefing will be published in the Supplementary Event Regulations of the event
- An established non-participation or incomplete participation (according to the list of signatures) attracts a fine of ..... Euro (without any particular penalty-procedure)
- pursuant to the VLN series regulations 2014

## 11. Scrutineering/Technical checks

The drivers or their representatives must present their race car and the compulsory driver's safety equipment at scrutineering. The car must be presented in the configuration as it will be used in the competition (incl. competition-numbers) and it must comply with the applicable technical regulations.

The following car documents must be submitted:

- Technical passport or registration document/*motor vehicle registration certificate Part I*
- Technical passport
- Registration document *or motor vehicle registration certificate Part I*
- Copy of the vehicle title *or motor vehicle registration certificate Part II*
- Homologation form
- Copy with extract of G vehicle list
- Certificate for rollover structure

### 11.1 Repair, sealing and marking of vehicle 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 Scrutineering before the start and final scrutineering: Place and timetable

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 series regulations 2014

## 12. Fuel

### 12.1 Type of fuel and single fuel, if applicable

See Technical Regulations Art. 1.12

### 12.2 Fuel controls

Fuel samples may be taken by the scrutineers at any time during an event. The DMSB guidelines are applicable for taking fuel samples.

### **13. Refuelling**

#### **13.1 Refuelling installations and control**

pursuant to the VLN series regulations 2014

### **14. Practice sessions**

see Art. 7.3a) and event timetable

### **15. Free practice**

see Art. 7.3 a)

### **16. Qualifying practice/Timed practice**

see Art. 7.3 a)

### **17. Race**

#### **17.1 Use of wet-weather 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 persons working on a car and safety equipment**

pursuant to the VLN series regulations 2014

#### **17.3 Pit stop safety and competitor's responsibility when starting from the pit area**

pursuant to the VLN series regulations 2014

### **18. Title, prize money and trophies**

#### **18.1 Title overall winner**

The title

**“TMG GT86 Cup Champion 2014“**

will be awarded to the driver who has scored the highest number of points after all the qualifying events of the TMG GT86 Cup.

## 18.2 Prize money and trophies

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 equipment

- There is no compulsory advertising to be placed on the driver's equipment.
- The following advertising prescriptions are mandatory for the driver's equipment:
  - According to the VLN series regulations 2014 and attachment 2 (advertising regulations) of the TMG GT86 Cup series regulations.
- 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 Attachment 2 (advertising regulations).

### 19.2 Advertising and start number on the race car *(see Technical Regulations Art. 1.10)*

**ATTENTION:** Any variations of the FIA/DMSB Regulations are subject to a special waiver issued by the DMSB.



## **20. Protests and appeals**

The FIA International Sporting Code as well as, for series which are not international, the DMSB Legal System and Code of Procedure are applicable.

Protest fee:

International licence sport: 500 €

International appeal fee against sports-court-decisions (DMSB) 1,500 €

International appeal fee (FIA) 6,000 €

plus DMSB-fee for international appeal 3,000 €

(Protest and appeal fees are free of VAT)

## **21. Exclusion of jurisdiction of a court and limitation of liability**

- (1) The jurisdiction of a court is excluded for decisions of the FIA, the DMSB, their jurisdictions, the stewards, the series organiser or the organiser as judge in terms of § 661 German Civil Code.
- (2) No claim for compensation of whatever kind may be derived from actions and decisions of the DMSB or its jurisdiction as well as of DMSB representatives or the series organiser, except in the case of a damage caused on purpose or by gross negligence.

## **22. Acceptance of the regulations**

With the signature on the "Application for registration" each entrant and driver of the TMG GT86 Cup 2014 confirms the acceptance of these regulations as a whole, including the DMSB provisions and the FIA International Sporting Code and appendices.

## **23. Place of jurisdiction**

As far as there is no exclusion of jurisdiction and claims against the TOYOTA Motorsport GmbH (TMG) are asserted und a jurisdiction clause pursuant to § 38 ZPO is admissible, Cologne is herewith agreed as place of jurisdiction.

## **24. TV rights/ Advertising and television rights**

All the copyright and picture rights lie with TOYOTA Motorsport GmbH, including the pictures which are adopted by television broadcasts on the Langstreckenmeisterschaft Nürburgring TV. All television rights of the TMG GT86 Cup, including terrestrial broadcast as well as cable and satellite television broadcast, all video rights and all rights on the use of the complete electronic media, including internet, lie with TOYOTA Motorsport GmbH.

Any kind of recording, broadcast, repetition or reproduction for commercial purpose without written agreement of the TOYOTA Motorsport GmbH is prohibited.

## **25. Specific regulations**

- The Specific Series Regulations are published in the attachment
- There are no additional Specific Series Regulations

## **Part 2 Technical Regulations**

### **1. Technical Series Regulations**

#### **1.1 Summary of the eligible groups/ classes**

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

#### **1.2 Principles of the Technical Regulations in conformity with**

- Art. .... of the Appendix J (FIA ISC)
- Technical regulations for DMSB group/s:
- General regulations, definitions and clarifications with regard to technical regulations (DMSB Yearbook, blue part)
- These Technical Regulations
- GT86 CS-V3 user manual
- GT86 CS-V3 parts catalogue

#### **1.3 General/Preamble**

**Anything which is not specifically allowed by the present regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the regulations.**

#### **1.4 Driver's equipment**

The wearing of overalls homologated to the FIA 8856-2000 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with the FIA prescriptions is compulsory.

Furthermore, the wearing of a helmet:

- in compliance with the DMSB regulations
- in compliance with the FIA regulations (Appendix L of the ISC) is compulsory.

Furthermore, the use of the head restraint (e.g. HANS) is:

- recommended
- compulsory.

DMSB Note: Since **01.01.2010**, the use of a head restraint (e.g. HANS) is mandatory for all drivers in circuit races and *performance tests (exclusive of Appendix K)*.

#### **1.5 General, Permitted modifications and installations**

The only work which may be carried out on the cars is that necessary for its normal servicing, or for the replacements of parts worn through use or accident.

The limits of the modifications and installations allowed are specified hereinafter. Any part worn through use or accident may only be replaced by an original part identical to the damaged one.

Throughout the car, the attachment standard parts such as: nuts, bolts, washers, lock washers, spring washer, splint pins may be replaced comparable standard parts complying with the original shape. With regard to screw threads, thread type, size and pitch (e.g. M8 x 1.25) must be retained.

## **1.6 Minimum weights and ballast**

(Weight, determination, reference scales if applicable, attachment of ballast)

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

## **1.7 Equivalence formula for supercharged engines**

n/a

## **1.8 Exhaust prescriptions**

The current DMSB exhaust prescriptions (see DMSB Manual, blue part) must be respected.

- The cars must be equipped with a catalytic converter in compliance with the DMSB exhaust prescriptions.
- The cars must be equipped with a single catalytic converter with the following specifications: according to the DMSB-homologation T1.6 9074-10
- The cars must be equipped with a DMSB homologated particle filter (applicable for Diesel cars).

## **1.9 Noise regulations**

The maximum permitted noise limits are 132 dB(A) measured in compliance with the LWA procedure and 100 dB(A) in compliance with the LP procedure. Pursuant to VLN advertisement 2014.

This noise level will be determined in compliance with the:

- DMSB short distance measuring method (in addition to the pass-by measuring method)
- DMSB pass-by measuring method (mandatory for all circuit events)

The current DMSB noise regulations (see DMSB Yearbook, blue part) must be respected.

## 1.10 Advertising prescriptions and start numbers on the vehicles

The current FIA/DMSB prescriptions for start number and for advertising on the vehicles (see DMSB Yearbook, blue part) must be respected.

- There are no special advertising prescriptions issued by the series organiser.
- Under consideration of the FIA/DMSB prescriptions for start number and advertising on the vehicles, the following advertising is compulsory on the race car. (See also attachment 1 & 2 to these Regulations).

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 vehicles must comply with the following safety equipment.

The article numbers refer to the current Appendix J ISC, unless stated otherwise.

- Lines and pumps in compliance with Art. 253.3.1 and 253.3.2 and accordingly Art. 259.6.2
- Oil catch tank in compliance with Art. 259.7.4
- Fuel cell ventilation in compliance with Art. 253.3.4, as in the mass-production vehicle
- Double circuit braking system in compliance with Art. 253.4, as in the mass-production vehicle
- Additional safety fastener in compliance with Art. 253.5
- Safety belts in compliance with Art. 253.6
- Manual extinguisher in compliance with Art. 253.7.3
- Fire extinguishing system in compliance with Art. 253.7.2
- Safety cage in compliance with Art. 253.8, DMSB certificate 45-53/67-S, 45-56/67-S
- Safety cage in compliance with Art. 253.8 (Appendix J 1993)
- Safety cage in compliance with Art. 277
- Rear view mirror in compliance with 253.9, as in the mass-production vehicle
- Towing-eye/device in compliance with Art. 253.10
- Safety foil on the windows in compliance with the DMSB prescriptions
- Windshield made of laminated glass, as in the mass-production vehicle
- Door nets in compliance with Art. 253.11 or with the DMSB prescriptions
- Additional safety fixing devices for windshield in compliance with Art. 253.12
  
- General circuit breaker in compliance with Art. 253.13
- Safety fuel tank in compliance with FIA standard FT3/FT3-1999 and accordingly FT5 in compliance with Art. 253.14 and accordingly 259.6.3
- FIA homologated non-return valve in the filler neck in compliance with Art. 253.14.5
- Protective screen in compliance with Art. 253.15, as in the mass-production vehicle
- Seats and attachments in compliance with Art. 253.16
- FIA homologated driver seat in compliance with Art. 253.16
- Headrest in compliance with Art. 259.14.4
- Rear light in compliance with Art. 275.14.5
- Reverse gear in compliance with Art. 275.9.3
- Prohibition of pressure control valves in compliance with Art. 253.17
- Article 277*
- In compliance with the Appendix K to the ISC*
- No changes may be made to the car as delivered, with the exception of the optionally available TMG packages.

## 1.12 Fuel and single fuel

The only permitted fuel is commercial, unleaded fuel in compliance with Art. 252.9 of the Appendix J (ISC) which must comply with DIN EN 228, or Diesel fuel in compliance with Art. 252.9 and DIN EN 590. Any additive other than air or lubricant for two-stroke engines is prohibited.

The following single fuel must be used:

n/a

## 1.13 Technical definitions

In addition to the definitions in compliance with the present Article and Article 3.3 (Part 1) of these Regulations, the "General regulations, definitions and clarifications to the Technical Regulations" (DMSB Yearbook, blue part) as well as the definitions according to Art. 251 of the Appendix J (ISC) are applicable.

## 2. Specific technical regulations

### 2.1 General

In addition to the Technical Regulations according Part 2 in these Regulations, the following specific technical regulations are applicable.

**Anything which is not specifically allowed by the present regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the regulations.**

### 2.2 Engine

The following engine oil cooler may be used:

- Kit engine oil cooler 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 differential oil cooler                              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 Braking system

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

Brake lining front axle:                                      part #: DYX00-25014 and DYX00-25015  
Brake lining rear axle:                                        part #: DYX00-25019 and DYX00-25013

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

### Additional air intake deflector

A additional deflector can be bonded to the existing air intake duct.

#### Partnumbers:

Left:                      DYXAJ172017-00-B01; BRAKE DUCT FRT GT86 CATCHER LH  
Right:                     DYXAJ172018-00-B01; BRAKE DUCT FRT GT86 CATCHER RH

#### Tools & Glue:

- DYX50-10612, GLUE, plastic fast,Würth,50ml
- DYX50-12059, NOZZLE, GLUE, SCOTCHWELD EPX





## 2.8 Bodywork and dimensions

### a) External bodywork (including windows)

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.

### Additional air cooling

It is allowed, to increase the amount of cooling air to the engine bay. To do so, 2x50mm holes can be drilled left and right of the lower radiator grill DYXAJ010304-00-A01.

2x cooling tubes with max. diameter of 50mm can be routed to each cylinder bank, left and right.

### Addendum technical regulation art. 2.2.1 Special technical instructions – Exhaust system

If required, the exhaust manifold, DYXAJ276001-00-A01, as well as its surrounding parts can be covered with additional heat shield or heat protecting textile-

### b) 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 devices

n/a



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 Attachments/Drawings**

Attachment 1	“Advertising regulations_race cuit”
Attachment 2	“ Advertising regulations_race car ”
Attachment 3	GT86 CS-V3 user manual
Attachment 4	GT86 CS-V3 spare parts catalogue link
Attachment 5	Sample picture “2.4 Braking system - Additional air intake deflector”
Attachment 6	Sample picture “2.8 Bodywork and dimensions - Additional air cooling”

# Sportive and Technical Regulations 2014

**TMG**   
GT 86 CUP



*racing by* **TMG** 

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