




2025 GB4 Championship Partnered by the BRDC  
Sporting & Technical Regulations



## Sporting and Technical Regulations 2025

PUBLISHED COPY	
Signed	
Championship Coordinator	
Date	03/04/25



**2025 GB4 Championship Partnered by the BRDC  
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## 2025 GB4 Championship Partnered by the BRDC Sporting & Technical Regulations

### 1 SPORTING REGULATIONS - GENERAL

#### 1.1 TITLE & JURISDICTION:

The GB4 Championship Partnered by the BRDC is organised by MotorSport Vision Racing (MSVR) and promoted by MotorSport Vision in accordance with the National Competition Rules (NCRs) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No.: CH2025/R095

Race Status: **Interclub**

Motorsport UK Championship Grade: **C**

#### 1.2 OFFICIALS:

##### 1.2.1 Championship Coordinator

Kate Henley

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##### 1.2.2 Eligibility Scrutineers:

Alister Poulter; Deputy: Jeremy Pollard, Neil Hodgkin

##### 1.2.3 Championship Stewards

Greg Masters

Eric Cowcill

Joe East

##### 1.2.4 Clerk of the Course

David Scott or nominated Deputy.

#### 1.3 COMPETITOR ELIGIBILITY

##### 1.3.1 Entrants must:

- a) be current members of MotorSport Vision Racing and
- b) be Registered for the Championship and
- c) be in possession of a valid Motorsport UK Entrants Licence.

##### 1.3.2 Drivers and Entrant/Drivers must:

- a) Be current Members of MotorSport Vision Racing and
- b) be Registered for the Championship and
- c) be in possession of a valid Motorsport UK Competition (Racing) Club status Licence, as a minimum. Drivers aged 15 must be in possession of a valid "Race Club (Valid GB4 only)" licence including completion of the ARDS Advanced Course having held or entitled to hold a Kart International ITE or ITF (previously known as Kart International C) licence grade in accordance with NCR Ch.12 App.2 Art.5.1.
- d) \*Or be in possession of the highest grade of National Race licence or valid FIA International Licence, together with their ASN's written consent (NCR Ch.6 App.3 Art.1.6. and FIA ISC Article 2.3.7.b applies)
- e) \*If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

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

1.3.4 Membership of MSVR is free on entry.

### 1.4 REGISTRATION

1.4.1 All competitors must register for the championship by returning the Registration Form with the Registration Fee to the Co-Ordinator prior to the Final Closing date for their first round being entered.

1.4.2 The Registration Fee is £4300 (inc. VAT) - made payable to: MotorSport Vision.

1.4.3 Registration numbers will be the permanent Competition numbers for the Championship. In avoidance of doubt, a number is registered to a driver and not a car/entrant. Numbers will be allocated on a 'First come, first served basis' once a fully paid and completed registration has been received.

### 1.5 ROUNDS:

1.5.1 The **GB4 Championship** will consist of race events as set out in the calendar below:

Date	Venue	Races	Organising Club
5-6 April	Donington Park GP	3	BRSCC
26-27 April	Silverstone GP	3	BRSCC
24-26 May	Oulton Park	3	MSVR
12-13 July	Snetterton 300	3	MSVR
2-3 August	Silverstone GP	3	MSVR
23-24 August	Brands Hatch GP	3	MSVR
4-5 October	Donington Park GP	3	BRSCC

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

### 1.6 SCORING

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

A driver must count their scores from all the races in the Championship.

Race One and Race Two:

1 <sup>st</sup> 35 points	6 <sup>th</sup> 17 points	11 <sup>th</sup> 10 points	16 <sup>th</sup> 5 points
2 <sup>nd</sup> 29 points	7 <sup>th</sup> 15 points	12 <sup>th</sup> 9 points	17 <sup>th</sup> 4 points
3 <sup>rd</sup> 24 points	8 <sup>th</sup> 13 points	13 <sup>th</sup> 8 points	18 <sup>th</sup> 3 points
4 <sup>th</sup> 21 points	9 <sup>th</sup> 12 points	14 <sup>th</sup> 7 points	19 <sup>th</sup> 2 points
5 <sup>th</sup> 19 points	10 <sup>th</sup> 11 points	15 <sup>th</sup> 6 points	20 <sup>th</sup> 1 points

Race Three:

1 <sup>st</sup> 20 points	5 <sup>th</sup> 11 points	9 <sup>th</sup> 7 points	13 <sup>th</sup> 3 points
2 <sup>nd</sup> 17 points	6 <sup>th</sup> 10 points	10 <sup>th</sup> 6 points	14 <sup>th</sup> 2 points
3 <sup>rd</sup> 15 points	7 <sup>th</sup> 9 points	11 <sup>th</sup> 5 points	15 <sup>th</sup> 1 points
4 <sup>th</sup> 13 points	8 <sup>th</sup> 8 points	12 <sup>th</sup> 4 points	

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In the event there are only two races at that championship round, points will be based on the first table above. In Race Three an extra point being awarded for every position a driver gains during the Race (the difference between starting grid position and classified finishing position). Up to a maximum of 12 places.

- 1.6.2 Points for the GB4 Teams Championship will be allocated to the two top scoring cars from each team from each race. Points to be awarded as in 1.6.1 above. To be eligible for the Teams Championship, teams must be in possession of a valid Entrants Licence, be registered for the Championship and be signed on for the Events.
- 1.6.3 The totals from all qualifying Events run will determine final Championship points and positions.
- 1.6.4 Ties shall be resolved using the formula in NCR Ch.4 App.3 Art.4.1.
- 1.6.5 If a race is stopped and cannot be resumed, no points will be awarded if the leader has completed less than 2 laps, half points will be awarded if the leader has completed more than 2 laps but less than 75% of the original race distance, and full points will be awarded if the leader has completed more than 75% of the original race distance.

In accordance with NCR Ch.12 App.9 Art.1.13 any race that has been run, in its entirety, under Safety Car conditions shall be declared null and void.

### 1.7 AWARDS

- 1.7.1 All trophies and awards will be presented by the promoter.
- 1.7.2 Per Race:
- Trophies will be presented to: 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place finishers.
  - At each event The George Russell Pole Position Cup will award £150 and a trophy to the pole-sitter for Race 1 & 2.
  - Omologato "One to Watch" Award - The driver with the highest combined points score across races one and two of each weekend will receive an Omologato watch. In the event of a tie score, the driver with the highest finish in race one will receive the prize.

Further awards as may be published from time to time by the Championship organisers.

#### 1.7.3 Per Championship:

The following awards will be made:

- At the end of the season, the driver who has accumulated the most pole positions (secured from races one and two of the weekend) during the Championship will receive a cheque for £1,000 and the George Russell Pole Position Cup.
- At the end of the season the team of the driver that has gained the most pole positions during the Championship will receive a cheque for £1,000 and the David Poole-Warren Team Pole Position Cup.
- At the end of the season the team who has won the GB4 Teams' title will be awarded a Championship Cup.
- The 2025 GB4 Champion will be entitled to £50,000, exclusive of VAT if applicable, of direct financial support towards a full season drive in the 2026 GB3 Championship. Such support will be paid directly to a team to which the driver is contracted for the full season. The timing of payments will be agreed between MSV and the relevant team and may include a retention of part of the payment until the end of the relevant 2026 Championship season. The availability of financial support will lapse if not fully used in accordance with these requirements.
- The highest placed female driver in the final 2025 GB4 Championship standings will receive a €50,000 prize contribution towards a drive in the 2026 F1 Academy series, should she secure a contract in that series. Such support will be paid directly to a team to which the driver is contracted. The timing of payments will be agreed between MSV and the relevant team and may include a retention of part of the payment until the end of the relevant 2026 Championship

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season. The availability of financial support will lapse if not fully used in accordance with these requirements.

- Further awards as may be published from time to time by the Championship organisers.

### 1.7.4 Presentations:

Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony.

### 1.7.5 Entertainment Tax Liability

In accordance with current government legislation, MotorSport Vision Ltd is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, MotorSport Vision Ltd is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

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

For further information contact: HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. **Tel:** 0151 472 6488 **F:** 0151 472 6483

### 1.7.6 Title to all trophies/awards

In the event of any Provisional Results being revised after any provisional awards presentations and such revisions affecting the distribution of any awards, the Competitors concerned must return such awards to the Co-ordinator in good condition within 7 days.

## 2 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees to the Championship Coordinator prior to the closing date for entry which shall be 14 days before each round. Where events are closer than two weeks apart, the closing date shall be 7 days before the round.

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

2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Championship Coordinator 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.

2.1.4 The Entry Fee for each event is £1990 (inc. VAT). Entries received within 14 days of the event will be subject to a 10% surcharge.

2.1.5 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will replace withdrawn or retired entries in Reserve Number order. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round, the times set in Qualifying 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 the last car to take the start has passed the start line or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

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2.1.6 The acceptance of Championship registration and race entries is at the discretion of the Organisers.

### 2.2 BRIEFINGS

Competitors will be notified of the times and location for all briefings in the Final Instructions for the meetings, either electronically, or at the event. Competitors must attend/complete all briefings or be subject to a penalty.

### 2.3 QUALIFYING

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

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (NCR Ch.12 App.6 Art.3.1).

2.3.3 The grid for Race ONE will be set in order of times achieved in qualifying;  
The grid for Race TWO will be set according to the driver's second fastest time achieved in qualifying.

The grid for Race THREE will be the order of the fastest times achieved in qualifying with the top 12 drivers reversed. Any grid penalties for Race THREE will be applied after the top 12 have been reversed. However, to be included in grid reversal, a drivers' fastest lap time in Qualifying must be within 103% of the overall fastest lap set in Qualifying. Otherwise, those drivers will start Race THREE in the order that they qualified but in grid positions behind those within 103%.

Any driver that fails to set a lap time in Qualifying will start at the back of the grid with the permission of the Clerk of the Course. If more than one driver fails to set a lap time in Qualifying those drivers starting positions will be determined by lap times set in official practice for the event. If such driver/s failed to set a lap time in official practice, starting positions will be determined by the Clerk of the Course whose decision will be final.

Should two or more drivers set identical times, priority will be given to the driver who set it first.

If for any force majeure reason qualifying is unable to take place, then the grid for Race ONE will be set according to Championship position.

### 2.4 RACES

2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (NCR Ch.12 App.6 Art.9) (1.6.5. above applies).

2.4.2 The standard scheduled race distance shall be 18 minutes whenever practicable.

### 2.5 STARTS

2.5.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the green flag lap(s) in the formation as specified on the Track Licence for each circuit. Team personnel are not permitted on the grid unless instructed by an official.

2.5.2 All starts will be Standing Starts.

The minimum Countdown procedures/audible warnings sequence shall be:

- 1 minute to start of Green Flag Lap - Start Engines/Clear Grid.
- 30 Seconds - Visible and audible warning for start of Green Flag Lap

2.5.3 Any cars removed from the grid after the 1-minute stage, or driven into pits on Green Flag lap, shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pitlane exit, whichever is the later.

2.5.4 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11 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

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Flag lap but **MUST** remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5 Excessive weaving to warm-up tyres and falling back in order to accelerate and practice starts, is prohibited.

2.5.6 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn. The start is given when the red lights are extinguished.

In the event of any starting lights failure the Starter will revert to use of the National Flag.

Any alternative starting signal will be notified to competitors in Final Instructions.

### 2.6 SESSION RED FLAG

Should the need arise to stop any practice, qualifying or race or, RED LIGHTS will be switched on at the Start line and RED LIGHTS & FLAGS will be displayed at the Start line 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 pit lane, during practice or qualifying, and to the starting grid area, during a race, unless otherwise directed by officials.

In the interval between stopping and restarting, the race cars may return to the pit area for repairs. They may join from the pit road after all the other cars have started. Non-runners at the time of stopping can restart from the pit lane behind those referred to above. No work may be carried out on the grid unless on grounds of safety and with the approval of the scrutineer.

### 2.7 PITS, PADDOCK & PITLANE SAFETY

2.7.1 Pits & Paddock:

Competitors must ensure that Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 Pitlane:

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

2.7.3 Refuelling:

May only be carried out in accordance with the NCRs, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting

2.7.4 Speed Limit:

The Pit Lane speed limit will be **60 kph** unless otherwise notified in Final Instructions

2.7.5 Practice & Qualifying: ~45°, nose out, car pushed back by mechanics

Race: parallel parking.

Penalties may be imposed for failing to adhere to the above

### 2.8 RACE FINISHES

2.8.1 After taking the Chequered Flag drivers are required to:

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

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Entry to Parc Fermé is permitted only to drivers, Officials and authorised Championship Technical Staff. All other personnel must remain outside the Parc Fermé area at all times until their presence is specifically requested inside.

### 2.9 RESULTS

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

### 2.10 TIMING MODULES

- 2.10.1 All competitors will be required to supply and fit an Electronic Self Identification Module (Transponder) to their car for the purposes of accurate timing. The type is MyLaps TranX 260 or X2 direct powered transponder. These are available for purchase from TSL-Timing. It will be the responsibility of the competitor to fit these in the car in the position and manner specified in the MSV GB4-025 Technical Manuals. The Modules must be in place and functioning correctly for all Championship qualifying sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers.
- 2.10.2 Any competitor who fails to fit a functioning transponder to their car may not necessarily be timed by the official timekeepers for the event, at their discretion. In such a case, the competitor may start the race from the back of the grid but also may not necessarily feature on the results of the race, irrespective of their finishing position.

### 2.11 OPERATION OF SAFETY CAR

- 2.11.1 The Safety Car will be brought into operation and run in accordance with NCR Ch.12 App.8 Art.2.
- 2.11.2 The Clerk of the Course has the option to deploy the Safety Car during practice, qualifying or races.

### 2.12 ONBOARD CAMERAS

- 2.12.1 Competitors may only use the onboard camera systems in accordance with NCR Ch.7 App.9 and these Regulations using mountings specified by the Championship Organisers in the MSV GB4-025 Technical Manuals. Competitors will occasionally be required to carry supplementary cameras to obtain broadcast material. This will require the consent of the Clerk of the Course and Championship Eligibility Scrutineer.
- 2.12.2 All competitors are required to carry on board cameras for the primary purpose of safety and judicial procedures but also for broadcast purposes. All rights including copyright in relation to footage captured by onboard cameras will belong to the Championship organiser.
- 2.12.3 The cameras must be installed in the position and orientation as defined in the MSV GB4-025 Technical Manuals and be in working order and set to record so that footage can be reviewed at the end of the session by the Eligibility Scrutineer or Clerk of the Course or any personnel they appoint. Footage from the cameras may be used where there is any incident which is subsequently brought before the Clerk of the Course for investigation. Onboard camera footage may be used where there is insufficient existing information available for the Clerk of the Course to take punitive action.
- 2.12.4 Any competitor who fails to supply suitable footage from their onboard cameras will be liable to a penalty. Penalties will be in accordance with NCR Ch.2 App.2 Art.1 and infringements may also be reported to the Championship Stewards for further sanctions.
- 2.12.5 It is the competitor's sole responsibility to ensure safe installation and effective, reliable operation of the camera equipment. The cameras must be mounted and be angled so as to give good views of the cockpit and the circuit in accordance with the MSV GB4-025 Technical Manual.

### 2.13 EM MOTORSPORT MARSHALLING SYSTEM

Competitors must ensure that all cars are fitted with an EM Motorsport Smart Marshalling device SMV\_01\_01. This must be functioning at all times and accurately and reliably reflect the flag and light panel signals around the circuit to the driver via the dashboard.

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### 3 SPECIFIC CHAMPIONSHIP REGULATIONS

#### 3.1 RESPECT

- 3.1.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix SIX).
- 3.1.2 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.1.3 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.
- 3.1.4 In accordance with NCR Ch.12 App. 4 Art 4.12 (c) a one-way radio system as detailed in the Technical Manual/Memos is permitted for communications from the Clerk of the Course (Race Control) to the drivers. The system must be operating from 30 minutes before each session until 15 minutes after the chequered flag.

For the avoidance of doubt, NO radio communications are permitted between the pits (team members) and the drivers at any time.

### 4 SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with Chapter 2 of the current NCRs and section 4.2 of these championship regulations.

#### 4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

- 4.1.1 Arising from post qualifying Scrutineering or Judicial Action:  
Minimum Penalty:  
The provisions of NCR Ch.2 App.8 Arts.1.20 - 1.22.
- 4.1.2 Arising from post-race Scrutineering or Judicial Action:  
Minimum Penalty:  
The provisions of NCR Ch.2 App.8 Arts.2.3-2.4
- 4.1.3 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 NCR Ch.2 App.8 Art.2.5. The Clerk of the Course has the option to impose Stop-Go and Drive Through penalties in accordance with NCR Ch.12 App.10 Art.2.
- 4.1.4 Penalties such as Drive Through, Black Flag, etc will be notified to the driver from the signalling position by the appropriate flag and number. The same information will be displayed on official timing screens and teams MUST notify their driver using the pit signalling board. Instructions may also be given via the EM Smart Marshalling system.
- 4.1.5 If any competitor requires mechanical assistance (telehandler, 4x4 etc) during practice, qualifying or race the competitor may not take any further part in that practice, qualifying or race.
- 4.1.6 When a competitor is found guilty of an offence that would receive penalty points under NCR Ch.2 App.12 Arts.1.2 & 1.5, the same number of points will be awarded as Championship Penalty Points



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regardless of the licence issuing ASN. In the event that 12 Championship Penalty Points are received arising from participation in GB4 that competitor may be referred to the Championship Stewards who will consider whether further action including a suspension from competition in GB4 should be considered. Any decision in this respect is subject to the rights of appeal to the National Court provided in NCR Chapter 2.

### 4.2 GENERAL SAFETY

Any competitor, who stops and abandons a car at the side of the circuit, must leave it in neutral and with the steering wheel in place.

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### 5 TECHNICAL REGULATIONS

#### 5.1 INTRODUCTION

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

#### 5.2 GENERAL DESCRIPTION

The GB4 Championship is for Competitors participating in Tatuus MSV GB4-025 single seater racing cars as specified in the MSV GB4-025 Technical Manuals, Parts Catalogue or any Technical Bulletins appended to them which are also defined as part of the MSV GB4-025 Technical Manuals. The definitive copy of the MSV GB4-025 Technical Manuals will be held by the Championship Eligibility Scrutineer and can be made available to Competitors for reference on request. It is the responsibility of each Competitor to ensure that their copies of the MSV GB4-025 Technical Manuals are up to date and that their car complies with the requirements.

#### 5.3 SAFETY REQUIREMENTS

The following articles found in Chapters 7 and 9 of the current NCRs (safety criteria Regulations) will apply:

NCR Ch.7 App.3 (In particular, Arts.3, 18 and 22), NCR Ch.7 App.4 Arts.2-3, NCR Ch.7 App.5 Arts.5-6, NCR Ch.7 App.6, NCR Ch.7 App.7 (In particular, Arts.2 and 4), NCR Ch.9 Arts.3, 5 & 11.

Cars must comply with the relevant sections of NCR Ch.12 App.13.

Steering wheels must comply with NCR Ch.7 App.2 Art.11.

5.3.1 A suitable Frontal Head Restraint compatible harness of six-point design and carrying an in date FIA approved label must be fitted according to NCR Ch.7 App.7 Art.10. The use of an FIA approved Frontal Head Restraint device (e.g. HANS device) is mandatory.

5.3.2 Racewear in accordance with FIA Appendix L to the International Sporting Code: All drivers must wear overalls as well as gloves, long underwear, a balaclava, socks and shoes homologated to FIA 8856-2000 standard or FIA 8856 – 2018.

Drivers must wear gloves of a high-visibility colour which contrasts with the predominant colour of the car, so that the driver can clearly attract the attention of the race starter in case of difficulty.

#### 5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

All cars must comply with the requirements of NCR Ch. 7 and Ch. 12. All vehicles must be of sound construction and mechanical condition and be well maintained.

5.4.1 All replacement components for the GB4-025 car must be supplied by MSV from the GB4-025 parts manual. Parts, original or replacement as per the GB4-025 Parts Catalogue, must not be modified, nor must their method of installation be changed unless the alteration is specifically stipulated in the MSV GB4-025 Technical Manuals or any Technical Bulletins appended to them.

5.4.2 Standard/non-proprietary fasteners may be substituted but their diameter, thread pitch, type (e.g. hex head, cap head, etc) and material must remain as original. The grade of material of a substituted fastener must always be equivalent to or superior to the original.

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5.4.3 Components such as bodywork, the back of the chassis, wiring looms, pipes, hoses and other mechanical parts may be protected from heat damage, abrasion damage or ballistic damage by wrapping in a suitable material provided such protection does not alter the function of the primary component in any way. The air intake system may not be protected. Any protection shall be easily removable to allow inspection of the component. Cable tie saddles may be bonded to the inside of the bodywork or to the chassis as required to manage the routing of hoses and cables.

It is permitted to repair faulty threads by the use of Keenserts, Helicoils or similar but only to recover a thread to its original location, diameter and pitch.

5.4.4 Protections for driver comfort (e.g. foam padding) may be added, provided that their sole function is for protection.

5.4.5 The car must be dimensionally correct within the adjustment range of the standard components and the parameters set out in the MSV GB4-025 Technical Manuals, supplied by MSV.

5.4.6 The car in its entirety must be operated in accordance with the MSV GB4-025 Technical Manuals, supplied by MSV. In the MSV GB4-025 Technical Manuals, unless a setting is specified as adjustable or a component is specified as an alternative part, then the car must remain as original.

5.4.7 Any modifications and/or repairs that are not the direct replacement of standard parts, will only be permitted if it can be demonstrated by the Competitor to the Championship Eligibility Scrutineer before the car is used that such modifications and/or repairs are incapable in any way of enhancing the performance of the car. This will require the submission of a Technical Query Form as per Appendix FOUR. The decision of the Championship Eligibility Scrutineer as to whether to accept the modification and/or repair will be final and that decision will be communicated to the Competitor in writing. Photographic evidence of the modification and/or repair will also be obtained.

5.4.8 The Championship Eligibility Scrutineer has the right to remove any part or assembly or assemblies for examination of technical compliance at any time during the event. In this eventuality the competitor will be provided with a substitute standard specification component or components for the duration of the examination. Typical parts or assemblies likely to be examined are as follows:

- |                                    |                               |
|------------------------------------|-------------------------------|
| • Anti-Roll Bars                   | • Gearbox components or whole |
| • Dampers                          | • Rockers                     |
| • Differential components or whole | • Wheel bearings              |
| • ECU                              | • Wing endplates              |
| • Engine sensors                   | • Wing mounting plates        |
| • Floor stays                      | • Wing mounting spacers       |
| • Front splitter and bib           | • Wings                       |
| • GCU                              | • Wiring Looms                |

5.4.9 The use of quick-release couplings for brake and clutch lines is allowed, provided that FIA approved dry couplings are used.

**5.5 CHASSIS**

5.5.1 Tatuus MSV GB4-025 as detailed in the MSV GB4-025 Technical Manuals.

5.5.2 No modifications to the chassis are allowed.

5.5.3 Minor repairs to the chassis during events are permitted using original materials and providing that the original shape and dimensions are maintained and are subject to the specific approval of the Championship Eligibility Scrutineer, by way of the Technical Query Form as per Appendix FOUR. Short term repairs at an event must be made good by the following event to re-achieve the original shape of the component, its surface finish and a high standard of aesthetic appearance.

5.5.4 Structural repairs to the chassis are not permitted unless by an MSV appointed supplier and for quality control purposes the repair must be routed via MSV. An RFID chip will be fitted for repair traceability.

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5.5.5 Competitors chassis number and all other information requested on the Car Record Form, must be provided to the Championship Eligibility Scrutineer at least two hours prior to qualifying (Q1) using the 'Car Record Form' as shown in Appendix FIVE.

### 5.6 BODYWORK

5.6.1 Must remain as standard as supplied by MSV. The adding of colour or thin adhesive film up to thickness of 0.5mm is not considered as a modification, provided the colour or film fulfils only an optic function. Note. Any added coloured adhesive film must not cover bodywork holograms/official identification stickers.

5.6.2 The modification of bodywork parts and bodywork supports is allowed only to ensure proper installation, only accounting for manufacturing tolerances.

5.6.3 Minor repairs to bodywork components during events are permitted using original materials and providing that the original shape and dimensions are maintained, and are subject to the specific approval of MSV, by way of the Technical Query Form as per Appendix FOUR. Short term repairs at an event must be made good by the following event to re-achieve the original shape of the component, its surface finish and a high standard of aesthetic appearance.

5.6.4 Structural repairs to the Front and Rear Impact Structures are not permitted unless by the MSV appointed supplier and for quality control purposes the repair must be routed via MSV. An RFID chip will be fitted for repair traceability.

5.6.5 The head restraint must be painted in commercially available paint or covered with vehicle wrapping vinyl. Low-friction transparent vinyl (of less than 1mm thickness) may also be applied to protect the surface finish but only in the area where there is contact between the driver's helmet and the head restraint.

5.6.6 The skid plank fitted under the chassis facing the ground must have at all times a thickness of at least 3mm. In order to establish the conformity of the skid plank after use, the thickness must be above the minimum at least one point around the circumference of each of the three holes located as shown in Appendix TWO. Mist-coating the underside of the skid plank with aerosol paint to monitor wear / touching is permitted.

5.6.7 Measured across the car, the sidepod floors must be parallel to the plane of the underside of the chassis. Measured along the car, the sidepod floors must be parallel to the plane of the underside of the chassis.

A tolerance of 5.0mm is permitted across their width and length, to allow for potential for discrepancies such as, but not limited to component manufacturing and repair tolerances and imperfection of chassis bottom flatness.

5.6.8 All panels which are required to display Championship sponsor or other markings as set out in Appendix ONE must display these logos/markings at all times.

### 5.7 ENGINE

5.7.1 The engine and various engine components will be sealed by MSV's appointed engine supplier. All seals must be in place and undamaged for eligibility purposes. An inventory of seals and their locations is provided in the MSV GB4-025 Technical Manual. No internal or external modifications or adjustments are allowed. The seals can only be removed with the authority of the Championship Eligibility Scrutineer during events.

5.7.2 The engine must be operated as specified in the MSV GB4-025 Technical Manuals. If the engine requires repair or rebuild it must be returned only to MSV's appointed supplier.

5.7.3 The parts comprising the engine assembly are defined in the MSV GB4-025 Technical Manuals.

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- 5.7.4 At the discretion of the Championship Eligibility Scrutineer and MSV's approved engine supplier a team may be required, for the remainder of an event, to exchange an engine with another, supplied by MSV.
- 5.7.5 Competitors Engine number must be provided to the Championship Eligibility Scrutineer prior to qualifying (Q1) using 'Car Record Form' as shown in Appendix FIVE. Any change to this information during the event will require an updated 'Car RecordForm' to be submitted to the Championship Eligibility Scrutineer.

### 5.8 EXHAUST SYSTEM

- 5.8.1 No modifications are permitted.
- 5.8.2 The exhaust manifold between the cylinder head and the 4-into-1 collector may be wrapped in a suitable insulating material provided such wrapping is for protection only and does not alter the function of the primary component in any way. Any protective wrapping shall be easily removable to allow inspection of the manifold.
- 5.8.3 The silencer may be repacked providing the method and materials and weight are the same as the original component.

### 5.9 ENGINE CONTROL SYSTEMS

- 5.9.1 The Championship Eligibility Scrutineer retains the right to verify or substitute an ECU at his discretion at any time during an event. No modifications to any control system or component part of it is permitted. ECUs shall carry no markings except their original manufacture markings.
- 5.9.2 Competitors ECU number must be provided to the Championship Eligibility Scrutineer prior to qualifying (Q1) using 'Car Record Form' as shown in Appendix FIVE. Any change to this number during the event will require an updated 'Car Record Form' to be provided to the Championship Eligibility Scrutineer.

### 5.10 SUSPENSIONS / STEERING

No modifications or omissions are permitted.

- 5.10.1 Ride height and camber are free within specified limits as set out in the MSV GB4-025 TechnicalManuals.
- 5.10.2 Tracking is adjustable within the range specified in the MSV GB4-025 Technical Manuals.
- 5.10.3 The range of MSV supplied Tatuus branded springs that can be used is specified in the MSV GB4-025 TechnicalManuals.
- 5.10.4 Packers and bump rubbers are not permitted.
- 5.10.5 It is permitted to remove or disconnect a front and or rear anti roll bar drop link. If the drop link is disconnected it must be secured in such a way as not to allow interference with adjacent parts.

### 5.11 TRANSMISSIONS

- 5.11.1 No internal or external modifications are permitted. The gearbox must only comprise the standard SADEV components originally supplied or their direct SADEV replacements. No parts can be omitted.
- 5.11.2 The differential may only comprise the standard SADEV components originally supplied and listed in the MSV GB4-025 Technical Manuals. No parts can be omitted.
- 5.11.3 Only the gear ratio sets specified in the MSV GB4-025 Technical Manuals may be used. Superfinishing of only the ratios and CWP is permitted. Only the nominated MSV supplier must be used for this process. The supplier will provide the Series Eligibility Scrutineer with records of parts superfinished and for which competitor.
- 5.11.4 No part of the gearbox control or operation system may be modified in any way. Only replacement parts supplied by MSV may be fitted.

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### 5.12 ELECTRICAL SYSTEMS

- 5.12.1 The entire electrical system and all wiring looms must remain exactly as supplied and may not be modified or added to in any way in form or function. Repairs can only be carried out by MSV.
- 5.12.2 The Cosworth Electronics DB1 data logging system must remain as supplied during events. No other data logging system or additional instrumentation is permitted.
- 5.12.3 The Cosworth DB1 data logger must be functioning at all times and be writing data to the CF card reliably. The Championship Organiser may require access to data and any time. Any competitor who fails to supply suitable data will be liable to a penalty. Penalties will be in accordance with NCR Ch. 2 App. 2 Art. 1 and infringements may also be reported to the Championship Stewards for further sanctions.
- 5.12.4 With the exception of 3.1.4, both the use of radio communication to and from the driver and the use of "car to pits" telemetry for data logging purposes is prohibited other than the EM motorsport equipment specified in 2.13. Lap time data logging beacons are permitted.

### 5.13 BRAKES

- 5.13.1 The braking system must remain as standard and as specified in the MSV GB4-025 Technical Manuals.
- 5.13.2 Permitted brake pad materials are those only as specified in the MSV GB4-025 Technical Manuals.

### 5.14 WHEELS / STEERING

- 5.14.1 Only GB4 specification OZ or ATS alloy wheels as supplied by MSV may be used.

### 5.15 TYRES

#### 5.15.1 Slick tyres

- a) Championship event tyres - Qualifying, Race 1, Race 2 and Race 3. To be nominated for use at the start of each event. These tyres must be new tyres. Each Competitor may not nominate more than three front and three rear slick tyres per driver at each event of the Championship.
- b) Official test day: To be nominated for use at the start of each test day. The maximum quantity of tyres that can be nominated per driver is six front and six rear made up of new and used, but the maximum number of new tyres is two front and two rear.

If a driver has not previously participated in a Championship Event or Official test day, the competitor will be allowed to nominate a maximum of six new front and six new rear new tyres for that driver.

If a driver changes team and has not previously participated in a Championship Event or Official test day with the new team, the competitor will be allowed to nominate a maximum of six new front and six new rear tyres for that driver.

For the first official test day of the calendar year the competitor will be allowed to nominate six front and six rear new tyres for all drivers.

#### 5.15.2 Wet tyres

- a) Championship event tyres - Qualifying, Race 1, Race 2 and Race 3. To be nominated for use at the start of each event. These tyres may be new or used wet tyres. Each Competitor may not nominate more than four front and four rear wet tyres per driver at each event of the Series.
- b) Championship event tyres – Official test day. Wet tyres are not nominated and quantities of new or used wet tyres are unrestricted.

- 5.15.3 A used tyre is defined as a tyre that has been nominated in a Championship event - Qualifying, Race 1, Race 2 and Race 3 or Official test day. All other tyres are deemed to be new tyres.

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- 5.15.4 Competitors must nominate all of the tyres they wish to use for the duration of the Championship event (Qualifying, Race 1, Race 2, Race 3) via Pirelli and Championship Eligibility Scrutineer by email a minimum of 1 hr before Qualifying.
- Competitors must nominate all of the tyres they wish to use for the duration of the Official test day via Pirelli and Championship coordinator by email a minimum of 1 hr before the start of the first test session of the event.
- 5.15.5 Pirelli will electronically hold and manage tyre nominations on behalf of the Series Eligibility Scrutineer. In the event of the Series specifically notifying teams a completed 'Tyre Record Form' as shown in TECHNICAL APPENDIX Two shall be used in lieu of using Pirelli's electronic system.
- 5.15.6 Any competitor found during or post Championship event – Qualifying, Race 1, Race 2 and Race 3, to have used a tyre not recorded as nominated on the Pirelli system will be excluded from the results and may be subject to further penalties.
- 5.15.7 Any competitor found during an official test day to have used a tyre not recorded as nominated on the Pirelli system will be reported to the Championship Steward and may be subject to penalties.
- 5.15.8 During event Qualifying, Race 1, Race 2 and Race 3 wet tyres can only be used if the track is declared 'Wet' by the Clark of the Course.
- At any time when the car is running on wet-weather tyres the car's rear light must be illuminated at all times. It shall be at the discretion of the Clark of the Course to decide if a driver should be stopped because their rear light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied.
- 5.15.9 Dry weather tyres – FRONT: Pirelli 200/540-13 DMA  
REAR: Pirelli 250/575-13 DMA
- Wet weather tyres – FRONT: Pirelli 200/540-13 WS  
REAR: Pirelli 250/575-13 WS
- 5.15.10 Only tyres supplied by the MSV nominated supplier may be used. Tyre serial numbers printed on the tyre sidewall under the barcode will be recorded as they are issued and must be used when recording with Pirelli (or on the Tyre Record Form as 4.15.1).
- 5.15.11 During an event it is not permitted to turn tyres on their rims in order to change the direction of rotation, unless for safety reasons and then only with the written approval of both the Championship Eligibility Scrutineer and the nominated representative of the Tyre Supplier.
- 5.15.12 If a competitor has damaged a quantity of their nominated tyres to the extent that continued participation in the event is impossible, and in the opinion of the Championship Eligibility Scrutineer the damage was not caused intentionally, supplementary front and/or rear tyres may be nominated and used by that competitor. Such supplementary tyres will be selected from the pool of discarded tyres at the discretion of the Championship Eligibility Scrutineer.
- 5.15.13 The action of artificially raising the temperature of tyres, use of tyre heating/heat retention devices, use of tyre treatments and compounds are all prohibited. Such compounds must not be brought to the event, be in team vehicles or the pit area.
- 5.15.14 Dressing of any part of the surface of the tyre using tools or heat guns is prohibited. In the event that any surface matter needs to be removed on grounds of safety this must be done with the agreement of the Eligibility Scrutineer.
- 5.15.15 Tyres may only be inflated with compressed air.
- 5.15.16 The Championship Eligibility Scrutineer may require competitors to place some or all of their nominated slick tyres in overnight Parc Fermé during an event.

### 5.16 WEIGHT

- 5.16.1 Cars will be weighed "as finished" qualifying and/or race inclusive of all liquids, with the driver on-



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board. Competitors are not permitted to top-up liquids or add any additional weight to the car between the end of qualifying and/or races prior to scrutineering. After taking the Chequered Flag cars must not stop in the pit lane and must go directly to Parc Fermé except podium cars on instruction from officials. Any cars in the pit lane when the Chequered Flag is shown fall immediately under Parc Fermé.

5.16.2 The total minimum weight including driver shall be **600kg**.

### 5.17 FUEL AND LUBRICANTS

- 5.17.1 Official Championship fuel at all events will be Sunoco CMR Plus. Competitors must use this fuel only as supplied by the MSV nominated supplier. The acceptance level is set to 99.95% for comparison testing procedure according to NCR Ch. 8 App. 2 Art. 4. Samples must be available via the dry-break connector using the cars' own fuel pump at the end of any qualifying or race.
- 5.17.2 It is the competitors' responsibility to ensure that any fuel samples taken at an event comply with the signature for the Official Championship Fuel.
- 5.17.3 Permitted lubricants for engine & gearbox are specified in the MSV GB4-025 Technical Manuals.
- No additives to fuel or lubricants are allowed, unless specified in the MSV GB4-025 Technical Manuals.
- 5.17.4 The use of any device, on or off the car which is intended to reduce the temperature of the fuel to below ambient temperature, is not allowed.

### 5.18 SILENCING

- 5.18.1 Vehicles must at all times conform to NCRs. 108 dBA at  $\frac{3}{4}$  maximum rpm at 0.5m as set out in NCR Ch. 7 App. 8 Art. 3. See the MSV GB4-025 Technical Manuals.

### 5.19 NUMBERS AND CHAMPIONSHIP DECALS

- 5.19.1 Number must conform to NCR Ch. 7 App. 10 and NCR Ch. 12 App. 4 Art. 5 except as provided for below.

Front numbers are to be positioned as per the NCRs. Side numbers are to be positioned as per the NCRs on each rear wing end plate. The minimum height for numbers should be 150mm, they should have a stroke width of 30mm, and they should be on a contrasting background. Any numbers that are not satisfactory must be changed on instruction from the Championship Eligibility Scrutineer.

Driver names located on the cockpit sides should be in the font Arial Italic and should have an upper-case letter height of 30mm and a lower-case letter height of 21mm. Competitors are responsible for supplying and fitting regulation numbers and backgrounds.

- 5.19.2 Permanent numbers will be issued to all registered competitors by the coordinator on a 'first come, first served' basis according to the date of receipt of a valid Championship Registration. The number 'ONE' is reserved.
- 5.19.3 Championship decals which are mandatory will be supplied via the Coordinator. These must be positioned on temporary pit garage walling in locations agreed with the Championship Co-ordinator and on the car in accordance with Appendix ONE.
- 5.19.4 MSVR decals and other Championship decals must be displayed on each side of the car the rear wing end plate position shown in Appendix ONE.
- 5.19.5 An MSVR logo and other Championship logos must be displayed on the drivers' race suit as shown in Appendix ONE.
- 5.19.6 In the event that decals and logos are not displayed the competitor will not be eligible for awards, trophies or prizes.
- 5.19.7 If a competitor has a sponsor or wishes to display any branding that may conflict with a Championship sponsors' business activities, then this issue should be raised with the Championship coordinator in writing and an agreeable solution will be sought. Any agreement to vary

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Championship branding must be obtained from the organisers in writing.

## **6 COMMERCIAL UNDERTAKINGS**

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

### **6.1 RACE ORGANISING CLUB & CONTACTS**

#### **Race Organising Club**

MotorSport Vision Racing  
MSV Centre, Brands  
Hatch Circuit,  
London Road, West  
Kingsdown, Sevenoaks,  
Kent TN15 6FS  
Tel: +44(0)1474 875318  
Fax: +44(0)1474 874766  
E: [info@msvracing.co.uk](mailto:info@msvracing.co.uk)

#### **Championship Administrator/Coordinator**

Gemma Mole  
Tel: +44 (0) 7525 814468  
E: [gemma.mole@msv.com](mailto:gemma.mole@msv.com)

#### **Nominated Tyre Supplier**

Pirelli Motorsport  
Omega One  
Collett  
Didcot  
Oxfordshire OX11 7AW

##### Sales:

Protyre Motorsport +44 (0) 1782 411001  
Shaun Chetwyn [shaun.chetwyn@protyre.co.uk](mailto:shaun.chetwyn@protyre.co.uk) Jason Buckley  
[jason.buckley@protyre.co.uk](mailto:jason.buckley@protyre.co.uk)

##### General & Technical:

Natham Coleman +44 (0) 7752 825277  
[natham.coleman.ex@pirelli.com](mailto:natham.coleman.ex@pirelli.com)

#### **Nominated Fuel Supplier**

Anglo American Oil Company  
58 Holton Road  
Holton Heath Trading Park  
Poole BH16 6LT

##### Enquiries & Sales:

Anders Hilderbrand +44 (0) 1929 551557  
[anders@aaoil.co.uk](mailto:anders@aaoil.co.uk)

### **6.2 COMMERCIAL UNDERTAKINGS**

6.2.1 The presentation of the car is fundamental to the profile of the Championship, its sponsors and its



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audience. Therefore, in considering whether to permit any car to the race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation they may exclude any car which they consider may prejudice the reputation of the Championship or is otherwise unacceptable.

Good presentation extends to team personnel, transporter and allocated paddock location. The maximum number of cars that may be operated by any one team is three without written permission from MotorSport Vison Ltd.

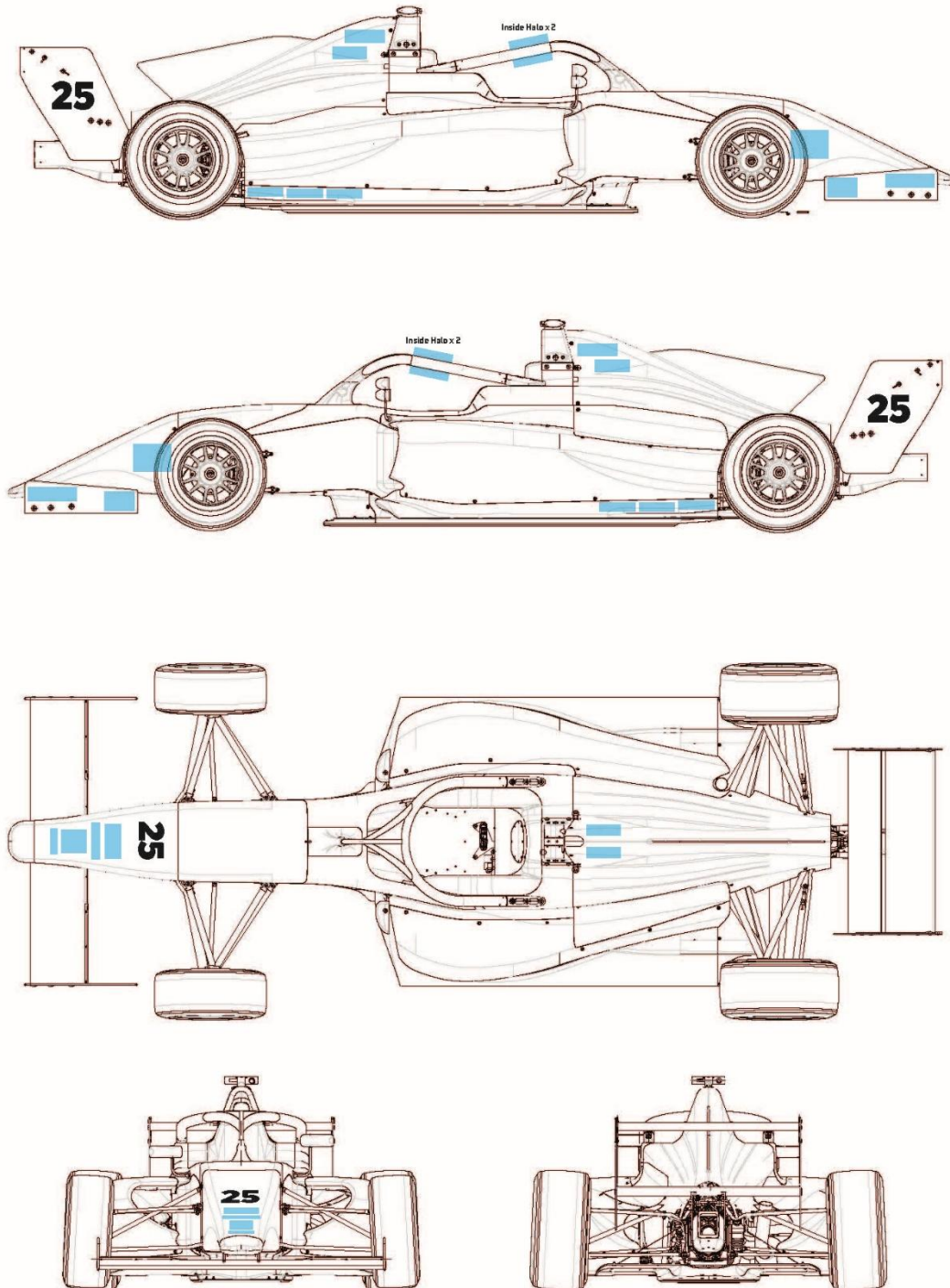
- 6.2.2 By entering the Championship, Entrants/Drivers are obliged to assist in any promotion of the Championship when requested, particularly for television coverage. All Entrants/Drivers are obliged to assist the nominated TV production company in the filming of the Championship by granting interviews when requested and any other reasonable request of the TV production company or the Championship Coordinator/Press Officer. All post-race television/podium/press interviews shall be conducted while wearing a race suit with the mandatory official race suit badges in place.

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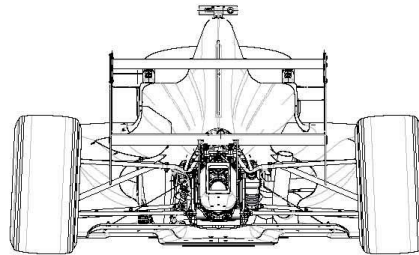
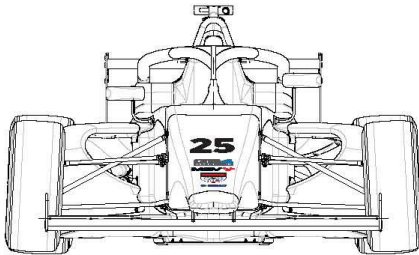
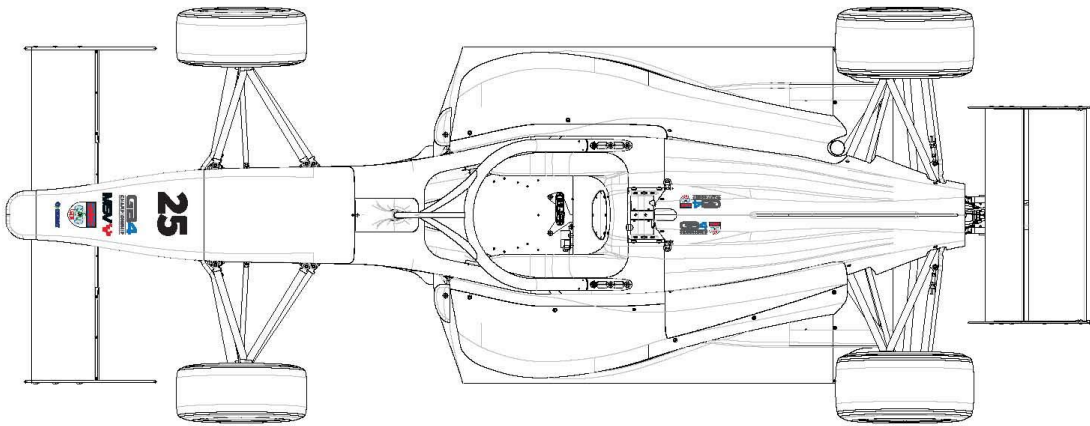
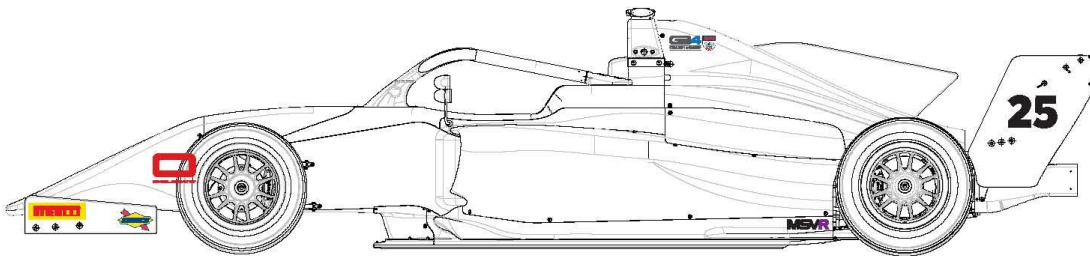
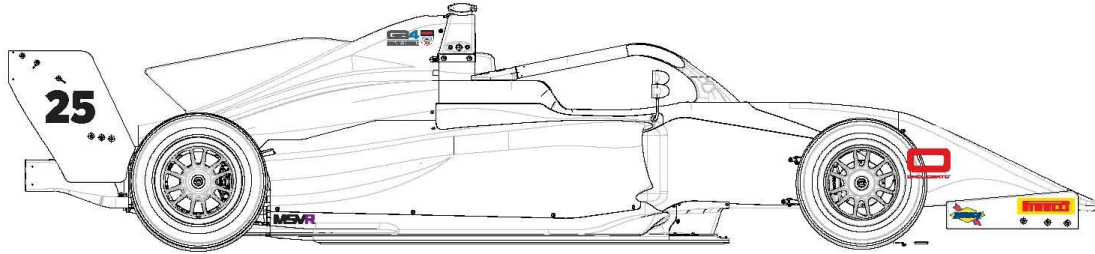
**7 APPENDICES**

**Appendix ONE**

Areas in the blue boxes are reserved for Championship decals.

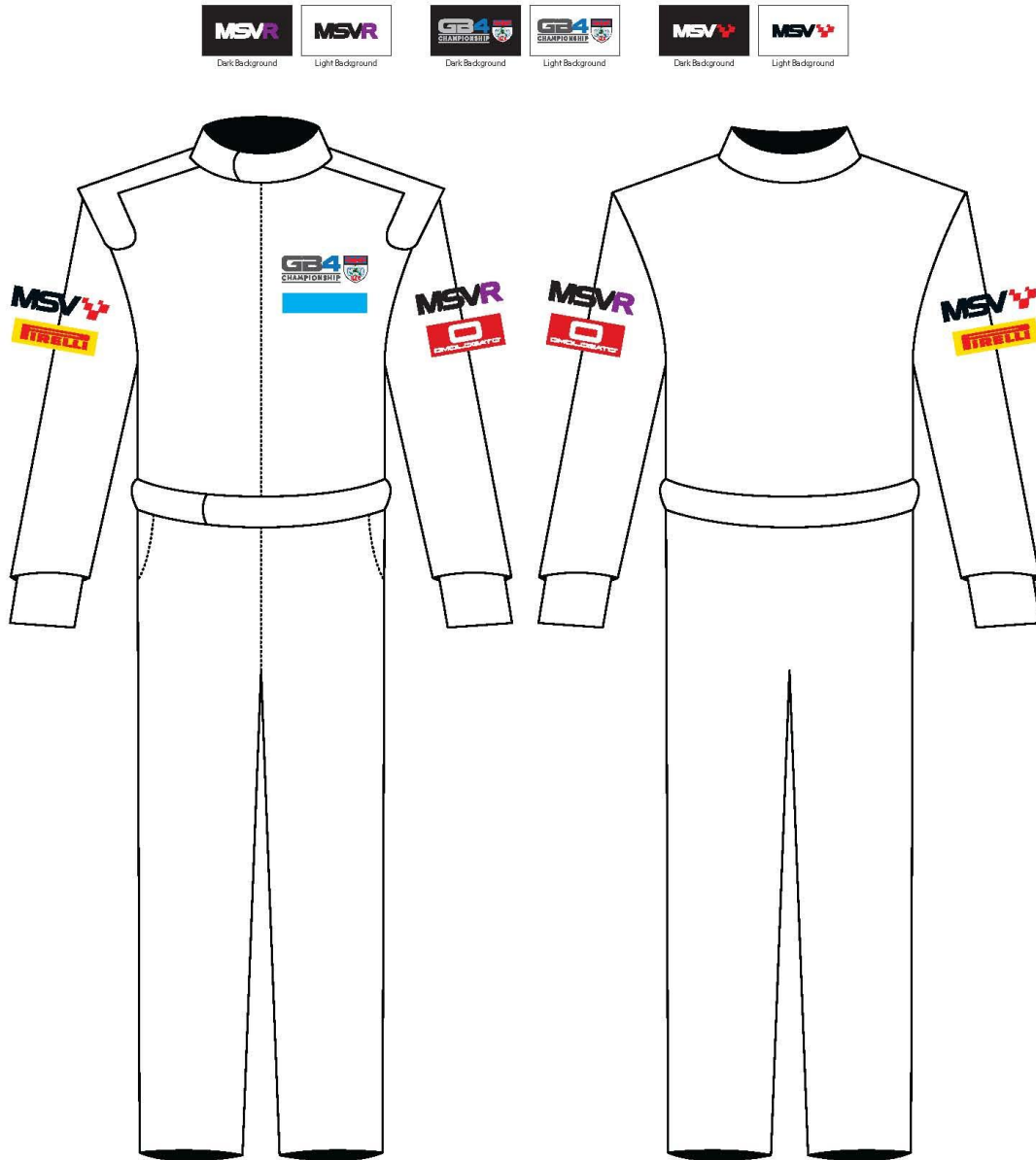


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### Race Suit Option

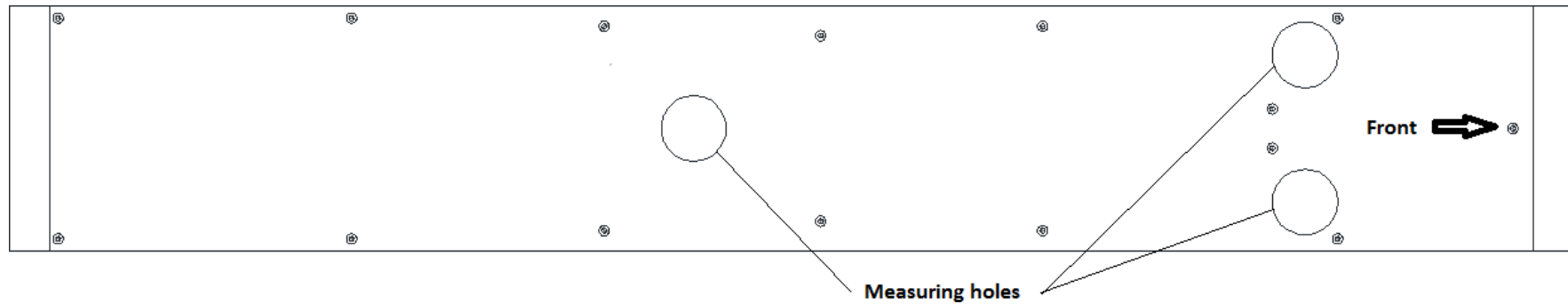


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**Appendix TWO**

Wear measurement holes are located on the Wooden Skid Plank

Fig. 1 – Wooden Skid Plank



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Appendix THREE

# Tyre Registration Form

	POS	Bar code
SET# 1	FL	
	FR	
	RL	
	RR	
SET# 2		
SET# 3		



Race Number

Team

Date

Event Type

Track

Name

Signature

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Appendix FOUR



**TECHNICAL QUERY FORM**

Car No:	<input type="text"/>	Date:	<input type="text"/>
Chassis No:	<input type="text"/>	Engine No:	<input type="text"/>
Driver/Entrant (Name)	<input type="text"/>	Driver/Entrant (Sign)	<input type="text"/>

COMPETITOR QUERY	

CHAMPIONSHIP SCRUTINEER REPLY			
Name:	<input type="text"/>	Signature:	<input type="text"/>
Date:	<input type="text"/>	Time:	<input type="text"/>

COMPETITOR RECIPIENT			
Name:	<input type="text"/>	Signature:	<input type="text"/>
Date:	<input type="text"/>	Time:	<input type="text"/>



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**Appendix FIVE**



**Pre-Event Scrutineering Form**

Date:

Event:

Car No:

Team:

Drivers Name:

Transponder Number:

Smart Marshalling Number:

Chassis Serial Number:

Engine Serial Number:

ECU Serial Number:

Gearbox Serial Number:

Form to be emailed to the Championship Eligibility email address [eligibility@gb-4.net](mailto:eligibility@gb-4.net) no later than two hours before qualifying commences



Form to be emailed to the Championship Technical email address no later than two hours before qualifying commences.



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### Appendix SIX

#### Race with Respect



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

<http://Motorsportuk.org/racewithrespect>

#RaceWithRespect

#### The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions.
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters.
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.