

Sporting and Technical Regulations 2025



Trackday Trophy Series

1. SPORTING REGULATIONS – GENERAL

The 2025 MSVT Trackday Trophy Series is for one or two drivers in accordance with the National Competition Rules (NCR) of Motorsport UK and the following Series regulations.

1.1. Title & Jurisdiction:

- 1.1.1 The 2025 MSVT Trackday Trophy is organised and administered by MSVR (MotorSport Vision Racing) in accordance with the National Competition Rules (NCR) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

Series Permit: RS2025/020

Race Status: Interclub

- 1.1.2 The MSVT Trackday Trophy is a Series comprising of races for Competitors participating in Production and Production based Saloon, Hatchback and Sports cars.
- 1.1.3 The Organisers reserve the right to issue additional Official Bulletins clarifying items in the Regulations from time to time and all such Bulletins will be issued in accordance with NCR Ch.3 App.10 Art.4.1.d.
- 1.1.4 The Organisers reserve the right to carry out necessary or required changes to these regulations which are due to “force majeure”, or for safety reasons, or reliability reasons or if requested by the authorities, by means of Official Bulletins [NCR Ch.3 App.10 Art.4.1.d].

1.2. Officials:

- 1.2.1. Series Co-ordinator: **Stuart Garland**
- 1.2.2. Series Eligibility Scrutineer: **Graham Bahr**
- 1.2.3. Deputy Series Scrutineer: **Nigel Thorne**
- 1.2.4. MSVT Technical Assistants: **Stuart Garland, and Daniel Bennell**
- 1.2.5. Clerk of the Course: **Ian Denyer** or his appointed deputy

1.3. Competitor Eligibility:

- 1.3.1 Entrants must:
- (a) be fully paid up valid membership card holding members of MSVR and
 - (b) be Registered for the Series 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 MSVR and
 - b) be Registered for the series and
 - c) be in possession of valid Competition (Racing) Nat B status Licence, *as a minimum* or
 - d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. (NCR Ch.6 App.3 Art.1.6 applies)
 - e) *If participation in the Series 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 Series. A

driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

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

1.3.4 The minimum age for a Driver is 16 (sixteen) years old.

1.3.5 Membership of MSVR is free on entry into an event.

1.4. Registration:

1.4.1. All Competitors must register to compete in the series online at:

<https://entries.msv.com/tdt-2025>

1.4.2. The Registration Fee is £200 - payable via the MSV Trackday Trophy website.

1.4.3. Registrations will be accepted from 6th January 2025 until the closing date for entries to the final round.

1.4.4. Acceptance or rejection of registrations is entirely at the discretion of the Series officials.

1.5. Rounds:

The **MSV Trackday Trophy** will be held over multiple races at a selection of 2025 MSVR race meetings. Full details and a race calendar can be found at www.trackdaytrophy.co.uk.

1.6 Scoring – Track Day Trophy is a Series of standalone races

1.6.1 Classes

Cars will run in three classes based on power to weight ratio of the vehicle. For the purpose of this calculation weight will be that of the car, including driver (or lightest driver where two are present) in “end of race conditions”, i.e. with no/low fuel present. The declared weight must not include any penalty ballast. The class structure will be as follows but may be subject to change depending on entries.

Class B: 151 – 175 bhp/tonne

Class C: 126 – 150 bhp/tonne

Class D: Up to 125 bhp/tonne

1.6.2 Guest/Invitation Class: Any other Production and Production based Saloon, Hatchback and Sports car that the Organisers have given permission to join the championship or single events.

1.6.3 The organisers reserve the right to change a competitor’s class, with just cause. In all cases the organiser’s decision will be final.

1.7 Awards

1.7.1 Awards will be provided by MSVT

1.7.2 Per round, trophies to: 1st, 2nd and 3rd in class.

1.7.3 Bonuses:

The Series Organising Club will endeavour to obtain sponsored awards or bonuses during the series and reserves the right to introduce same at any time without any obligation to distribute such awards retrospectively.

1.7.4 Presentations:

Winners Caps and Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Prize money and bonuses, if any, shall be posted to the Entrants within 10 days of the results of each round being declared final.

1.7.5 Entertainment Tax Liability:

In accordance with current government legislation, MSV Racing is legally obliged to withhold tax at the basic rate on all payments to non-UK resident 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, MSV Racing 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:

The Inland Revenue,
Foreign Entertainers Unit,
Centre for Non-Residents,
St John's House,
Merton Road,
Merseyside
L69 9BB.
Tel: 0151 472 6488

1.7.6 Title to all Trophies:

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the Series Coordinator in good condition within 7 days.

1.8 PUBLICITY

- 1.8.1 It is incumbent upon all persons connected with the Trackday Trophy to promote the highest ideals of the Series at all times. No person connected with the Series shall bring it into disrepute by means of a statement, communication or press release given to journalists or other members of the media (either audio, visual, print and online), which may be considered negative or demeaning. Drivers may not publish press releases, social media content, or make statements or comments that refer to the Series or their fellow Drivers in a derogatory way.

- 1.8.2 All Drivers who are required for the podium presentations shall attend the podium ceremony and conduct all post-race interviews wearing their official Series podium cap, if provided.
- 1.8.3 In completing a Series Registration, Competitors agree that the Series (and those so authorised) and sponsors of the Series may make use of their activities and successes in motorsport for any advertising, publicity, public relations and merchandising purposes.

1.9 Radios

- 1.9.1 In the interest of safety, pit to car radios are permitted (NCR Ch.12 App.4 Art.4.12). The transmission of technical data and information related to the performance of the driver and or car however, is prohibited.
- 1.9.2 The participants will at all times comply with the terms and conditions specified from time to time by Ofcom and other official bodies (e.g. an airport authority) for the use of their frequency. (NCR Ch.12 App.4 Art.4.12)

2 SERIES EVENT MEETINGS & RACE PROCEDURES

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal or Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. NCR Ch.3 App.11 Art.1.1.1 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin; all reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If any Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in practice shall determine their grid positions. If Reserves are given Grid Places after publication of the Grid Sheet and prior to cars collecting in the Official "Assembly Areas" they will be placed at the rear of the Grid and will be started WITHOUT any time delay. Otherwise they will be held in the pit-lane and be released to start the race after the last car to take the start has passed the start line or pit-lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 2.1.6 **Cancellations and refunds**

If a race entry is withdrawn, no refunds will be offered. However, if a withdrawal is received by the Series Organiser 14 days prior to the race, a credit will be offered towards the next race. This credit is also available to be used towards other MSVT products. In any case, a £75 administration charge will be incurred. Withdrawals made within 14 days of a particular race will not be subject to any credit being offered.

No refunds or credits can be offered for Trackday Trophy registration packs.

MSVR may cancel, postpone or alter any Date(s) or Track Time of the Event(s) in accordance with the requirements of any Governing Body and whether for reasons of Force Majeure or otherwise. In the case of cancellation or postponement, MSVT shall notify the competitor of any such cancellation or postponement as soon as reasonably practicable. MSVR reserve the right to reduce Track Time during the course of the event, whether for reasons of Force Majeure or otherwise, without any repayment to the competitor.

2.2 Briefings:

MSVR will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 Qualification Practice:

2.3.1 At each Event the minimum scheduled qualifying session will be 1x 25 minutes

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

2.3.3 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).

2.3.4 Qualification for the race will be based upon the fastest qualifying time recorded during the official Series qualifying session.

2.3.5 In the event of a double header, qualification for the second Series round of an Event will be based upon the second fastest qualifying time recorded during the official Series qualifying session.

2.4 Races:

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) (1.6.4. above applies).

2.4.1 The minimum scheduled distance shall be 45 minutes whenever practicable but should, at the discretion of the Clerk of the Course, or Stewards of the Meeting any scheduled race distance be reduced, it shall still count as a full and valid race.

2.4.2 Each classed car will be required to make a mandatory pit stop which must be a minimum of two minutes in length.

2.4.3 Guest and Invitational entries will be required to make a mandatory pit stop which must be a minimum of two minutes and thirty seconds in length.

2.4.4 Failure to meet the minimum duration of the pit stop will result in a one-lap penalty.

- 2.4.5 All pit stops will be timed from the entrance of the pit lane to the exit of the pit lane. These points will be indicated by boards in the pit lane indicating the start of the pit lane speed limit and the end of the pit lane speed limit.
- 2.4.6 The mandatory pit stop must be between 15 & 30 minutes after the start.
- 2.4.7 Failure to make a pit stop during the Pit Stop Window will result in a two-lap penalty.
- 2.4.8 For the avoidance of doubt, a short stop out of the pit stop window will result in a three lap penalty.
- 2.4.9 Failure to make a mandatory pit stop will result in disqualification from the race results.
- 2.4.10 Driver changes will only be permitted during the stationary period of the pit stop.
- 2.4.11 Solo Drivers are not required to get out of the car during the pit stop.
- 2.4.12 Should the scheduled race distance have to be reduced, the Clerk of the Course may, at their sole discretion, change the pit window opening time and/or duration. Competitors will be advised of the revised plan at the earliest opportunity
- 2.4.13 In all cases seat belts must not be loosened or unfastened before the car comes to a complete stop and must be securely fastened before the car moves off.
- 2.4.14 Should any race be stopped after the “Pit Window Open” board is displayed, all competitors unable to complete their pit stop will receive the following penalties:
- i) still in the pit lane when the chequered flag, or red flag is shown – 1 lap penalty
 - ii) not yet attempted a pit stop when the chequered flag, or red flag is shown – 2 lap penalty
- 2.4.15 Should regulation 2.4.14 above occur, the grid for any scheduled re-start will be, the classification of the first race period, after all lap penalties outlined above have been applied. Two driver teams will be required to change driver prior to any re-start.
- 2.4.16 Cars which require mechanical assistance to re-join the circuit will, at the sole discretion of the Clerk of the Course, be permitted to re-join the race. Cars pushed by hand by the marshals will be permitted to continue. This rule will take effect as soon as the vehicles have left the assembly area.
- 2.5 Starts:**
- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet. In normal circumstances the grid will be formed in order of qualifying times, with any Guest Class cars on a second grid separated by a two-row gap, in their order of qualifying.
- 2.5.2 The start will be via standing start. The Organisers may vary the start procedures at any point prior to a race by issuing a bulletin.
- 2.5.3 Start Procedure: In normal circumstances there will be one green flag/formation lap.

- 2.5.4 The minimum Countdown procedures/audible warnings sequence shall be
- (i) 1 minute to start of Green Flag Lap - Start Engines/Clear Grid.
 - (ii) 30 Seconds - Visible and audible warning for start of Green Flag.
 - (iii) Green Flag Lap – Complete one lap of the circuit, forming onto the grid
 - (iv) A five second board will be used to indicate that the grid is complete.
 - (v) The red lights will be switched on five seconds after the board is withdrawn.
- 2.5.5 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car has passed the start line or pit lane exit, whichever is the later to take the start from the grid.
- 2.5.6 Any driver unable to start the Green Flag or start are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. In addition, any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.7 During the Green Flag Lap, excessive weaving to warm up tyres - using more than 50% of the track width - and falling back in order to accelerate and undertake practice starts, are both prohibited.
- 2.5.8 Any car late to the assembly area, to the extent that a car(s) positioned behind it on the grid have already made their way onto the circuit, will be required to start the race from the pit lane and not take their starting position. In the event that a late car does manage to take its starting position by passing cars on the actual or dummy grid, that car will be subject to a drive through penalty.
- 2.5.9 The separate Guest Class grid will start on the National Flag with a 10 second delay.
- 2.5.10 In the event of any starting lights failure the Starter will revert to use of the National Flag.

The organisers retain the right to change to a safety car start (see NCR Ch.12 App.8 Art.2.16), or a standard rolling start if safety or other concerns are present.

Any change to the normal start procedure, will be detailed in Final Instructions, by bulletin, or by drivers briefing.

2.6 SESSION RED FLAG

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

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

Cars may not enter the Pits unless directed to do so or unless repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under

the control of Scrutineers. Cars that are in the pit lane or which enter the pit lane may only restart from the pit lane (not the grid) after all other cars have restarted. Non-runners at the time of the stoppage can restart from the pit lane behind those referred to above.

2.7 Pits, Paddock & Pit-lane Safety:

- 2.7.1 Pits & Paddock: Entrants must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. The onus shall be on all drivers to ensure safe working practices are adhered to (in line with the event supplementary regulations) both in the pit lane and paddock during the course of the race weekend.
- 2.7.2 Pit-lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in pit lanes.
- 2.7.3 Refuelling: May only be carried out in accordance with the NCR's, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting. Refuelling is not permitted during qualifying or the race.
- 2.7.4 Speed Limit: Pit Lane Speed Limit will be **60 km/h**, unless otherwise specified in the Final Instructions/event bulletin
- 2.7.5 In all cases seat belts must not be loosened or unfastened before the car comes to a complete stop and must be securely fastened before the car moves off.
- 2.7.6 It is not permitted to drive a car in the pit lane by using reverse gear at any time under any circumstances.
- 2.7.7 It is not permitted to cross the solid white blend line at the exit of the pit lane, nor to exit the pit lane while the light at the pit exit is red.

2.8 Race finishes:

After taking the Chequered Flag drivers are required to:

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

- 2.8.1 Parc Fermé: After each qualifying session and race the vehicles must be presented directly for scrutineering. Any area deemed by the licensed Eligibility Scrutineer and/or his nominated representative will be subject to Parc Fermé conditions with no exceptions. This will include the track from the track to the finish line to the scrutineering area, the waiting area in front as well as the track from the scrutineering area to the Parc Fermé, but all areas may be used as necessary.

Support personnel must not enter Parc Fermé unless invited by the Series Eligibility/Safety Scrutineer.

2.9 Results:

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

2.10 Timing Modules

2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. It will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Timing Modules are available to hire from MSVT. Competitors will be charged for replacement of the Modules due to damage or loss.

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

2.11 Qualification Races

There is no provision for qualification races.

2.12 Operation of Safety Car

2.12.1 The Clerk of the Course reserves the right to introduce a Safety Car at any time during a qualifying session or race.

2.12.2 The Safety Car will be brought into operation and run in accordance with NCR Ch.12 App.8 Art.2.

2.12.3 The Clerk of the Course reserves the right to close the pit lane exit, during the safety car period in order to control the release of cars from the pit lane to join the vehicle train behind the safety car, and not join the circuit alone

2.13 ONBOARD CAMERAS

2.13.1 Competitors must fit cameras that should capture an image that provides a “drivers eye” view that should include the steering wheel, dashboard and a view of the circuit ahead with a field of vision approximately 100 degrees.

2.13.2 The choice of system is free but playback must be possible at the event by regular means such as a laptop.

2.13.3 Where no judicial process has been instigated the competitor may not review the footage until the protest time (see NCR Ch.2 App.9 Art.1.14.a) has elapsed without the express permission of the Clerk of the Course.

2.13.4 In the event that no images are available upon request (other than due to a proven defect with the equipment), sanctions may be applied in accordance with NCR Ch.2 App.2 Art.1. The burden of proof to establish the cause of such failure shall lie with the competitor. The Clerk of the Course may also refer the matter of lack of recorded images to the Stewards of the Meeting for further sanctions.

- 2.13.5 It is the responsibility of the competitor to ensure that a clear memory card is fitted to the camera, and that it has suitable space available for filming the session the car is taking part in.
- 2.13.6 All rights including copyright in relation to footage captured by on board cameras, no matter that the camera is owned by the competitor, will belong to the Organiser and/or Venue Owner/Operator and may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without permission of the Organiser and/or venue owner/operator.
- 2.13.7 Where it is necessary for the Clerk of the Course to review footage after an event that such footage should normally be reviewed within a period of 7 days of the event.
- 2.13.8 Any breach of camera regulations should be subject to penalties provided for in NCR Ch.2 App.2 Art.1 with an option to report any matters to the Clerk of the Course.
- 2.13.9 In the event of judicial action, all relevant on-board footage must be retained until the time period for all judicial matters has elapsed. The competitor is responsible for carrying and fitting an alternative memory card should one be needed whilst this activity is completed.
- 2.13.10 No streaming of video, audio, or still images is permitted (with or without time delay) at any time for any purpose, unless written permission is obtained by MSVT Racing. Teams, drivers or cars found streaming footage or audio from the car may receive a penalty for infringements of the regulations including, but not limited to a stop-go penalty to allow the stopping of the stream, or disqualification from the meeting.
- 2.13.11 Garmin Catalyst systems are strictly prohibited.

3 SPECIFIC SERIES REGULATIONS

3.1 Re-Scrutineering

- 3.1.1 No vehicle or driver involved in a serious incident shall continue in practice or the competition nor may leave the venue, without approval of the Chief Scrutineer or Chief Medical Officer, as appropriate.
- 3.1.2 Any vehicle involved in an incident, or having been modified in any way subsequent to pre-Event scrutiny, must be re-presented to the Scrutineers for further examination.
- 3.1.3 Competitors must comply with the directives of the Series Eligibility/Safety Scrutineer and/or his appointed deputy in respect of scrutineering and of re-scrutineering during or after the Event.

4 SPECIFIC SERIES PENALTIES:

In accordance with Chapter 2 of the National Competition Rules and these Series regulations.

4.1 Infringements of Technical Regulations:

- 4.1.1 Arising from post practice 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 Art.2

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.

4.2 Additional specific series penalties:

4.2.1 In order to maintain standards of conduct, the series coordinator will monitor all officials / observers reports of adverse behaviour at race meetings. If any individual is included on such reports during competition the series coordinator will notify the organisers who will issue a warning letter that his / her driving behaviour is to be specifically observed at future race meetings. This will remain on record for all Competitors registered in that car for 12 calendar months from the time of first issue

4.2.2 Adverse second such report during this 12 month period of observation will result in the disqualification from entry of all Competitors registered in that car, and the car itself to the next scheduled event, in consultation with the Series Stewards if necessary.

4.2.3 Further reports may be referred to the Series Stewards for consideration of further sanctions including but not limited to possible refusal of further race entries or other sanctions in the Stewards discretion pursuant to the National Competition Rules.

4.2.4 In the event that adverse behaviour is not reported during the meeting, video footage may be sent to the organisers appointed Driving Standards Committee for review. Footage may only be submitted within three days of the meeting.

4.2.5 On review of the footage, the Driving Standards Committee may request that the organisers issue a warning letter stating that driving behaviour is to be specifically observed at future race meetings, or that organisers issue a formal warning.

4.2.6 The Driving Standards Committee may also request that the Organisers, , issue a single or multiple race ban in cases of severe adverse behaviour on or off track. This process is supplementary to the standard Motorsport UK judicial process and does not replace, overrule or amend it in any way

4.2.7 The Clerk of the Course may impose a Stop & Go or Drive Through penalty for infringements of the regulations in accordance with NCR Ch.12 App.10 Art.2.

4.2.8 The Clerk of the Course may impose a grid position penalty for the next race or races of the Series for infringements of the regulations.

4.2.9 The Clerk of the Course may impose such penalties as appropriate according to the powers granted to him in NCR Ch.5A App.5 Art.2..

4.2.10 Methanol in/on the car or at the meetings is prohibited, due to the difficulty of identifying it's flame once ignited. Any Competitor found to have Methanol in/on the car, or at the meeting will be disqualified from the meeting immediately.

5 TECHNICAL REGULATIONS

5.1 Introduction:

The following technical regulations are set out in accordance with Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly state that you can do something you should seek clarification from the series organisers prior to making any changes.

Modifications made, that not in keeping with the spirit of the Series, or carry a high financial cost will be deemed illegal.

The organisers reserve the right to modify these series regulations as appropriate to ensure close competitive racing at all times.

By registering for the Series Competitors will be deemed to have full knowledge and acceptance of these regulations.

Entrants must at all times comply with the directives of the Series Organiser in respect of scrutineering and eligibility checking.

If your vehicle does not conform to a specific regulation, please email regs@msv.com prior to the closing date for race entries with a detailed description of the part of your vehicle in question. Please include photos and any other information that might be relevant so that we can review your entry accordingly.

In any case, all Motorsport UK safety requirements must be adhered to as specified in the blue book.

5.2 Description:

The MSVT Trackday Trophy is for Competitors participating in Production and Production based Saloon, Hatchback and Sports cars.

Vehicles of commercial type, such as a van/pick-up which were initially intended solely for commercial or goods carrying, are also permitted to take part in the series.

Four Wheel Drive is not permitted.

The responsibility to prove eligibility is that of the entrant at all times. The series organisers in conjunction with the Series Scrutineer shall determine matters as to the eligibility and the implementation which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineer's discretion.

Guest/Invitation Class: For any car that the Organisers have given permission to join the Championship or single events

Guest/Invitation Class cars will be classified in the overall results (not by class), but not be awarded trophies.

Guest entries will only be confirmed two (2) weeks prior to the race weekend in question. Entries may be made before this time, however, until two (2) weeks prior to that race

weekend classed cars complying with these regulations will be given priority, with guest entries removed from the grid and placed as a reserve if necessary.

For avoidance of doubt, if multiple guest entries are removed to the reserve list, guest entries will be removed from the grid in reverse order of booking.

Entries made within the two (2) weeks prior to the race weekend in question, will be confirmed on a first-come-first-served basis, regardless of class.

Guest cars must also fully comply with section 5.2 of these regulations.

All entries are at the discretion of the Series Organisers.

5.3 Power Testing

5.3.1 Competitors are solely responsible for ensuring that their cars comply with the power testing procedure detailed in these regulations, and that their declared power figure submitted as part of the vehicle registration, is correct.

5.3.1.1 Pre-season eligibility power tests will be available via the championship-appointed eligibility tester, both at their premises and at select track days. However, pre-season tests may be conducted by any chassis dyno (rolling road where the car sits on-top of the rollers) with the eligibility power figure taken from the wheels.

5.3.2 All vehicles entering the series must submit a power testing figure with an accompanying graph, prior to their first race meeting of the season, obtained from a suitable rolling road, with the power figure taken at the wheels (not from the hubs, nor the flywheel).

5.3.2.1 Classed vehicles must also provide MSVT with the "Performance Declaration Form" found in Appendix B, signed by the power testers confirming that the correct testing procedure was followed.

5.3.2.2 Miata Trophy cars registered for the current Miata Trophy Championship may enter Class D of Trackday Championship without an additional performance certificate/Power graph, on the basis that they conform to their Miata Trophy class minimum weight.

5.3.2.3 Vehicles must provide a revised certificate any/every time any changes to the engine or powertrain package occur.

5.3.7 The Organisers reserve the right to power test any vehicle at any time, on a portable dyno / rolling road, during the course of an Event. Failure to comply with the Organisers' instruction to present a car for power testing or weight checks at any race meeting, will result in immediate disqualification from the official results for that Event.

5.3.7.1 Circuit eligibility power test operators will be Graves Motorsport Limited, or their appointed substitute.

5.3.7.2 The eligibility power testing equipment will be a V-Tech Dynamometer VT-2

- 5.3.8 The circuit eligibility power test operators shall be a judge of fact under the event regulations.
- 5.3.9 Should any classed vehicle, when checked at a meeting, fall outside of their declared class due to being over their declared power figure, that vehicle will be disqualified from all sessions of the meeting up until that point, and moved to the guest/invitation class for future sessions of the meeting. If new power graphs can subsequently be verified, the car may be re-classed accordingly for the remainder of the meeting. The Organisers' decision is final.
- 5.3.10 Following Qualifying and Race sessions, the operating area for the power test will be treated as Parc Fermé and will be subject to Parc Fermé conditions. For the avoidance of doubt, this includes the route from the pit lane or Parc Fermé to the power testing area/location, and route back from the power testing area/location to the main Parc Fermé area/location.
- 5.3.11 All vehicles must be tested between 1st January 2025 and the day prior to the last race meeting. Any dyno reports conducted before this date will not be valid for the 2025 season.
- 5.3.12 All vehicles must be fitted with a rev limiter.
- 5.3.13 All vehicles must be under the maximum power to weight ratio as specified by MSVT. The Organisers reserve the right to alter a Competitor's class (based on performance). In any case, a Competitor will be informed of the class change prior to the race.
- 5.3.14 Power testing procedure:**
1. Car owner/operator will be asked to confirm all coolant, oil and fuel levels are correct and fine before the car is placed on the Dyno.
 2. Car must run with bonnet or engine covers down as per how it would be on track.
 3. Car must be tested in a gear that is closest to 1:1 ratio, the Driver/Team will be responsible for the correct gear being notified to the Dyno operator.
 4. Power run will be as follows:
 - Car will be driven on to the dyno and secured properly.
 - The car will be taken up to operating temperature and the tyres will then be set at 30psi.
 - A full electrical power cycle will be performed before the official power runs are done.
 - The car will be held at 2000rpm for calibration on the dyno in the correct gear.
 - Power will be tested to the rev limiter, (if no rev limiter fitted this need to be made aware to the dyno operator)
 - The car will be tested 3 times to provide a heat-soaked condition for real world measuring. The highest power reading will be used to calculate the power to weight ratio for calibration tests, whereas post-race/qualification the middle reading will be used.
 - Application of a tolerance of 2% to reflect real world conditions will be at the sole discretion of the Meeting Organisers

5. Car will be allowed to cool down until owner/operator is satisfied that the engine can be shut off.

5.4 Presentation

At the start of each Event, qualifying session or race, each car must be clean and in good order. Unpainted panels, unrepaired damage or cars not achieving a satisfactory level of preparation and presentation, as judged by the series scrutineer, may receive a warning and may ultimately result in disqualification.

Presentation for a vehicle for scrutineering is a declaration by the entrant that the vehicle is eligible for that event and fully complies with the series regulations.

5.5 Safety Requirements:

The following Articles of NCR Chapters 7 & 9 are highlighted as being applicable (but not to the exclusion of any other) NCR's that automatically apply – see 5.1.2 above):

- NCR Ch.7 App.3 Art.3 – ROPS (Roll over protection systems) general safety specifications
- NCR Ch.7 App.3 Art.4 - ROPS, compulsory diagonal bar
- NCR Ch.7 App.3 Art.10 – ROPS, optional reinforcement
- NCR Ch.7 App.4 Art.2 - Fuel tanks & fillers
- NCR Ch.7 App.5 Art.5 - External circuit breaker
- NCR Ch.7 App.5 Art.6 - Red warning light
- NCR Ch.7 App.6 Art.6.1- Fire extinguisher
- NCR Ch.7 App.7 Art.4 - Head restraints
- NCR Ch.7 App.7 Art.6 - NCR Ch.7 App.7 Art.10 - Seat belts, 4, 5 and 6 point
- NCR Ch.9 Art.3 – Race Overalls (in particular, NCR Ch.9 Art 3.3.c)
- NCR Ch.9 Art.5 – Crash helmets

A link to the current National Competition Rules can be found here:
<https://www.motorsportuk.org/resource-centre/>

5.5.1 Safety Harnesses

In order to maintain the integrity of the harness system in the event of an accident, it is recommended that these should be a minimum of five-point attachment, in accordance with NCR Ch.12 App.13 Art.11.3.

5.5.2 Seats

It is strongly recommended that seats have side wings or side head restraints to take into account lateral forces.

5.6 General Technical Requirements & Exceptions

All vehicles must comply with the relevant sections of the current NCR Chapters 7 & 12.

5.6.1 Competitors registering in this Series do so in the full knowledge that the organisers reserve the right to require the Series Scrutineer to carry out, record and enforce eligibility checks which may include the sealing of component(s) for subsequent checking. The costs of such

checking shall be borne by the series organisers but the organisers shall not be liable for the costs of stripping or reassembly or rebuilding of vehicles after the checks have been carried out.

- 5.6.2 Advertising on vehicles is subject to requirements set out in NCR Ch.12 App.13 Art.2.3 - 2.4 and NCR Ch.6 App.1 Art.9 in particular. For the avoidance of doubt, use of the side windows of the vehicle for advertising is strictly prohibited.
- 5.6.3 All vehicles must comply with the National Competition Rules and the relevant parts of the NCR's except where specified below.
- 5.6.4 Vehicles must be fitted with at least two externally mounted rear view mirrors.
- 5.6.5 Engines may be sealed at any time by a Licensed Eligibility Scrutineer and only by written permission in advance from the series organisers or series Eligibility Scrutineer may seals be broken.
- 5.6.6 The Car Specification elements of the Series Registration documents must be fully completed and will form part of a declaration of the cars suitability to align with this series. This document should be with the car when presented for scrutineering.
- 5.6.7 If a workshop manual or manufacturers specification sheet specifically for the model being raced is not available, then a manual for the standard version of the vehicle with any other relevant supplementary information to prove the authenticity of the up rated model would be acceptable. The onus is on the entrant to prove eligibility of the model.

5.7 Chassis:

- 5.7.1 Chassis and chassis members must remain as originally manufactured and lightening or reducing of chassis or chassis member strength is prohibited save that the spare wheel well may be removed for the sole purpose of the fitting of a fuel tank in the boot area. A steel plate of at least the thickness of the metal removed must cover any remaining aperture.
- 5.7.2 Addition of material to strengthen the chassis and seam welding is permitted.
- 5.7.3 Ground clearance must comply with the requirements of the NCR's. For the purposes of this regulation the exhaust is considered to be part of the car and is subject to the same ground clearance rules. The minimum ground clearance is 70mm.
- 5.7.4 All cars must retain the standard floor pan – flat floors are not permitted.

5.8 Bodywork:

- 5.8.1 Bodywork must be complete and standard in shape and silhouette, material and thickness on all exterior surfaces except that bonnets, doors, boots and spoilers may be replaced with lightweight replicas and any non-metallic panel may be replaced with a fibreglass replica. In the case of a hatchback the hatch may be fibreglass.
- 5.8.2 Aerodynamic devices are permitted, providing that they comply with the provisions set out in Chapter 7 of the NCR's (particularly NCR Ch.7 App.2 Art.22.10 - 12) in terms of fixed rear wings, rear diffusers and front splitters only. It is implicit that these devices must be

approved by the scrutineers. Active aero/DRS systems are not permitted.

5.8.3 Aerodynamic devices are not permitted to extend underneath the vehicle further than the external leading face of the tyre in the case for a front splitter, or the external trailing face of the tyre in the case of a rear diffuser.

5.8.4 A “roof scoop” may be allowed for the purpose of ventilation for the driver’s cockpit.

5.8.5 Modifications to the silhouette may be permitted subject to all of the following conditions:

Such modifications are:

- Fitted for safety or efficiency (for example to aid cooling of either the interior cabin or engine bay without a significant performance advantage)
- Approved by the series organisers and scrutineers in advance.
- In keeping with the spirit of the series (modifications that give a significant performance advantage at a high financial cost will almost certainly be illegal or outlawed in future regulations).

5.8.6 Headlights can be removed but must be replaced with blanking plates in order to retain the existing, exterior shell of the vehicle. All modifications must also comply with the regulations relating to presentation. Any replacement panels must be securely fixed.

5.8.7 The removal of exterior decorative strips and bumper overriders is permitted. Reworking or modification to exterior bodywork is prohibited but any part of the arch/wing pressing folded into the wheel arch may be deformed, but not removed, to give clearance to the tyres. Any item below the centreline of the wheel must not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including overriders).

5.8.8 All internal panels and subassemblies must remain as originally manufactured, save that interior door cards may be removed or replaced subject to meeting Motorsport UK requirements. Strengthening is permitted. Battery trays and their supports may be removed.

5.9 Interior:

5.9.1 The original boot and bonnet hinges and fasteners may be removed and are free but the original bonnet and boot shut lines must be as in production.

5.9.2 It is recommended that all cars fit a FIA compliant window net to the driver’s side of the roll cage

5.9.3 These regulations require the retention of the dashboard. In the habitable, floor carpets, under felt, sound deadening, headlining, front and rear parcel shelves, centre consoles, the front passenger and rear seats and trim in the boot/luggage compartment may be removed.

5.9.4 Instrumentation is free, however a working and accurate tachometer (rev counter) must be fitted.

5.9.5 All windows are free. However, competitors must provide a method for ventilating their vehicle.

- 5.9.6 Driver's seat is free subject to Motorsport UK requirements and the driver must be located entirely to one side of the centre line of the car.
- 5.9.7 Transverse seat mounting/bracing rails may be fitted under the driver's seat, and solely for the protection of the driver and the floor under the driver's seat. All additions are subject to MSUK compliance.
- 5.9.8 Heaters and interior ventilation systems may be removed. Adequate ventilation must be provided in order to facilitate windscreen demisting.

5.10 Engine:

- 5.10.1 All entries must be powered by a production car engine originally available through normal commercial channels of a car manufacturer in quantities of not less than 1000 units within 12 consecutive months that is fitted in the original location with a rev limiter.
- 5.10.2 Induction - air filter and air filter box may be removed and air ducting/trunking is free provided it does not extend beyond the periphery of the bodywork. Anti surge pipes are permitted as also are return pipes from the carburettor/injection system.

Forced induction is only permitted on engines which were originally supplied as forced induction by the manufacturer. Turbochargers, superchargers and related components may be sealed by scrutineers, where this has been the case seals may not be broken without permission in writing by the Series Organisers. Damaged, missing or broken seals, may cause a component to be judged non-compliant.

Forced induction vehicles are subject to the correct penalty ballast being applied. For vehicles under 2000cc, 30kg penalty ballast must be applied. This shall increase by 20kg for every 500cc over and above 2000cc i.e. - Up to 2000cc = 30kg, 2001-2500cc = 50kg, 2501-3000cc = 70kg, etc.

Forced induction penalty ballast must not be included in the weight declared for class eligibility and cannot be absorbed within the mass of the vehicle. All ballast must be clearly labelled, securely fitted by at least four M8 bolts in the passenger foot well or passenger seat position and be visible for inspection at any time – (References NCR Ch.7 App.2 Art.19.1 - 19.4).

Boost pressure must not be adjustable from within the driver's cockpit nor be adjustable remotely.

The organisers reserve the right to introduce or modify requirements for forced induction engines.

- 5.10.3 Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork.
- 5.10.4 The exhaust system is free subject to Motorsport UK requirements.
- 5.10.5 Inlet and exhaust manifolds are free.

- 5.10.6 It is permissible to remove metal from original cylinder blocks and heads.
- 5.10.7 Fuel pumps and fuel tanks are free subject to Motorsport UK requirements.
- 5.10.8 All other engine components are free.
- 5.10.9 Engine Sealing: Wire or paint may be used. To allow for scrutineers wire seals, every installed engine must have 1/16" holes drilled in readily accessible locations:

- A - Sump: Cross drilled through two adjacent retaining screws or studs.
- B - Rocker/cam cover: Cross drilled through two adjacent retaining screws or studs.
- C – Gearbox: Cross drilled through two adjacent retaining screws or studs

Damaged, missing or broken seals, may cause a component to be judged non-compliant

- 5.10.10 Engines may be sealed from the car's first event. Thereafter the seals must be in place at all times. If a seal needs to be removed for any reason, the entrant must inform the series scrutineer who will then re-seal at the first opportunity.
- 5.10.11 The organisers reserve the right to request a competitor to carry out a rolling road analysis of the vehicle at a rolling road specified by the race organisers at the competitor's expense.
- 5.10.12 Vehicles that have variable engine mapping or boost controls (turbo or supercharged vehicles) are only permitted to use the settings the vehicle was set to when tested for the mandatory pre-season dyno run. Controls within the cabin which can affect engine output/performance (whether in operation or not) are prohibited. For the avoidance of doubt series regulations cover all practice, qualifying and race sessions at all times during the entire race event - References NCR Ch.7 App.12 Art.1.6.
- 5.10.13 Modification or exchange of the engine, gearbox or any component; or the breaking of any engine or gearbox seal, is prohibited. If for any reason the Modification or exchange of the engine, gearbox or any component; or the breaking of any engine or gearbox seal is required, pre-authorized by the organisers and/or eligibility scrutineer must be requested formally in writing prior to work being started and confirmed on completion with a new eligibility power graph for that vehicle.
- 5.10.14 Water/Methanol injection is prohibited in all forms.

5.11 Fuel:

- 5.11.1 All fuels listed in the current NCR's as pump fuel are acceptable subject to a 100ron maximum octane rating.
- 5.11.2 The organisers reserve the right to request fuel for sampling at any point during an event weekend.
- 5.11.3 Where the conclusion of the fuel testing procedure confirms non-compliance, the entrant shall be responsible for all costs and fees arising from the testing procedure. NCR Ch.8 App.2 Art.7.

5.12 Suspension:

5.12.1 Modification to the suspension is subject to the following conditions:

The spring and damper configuration and all of the original mounting points must be retained and used in the operation of the suspension except that coil over dampers may be used with adjustable spring platforms.

Suspension that is adjustable either remotely from outside of the car, or manually by the driver while the vehicle is in motion is prohibited.

5.12.2 Dampers are free providing they are mounted on the original mounting points.

5.12.3 Anti roll bars and their mountings and shape and material are free providing they fit directly on to the original body/chassis mounting points and the mobile suspension units. No other additional suspension components are permitted.

5.13 Transmission:

5.13.1 Transmission is free subject to Motorsport UK requirements.

5.13.2 Cars with sequential gearboxes (e.g.: any vehicle without an H-pattern box) will remain in their relevant class based on power-to-weight, but must carry a “sequential box penalty ballast” of 30kg. Sequential gear box penalty ballast must not be included in the weight declared for class eligibility. All ballast must be clearly labelled, securely fitted by at least four M8 bolts in the passenger foot well or passenger seat position and be visible for inspection at any time – (NCR Ch.7 App.2 Art.19.1 - 19.4)>

5.14 Electrical:

5.14.1 Electrical equipment is free provided that a generator, battery and starter are fitted and in full working order at all times.

5.14.2 High intensity rear light and front windscreen wiper to Motorsport UK requirements must be fitted and in full working order.

5.14.3 The presence of an aftermarket ECU must be highlighted to the Series Organisers at the point of annual Registration (or immediately upon the items introduction), along with manufacturer details and model numbers. If present, the competitor must provide a laptop and cable to allow the eligibility scrutineer access into the files within the ECU. Failure to provide access into an aftermarket ECU at the request of the eligibility scrutineer may result in disqualification.

5.14.4 ECUs and must retain the unmodified settings that the vehicle was set to when tested for the mandatory pre-season dyno run. In the instance where multiple or wet maps are present, all modes and maps must be tested and a power graph supplied for each map/mode.

5.14.5 ECUs or other engine control systems, should not be adjustable from within the drivers cockpit

- 5.14.6 All ECU's are subject to interrogation at the request of the eligibility scrutineers. Refusal to allow ECU interrogation will result in disqualification from the meeting.
- 5.14.7 ECU modifications, wiring modifications, or any modifications which can change power away from the initial eligibility power certificate are prohibited.

5.15 Brakes:

- 5.15.1 Brake systems are free save that carbon or ceramic disks and ABS systems are prohibited unless fitted in production, in which case they must be to production specification. Ducting for the purpose of cooling brakes or removing dust is permitted provided it is not visible outside the car, serves no other purpose and if beneath the car, does not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including overriders). Modification or removal of brake back plates is permitted.
- 5.15.2 Brake lights must be operational and operated only by the brake pedal without a delay. The high intensity rear light must not be operated by the brake pedal.

5.16 Wheels and Tyres:

5.16.1 Wheels:

Wheel size and material is free. Centre locking wheels and their hubs are prohibited.

5.16.2 Tyres

Tyres must be from list 1a,1b or 1c from Motorsport UK list of eligible tyres, with the exception of motorsport class wets and full slick tyres which are not permitted.

Changing or swapping wheels/tyres is not permitted during qualifying or the race except in the case of force majeure (puncture, obvious damage).

The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

- 5.16.3 Should any classed vehicle when checked at a meeting, fail to have the appropriate tyres on, that vehicle will be disqualified from all sessions of the meeting up until that point, and moved to the guest/invitation class for future sessions until the organisers and scrutineers are satisfied that the vehicle complies with these regulations.

5.17 Weights:

- 5.17.1 Competitors are solely responsible for ensuring that their cars comply with these regulations, and that their declared weight figure submitted as part of the vehicle registration, is correct.
- 5.17.2 Classed vehicles must provide MSVT with the accurate declared weight of the vehicle (including lightest driver) prior to their first meeting.

5.17.3 Weight is defined as the whole vehicle, including all consumables and fluids, at the end of each race entered, including the driver in full racing kit. The declared weight figure for eligibility must not include any success ballast or penalty ballast issued for forced induction, sequential gearbox or non-conformance.

Penalty ballast cannot be absorbed within the mass of the vehicle, this ballast must be clearly labelled and be visible for inspection at any time – (NCR Ch.7 App.2 Art.19.1 - 19.4).

5.17.4 There is a minimum weight of 600kg at all times during competition. This includes the driver, normally seated with racing overalls and helmet. Cars under this minimum weight will only be permitted as guest entries at the discretion of the organisers.

5.17.5 Should any classed vehicle when checked at a meeting, fall outside of their declared class due to being under their declared weight figure, that vehicle will be disqualified from all sessions of the meeting up until that point. The car will be moved to the guest/invitation class for future sessions of the meeting unless corrected weights can be observed.

5.17.6 The organisers reserve the right to increase or decrease minimum weight for eligible cars as appropriate.

5.17.7 These are true minimum weights with no tolerance and all cars must comply at all times. Ballast is permitted to achieve these minimum weights but weight may only be removed within the limits of the modifications detailed within these regulations. For the avoidance of doubt, no allowance will be given for bodywork or any other vehicle parts missing at the end of a qualification session or race, however caused.

5.17.8 Ballast must be securely attached within the vehicle and attachment bolts predrilled for the purpose of attaching scrutineers wire seals. The total weight of ballast carried, must be declared in the scrutineering logbook and be in position at all times during practice and racing.

5.17.9 A maximum of 80kg ballast is permitted in the cars. For cars that have sequential gear boxes/forced induction, the mandatory sequential gear box and forced induction penalty ballast may be in addition to this.

5.17.10 All cars must comply with these weight limits irrespective of the year of manufacture and any other series regulations or waivers.

5.17.11 The Organisers reserve the right to add success ballast to any vehicle seen to have an uncompetitive advantage over the rest of the field.

5.17.12 Organisers reserve the right to weigh any vehicle at any time during the course of an event. Failure to comply with the Organisers instruction to present a car for power testing or weight checks at any race meeting, will result in immediate disqualification from the official results for that event.

5.17.13 The operator of the scales during any circuit test or check shall be a judge of fact under the event regulations.

5.18 Numbers and Series Decals:

5.18.1 Race Numbers must comply with NCR Ch.12 App.4 Art.5: The numbers for each rear side window shall be:

- (i) a minimum of 200mm high
- (ii) with a stroke width of at least 20mm
- (iii) coloured reflective yellow

For vehicles with no rear side windows only; rear side numbers in compliance with NCR Ch.12 App.4 Art.5 may be replaced with door numbers in compliance with NCR Ch.7 App.10.

In addition, the windscreen of all cars must display the competition number positioned on the upper area of the passenger's side of the windscreen, as follows:

- (i) the numerals must be at least 150mm high
- (ii) be in the same colour and font as those displayed on the rear side windows
- (iii) be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.

5.18.2 All vehicles must display the series advertising material associated with a Series sponsor as required by the series. These stickers will be provided in your Registration Pack and replacements can be purchased at each round if required.

- MSVT Racing (1x per side, location free)
- Marketing Delivery front screen top
- Class sticker on the rear screen, or rear bumper of the vehicle on the drivers side
- Class sticker 2x on the front, screen top (one reversed)
- Dodo Juice (1x total, location free)
- Toyo Tyres sticker in the front and rear number plate position

5.18.3 Competition numbers will be obtained at the competitor's expense. One full set of series decals will be supplied by MSVT. Replacement stickers are available at the cost of £1 per individual sponsor sticker.

5.18.4 Front and rear windows may be covered with series or personal sponsor livery to a maximum depth of 250mm from the top of the window measured from the centre-line of the vehicle and must also comply with NCR Ch.12 App.13 Art.2.3 - 2.4. Where series front or rear window decals are specified in 5.18.2 above, competitors may not additionally display personal sponsor decals in the position specified. The series organisers reserve the right to supply and specify a series front or rear screen strip at any time and this will require the removal of any existing personal sponsor decals in these positions.

Further sponsors may be added at a later date.

6 APPENDICES:

6.4 Race Organising Contacts:

Series Co-ordinator: Stuart Garland

Email: trackdaytrophy@msv.com

Series Scrutineer: Nigel Thorne and Graham Bahr

Email: regs@msv.com

6.5 Commercial Undertakings:

None

6.6 Agreed Waivers:

None.

6.7 Log Books:

A central logbook will be held by the eligibility scrutineer where specific eligibility infringements will be recorded and a copy issued to the entrant at scrutineering.



Appendix A: 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:

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.

Appendix B: Performance Declaration Form**Power testing procedure:**

1. Car owner/operator will be asked to confirm all coolant, oil and fuel levels are correct and fine before the car is placed on the Dyno.
2. Car must run with bonnet or engine covers down as per how it would be on track.
3. Car must be tested in a gear that is closest to 1:1 ratio, the Driver/Team will be responsible for the correct gear being notified to the Dyno operator.
4. Power run will be as follows:
 - Car will be driven on to the dyno and secured properly.
 - The car will be taken up to operating temperature and the tyres will then be set at 30psi.
 - A full electrical power cycle will be performed before the official power runs are done.
 - The car will be held at 2000rpm for calibration on the dyno in the correct gear.
 - Power will be tested to the rev limiter, (if no rev limiter fitted this need to be made aware to the dyno operator)
 - The car will be tested 3 times to provide a heat soaked condition for real world measuring. The highest power reading will be used to calculate the power to weight ratio for calibration tests, whereas post-race/qualification the middle reading will be used.
 - Application of a tolerance of 2% to reflect real world conditions will be at the sole discretion of the Meeting Organisers
5. Car will be allowed to cool down until owner/operator is satisfied that the engine can be shut off.

Team Name:		Race Number:	
Vehicle Make:		Vehicle Model:	
Power Figure:		Gear Tested:	
<i>I confirm that the car tested, has been tested in accordance with the test procedure outlined in the Trackday Trophy & TDC regulations, and am happy the power figure shows the correct maximum power output of the vehicle tested.</i>			
Test Centre:			
Date of Test:			
Signature:			