GB3 CHAMPIONSHIP

PARTNERED BY THE BRDC

2026
Sporting & Technical Regulations

Issue 1

2026 INTERNATIONAL SERIES

SANCTIONED BY THE FIA

MSVR MOTORSPORT VISION RACING

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The **GB3 Championship Partnered by the BRDC** ("**GB3**") is an FIA International Series governed by the FIA International Sporting Code and its appendices (hereinafter "the Code" or "ISC"), the International Series General Prescriptions and the present Sporting Regulations specific to the Series, as well as the latest regulations of each of the Competitions which make up the Series.

GB3 is organised by MotorSport Vision Racing (MSVR) (the "Organisers") and promoted by MotorSport Vision (the "Promoter").

Series Permit No.: RCINT2026/05
Series Grade: INTERNATIONAL SERIES
Race Status: International

REGULATIONS

1.1. The final text of these Sporting Regulations including the Appendices shall be in English which will be used should any dispute arise as to their interpretation.

1.2. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations except as to the applicability of Appendices having Regulatory effect.

1.3. Changes to these Sporting Regulations shall be made in accordance with the FIA International Sporting Code (ISC) and its appendices.

1.4. These Sporting Regulations come into force from the moment of their publication and replace all previous GB3 Sporting and/or Technical Regulations.

1.5. These Sporting Regulations include the GB3 Technical Regulations as published and/or amended from time to time.

1.6. Except as provided by these Sporting Regulations the definition of terms provided by the ISC apply.

1.7. In these Sporting Regulations the term 'Competitor' refers to an Entrant and therefore includes as the case may be both a team as an Entrant and a Driver/Entrant. All teams must be the holder of an Entrant Licence.

1.8. Being an FIA International Series, these Sporting Regulations (including the Technical Regulations and any Bulletins) together with the FIA International Sporting Code (the "ISC") and its appendices form the definitive regulatory framework for the Series. In the event of any conflict between these Sporting Regulations and any national regulations of an ASN in whose territory an Event takes place, these Sporting Regulations and the ISC shall prevail for the purposes of the Series. Any national prescriptions will apply only where expressly incorporated in these Sporting Regulations or in the Event Supplementary Regulations. For the avoidance of doubt, no other national competition rules apply unless explicitly referenced herein.

1.9. The Appendices to these Sporting Regulations are of Regulatory effect.

1.10. Certain aspects relating to the application of the Series Regulations have been entrusted to the GB3 Championship Committee (hereinafter "the Committee"), whose composition is:

GB3 Championship Race Director
MSV Group Operations & Engineering Manager
MSVR Manager

The decisions of the GB3 Championship Committee are taken in the last resort and cannot be appealed. Any competitor or driver wishing to obtain a clarification on a point of the regulations between two Competitions, may submit the matter to the GB3 Championship Committee. Any interpretation given by the GB3 Championship Committee shall not be binding on the sporting authority represented by the Race Director and the Panel of Stewards.

All the decisions taken by the GB3 Championship Committee will be posted at the following webpage https://i.gb-3.net/teams-area

2. GENERAL UNDERTAKING

2.1. All Drivers, Competitors and Officials participating in the Series undertake on behalf of themselves, their employees, agents and suppliers to observe all the provisions as supplemented or amended of the Code (and its appendices), the FIA General Prescriptions, the Series Technical Regulations ('Technical Regulations') and these present Sporting Regulations together referred to as "the Regulations".

2.2. The Series and each of its Events are governed by the relevant ASN in accordance with the present Regulations. Event means any event counting towards the Series and registered on the FIA International Calendar for any year commencing at the scheduled time for scrutineering and sporting checks and including all practice sessions and the race itself and ending at either the time for the lodging of a protest under the terms of the Code or the time when a technical or sporting certification has been carried out under the terms of the Code whichever is later.

3. GENERAL CONDITIONS

3.1. It is the Competitor's obligation to ensure that all persons concerned by the entry observe all the requirements of the FIA General Prescriptions, the Code (where applicable) the Technical Regulations and the Sporting Regulations.

3.2. If a Competitor is unable to be present in person at the Event a representative must be nominated to the Series Organisers.

3.3. Throughout the entire duration of the Event, a person having charge of an entered car during any part of an Event is responsible jointly and severally with the Competitor for ensuring that the requirements are observed.

3.4. Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Event.

3.5. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

4. ENTRANTS, LICENCES AND ELIGIBLE DRIVERS

Competitor and Driver Registration and Fees are set out in APPENDIX 2 of these Regulations

4.1. All Drivers must be registered for the Series;

4.2. All Drivers must be in possession of a valid Competition (Racing) International ITC-C licence as a minimum. ASN consent in accordance with Article 3.9.4 of the Code is still required. All drivers must also be able to show a valid medical in accordance with Article 9.11 of the Code.

4.3. 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.

4.4. Entrants shall at all times uphold and respect the provisions of the Code and these Series Regulations and shall:

be registered for the Series
hold a valid Entrant licence;
have at least £5 million Public Liability Insurance;
uphold the values of the Parent ASNs (Motorsport UK) Race with Respect Code and all applicable Motorsport UK policies and guidance;
act in a professional manner at all times and not act or permit any member of the Competitor to act in such a manner as to bring motor sport, the Series or Motorsport UK or FIA or any of their officers and/or Officials into disrespect;

adhere to the Motorsport UK Safeguarding Policies and guidance documents,
adhere to the Code in respect of anti-alcohol and illicit drugs as well as Motorsport UK / FIA processes for anti-alcohol and illicit drugs testing;
nominate one member of their Competitor team as the Competitor Representative at each Event including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning Drivers entered under that Competitor licence in substitution for the Driver Parent/Legal Guardian.

4.5. All necessary documentation must be available for checking at all rounds and:
Drivers with known medical conditions (for example, but not exclusively: allergies, diabetes etc.) are obliged to submit written information to the Event Chief Medical Officer before the first practice starts. This information must include drivers name and number of the race car.
Participants suffering with concussion or other injuries or temporary handicaps are obliged to contact the Chief Medical Officer immediately. The Chief Medical Officer will decide if such a Driver will be admitted to the Event.

4.6. The Race Director or the Chief Medical Officer can require a Driver to have a medical examination at any time during an Event; this medical examination may include an anti- doping or alcohol test.

4.7. All Drivers and Competitors must register with the Series Organiser for the Series. The completed and signed Registration Form along with the required Registration Fee should be received by the Series Coordinator prior to 14 days before the first Event. Registrations may still be accepted after this time at the discretion of the Series Organisers. For the avoidance of doubt, registration applies to a competitors' car, not a driver. All Drivers and Competitors must send a copy/scan of their Licence along with their Registration Form and any other supporting documents.

4.8. Permanent numbers will be assigned by the Co-Ordinator. Numbers will be consecutive from 1 onwards and allocated in the order of the previous years' Teams Championship standings. Competitors that have not participated in GB3 the previous year will have their bank of allocated numbers in order of signing up to the championship. Although a competitor may not choose to initially register three cars, they will be allotted three consecutive numbers in case of future registrations. E.g. team 1 will have car numbers 1-3, team 2 will have car numbers 4-6 etc. Final number allocation is at the discretion of the Series Organisers. The only deviation from this will be the omission of number 13.

4.9. Acceptance or rejection of the Registration for the Series is at the discretion of the Series Organisers.

5. SERIES EVENTS

5.1. Events are reserved for GB3 cars as defined in the current Series Technical Regulations ('the Car' or 'car' or 'Cars' or 'cars')

5.2. Each Event will have the status of an International competition.

5.3. The Event shall include all practice sessions, qualifying practice sessions and races as detailed in the Event timetable.

5.4. The standard scheduled race distance shall be 25 minutes whenever practicable. The maximum race duration (time) will be confirmed in the drivers' briefing notes and/or event documentation at each event.

5.5. The maximum number of Events in the Series is 8.

5.6. The maximum number of races in the Series during a season is 24.

5.7. Each Event will be run on circuits holding a valid FIA licence.

5.8. At the date of these Regulations the Series Events Calendar is set out in APPENDIX 3 of these Regulations.

5.9. Should a race be cancelled due to Force Majeure (e.g. adverse weather), and rescheduling the race within the same Event is not possible, the Event will be restructured as follows:

i) Should Race 1 be cancelled, the originally scheduled Race 2 will become Race 1 and the originally scheduled Race 3 will become Race 2

ii) Should Race 2 be cancelled, the originally scheduled Race 3 will become Race 2.

iii) Should Race 3 be cancelled (or unable to run per i and ii above), no points will be awarded for this race.

iv) Should Race 1 AND Race 2 be cancelled, the originally scheduled Race 3 will become Race 1

In all cases above, the grid(s) for the revised races will be set in accordance with Art. 28.8 of these regulations.

5.10. The Series Organisers reserve the right to amend the format for each round and or the published list of rounds and or the total number of rounds that the Series comprises in which case an Official Series Bulletin will notify all registered Competitors and neither the Series Organisers nor the race Organisers or Promoters shall be liable for any consequential loss or damages.

6. POINTS

6.1. The GB3 Driver's title will be awarded to the Driver who has scored the highest number of points taking into consideration all the results obtained during the Events which have taken place.

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

6.3. The totals from all qualifying Events run will determine final Series points and positions.

6.4. Drivers only competing at the final round of the Series will not be eligible for points (for either the Drivers' or Teams' title) but are eligible for other awards (e.g. race trophies).

6.5. Points for the GB3 Teams' title will be allocated to the two top scoring cars from each Competitor (Team) from each race. Points to be awarded as in 6.6 below. To be eligible for the Teams' title, teams must be in possession of a valid Entrants Licence.

6.6. Points for all titles will be awarded to registered Drivers as follows:

For Race One and Race Two:

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

For Race Three:

1st 20	**6th** 10	**11th** 5
2nd 17	**7th** 9	**12th** 4
3rd 15	**8th** 8	**13th** 3
4th 13	**9th** 7	**14th** 2

5th	10th	15th
11	6	1

6.7. In Race Three an extra point will be 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.

6.8. Dead heat - Points awarded for all the positions of drivers who tie will be added together and shared equally.

6.9. 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.

6.10. Any race that has been run, in its entirety, under Safety Car conditions shall be declared null and void.

7. AWARDS

7.1. If two or more drivers or Competitors finish the season with the same number of points, the higher place in the Series (in either case) shall be awarded to:

a) The holder of the greatest number of first places
b) If the number of first places is the same, the holder of the greatest number of second places
c) If the number of second places if the same, the holder of the greatest number of third places and so on until a winner emerges.

If this procedure fails to produce a result, the Promoter will nominate the winner according to such criteria as it thinks fit.

7.2. All trophies and awards will be presented by the promoter.

Per Race:

a) Trophies will be presented to: the 1st, 2nd and 3rd place finishers
b) At each event The Jack Cavill Pole Position Cup will award £300 and a trophy to the pole-sitter for Race 1 and 2.
c) 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 the first two races will receive the prize on countback.

Further awards as may be published from time to time by the Series Organisers or promoters.

Per Series, the following awards will be made:

a) 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 Series will receive a cheque for £2,000 and the Jack Cavill Pole Position Cup.
b) At the end of the season the team of the driver that has gained the most pole positions during the Series will receive a cheque for £2,000 and the David Poole-Warren Team Pole Position Cup.
c) At the end of the season the team who has won the GB3 Teams' title will be awarded a Series Cup.
d) In addition, the winner of the Series will also become a BRDC SuperStar (if eligible) and receive a major award presented at the BRDC Annual Awards.

Further awards as may be published from time to time by the Series Organisers or promoters.

7.3. In accordance with current UK Government Legislation the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen 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 Isles or Eire. This means that the Organisers of every round are required to deduct tax at the current rate applicable for any such payments they may make to non-UK residents. Under certain circumstances it is possible for Competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due. For further information contact: - HMRC Personal Tax International Foreign Entertainers Unit St Johns House Merton Road Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483.

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

7.5. In order to qualify for any awards and/or bonuses Competitors must ensure that they comply with all Series Regulations (including the Commercial Undertakings as published by the Parent ASN) or specific regulations issued concerning the additional awards/bonuses

8. OFFICIALS

8.1. For each season the following Officials shall be nominated by the Parent ASN in conjunction with the Organisers:

(a) Race Director
(b) Chair of the Stewards at each Event
(c) International Steward of each Event
(d) Technical delegate
(e) Series Coordinator
(f) Safeguarding Officer

8.2. For each event the following Officials shall be nominated by the Local Organiser:

(a) One National Steward. In accordance with the ISC the Stewards of the Meeting will officiate as a body under the authority of their Chair.
(b) A Secretary of the Meeting.
(c) A Chief Medical Officer (CMO)

8.3. For each event the ASN or the Series Organisers may nominate the following:

(a) Media Delegate
(b) Scrutineers
(c) Safeguarding Officer

8.4. The Race Director, the Technical delegate and the Stewards of the Meeting must be present at the circuit at the latest from the beginning of the Event.

8.5. The Race Director shall have contact with the Technical delegate at all times when cars are permitted to run on the track.

9. COMPETITORS' ENTRIES

9.1. Applications to compete in the Series must be submitted to the Promoter using the electronic entry system and accompanied by the specified entry fee. Applications at other times will only be considered if a place is available and will be subject to a late entry fee to be fixed by the Promoter who will notify the applicant of the result of the application within fourteen days of its receipt.

The responsibility for submitting correct and complete Entries with the correct Entry fees in accordance with these Regulations lies solely with the Competitor.

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 Promoter receives the missing or corrected information or fee.

9.2. Entry applications shall include:

(a) Confirmation that the applicant has read and understood the Regulations and agrees on its own behalf and on behalf of everyone associated with its participation in the Series to observe them.
(b) The physical and digital address of the Competitor corresponding to the competition licence
(c) Copies of the licences for both Driver and Competitor as well as copies of the related documents according to Art.4.1.
(d) The names of the Drivers. A Driver may be nominated subsequent to the application at the sole discretion of the Promoter.
(e) The name of the team manager, whom must attend all briefings, all hearings and any organisational meetings.
The Team manager must also act as guardian for any driver entered by the competitor who is below the age of 18.
(f) Competitors must have a car controller per car, wearing the series issued pink armband at all time, during the event, to secure the safe release of the cars at all time. (All so see art. 17 and (All so see art. 20 and 21.11)

9.3. Competitors must hold their own Entrant Licence.

9.4. The Series Registration and Entry fees are set out in APPENDIX 2**.** Any entry request shall not be considered without the payment of the corresponding fees and provisions of all of 9.2 above.

9.5. There shall be no refunds against Series Registration Fees or Race Entry Fees regardless of circumstance.

9.6. Reserves are to be nominated on the Final List of Entries published with Amendment Sheet Bulletins or other event documentation.

9.7. A Competitor may operate a maximum of three cars unless MotorSport Vision Ltd. grants written permission for more

10. PASSES

10.1. No pass may be issued or used other than with the agreement of MSV, MSVR, or the organisers of any Series events. A pass may be used only by one person and for the purpose for which it was issued. Any instructions and conditions regarding passes are of Regulatory effect.

INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

10.2. The Series Organisers, the Race Director and/or the Stewards of the Meeting may give instructions to Competitors by means of special bulletins issued by email, WhatsApp or any other medium that the Series Organisers deem acceptable, which will be distributed to all Competitors who must acknowledge receipt.

10.3. All classifications and results of all sessions of the Event as well as all decisions issued by the Officials will be posted on the Official noticeboard, which may be a virtual noticeboard.

10.4. Officials instructions and communications to Competitors may also be given via a dedicated radio channel in accordance with APPENDIX 4, or through the timekeeping screens.

MEETINGS / DRIVER BRIEFINGS

10.5. Competitors and drivers will be notified of the times and location for all briefings in the event documentation, either electronically or at the event. Competitors and drivers must attend/complete all briefings or be subject to a penalty. The Series Organisers reserve the right to call extra briefings or meetings as necessary, and these will be communicated to all relevant parties.

Any Driver and/or Competitor who is late, fails to attend, or is found using an electronic device (mobile phone, etc.) during the briefing will be reported to the Stewards and may be subject to a penalty.

11. INCIDENTS

11.1. "Incident" means any occurrence or series of occurrences involving one or more Drivers and/or Team members, or any action by any Driver and/or Team member. The Race Director may report any incident or suspected breach of these Sporting Regulations or the Code (an "Incident") to the Stewards. After review, it shall be at the discretion of the Stewards to decide whether or not to proceed with an investigation. The Stewards may also investigate an Incident noted by themselves.

Any Incidents involving more than one car may be investigated immediately or reviewed after the relevant session or race. Any such Incident which results in at least one of the cars being unable to continue will be automatically placed under investigation.

11.2. SERIES PENALTIES

(a) It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if Drivers and/or Team members involved in an Incident shall be penalised.

(b) If an Incident is under investigation by the Stewards, a message informing all Teams which Driver or Drivers are involved will be displayed on the timing monitors (if the facilities on the circuit so permit). However, failure to display notification that an Incident has been placed under investigation will not invalidate that investigation or any subsequent decision and/or penalty.

(c) If a Driver is involved in a collision or Incident, and has been informed of this by the Stewards no later than 30 minutes after the race has finished, they must not leave the circuit without the consent of the Stewards.

11.3. The Stewards may impose any of the penalties outlined in the International Sporting Code on any Driver involved in an Incident.

11.4. Additionally, the Race Director has the option to impose Stop-Go and Drive Through penalties, and will give notification of the penalty which has been imposed to the Competitor concerned and where possible will ensure that this information is also displayed on the timing monitors and in-car display. Such penalties will always be displayed at the signalling position and Teams MUST additionally notify their driver using the radio and/or pit signalling board.

11.5. When a penalty is applied under the International Sporting Code the Stewards may also impose Series penalty points on a driver. If a driver accrues 12 such penalty points during a free practice or qualifying practice, he/she may be suspended or given a grid penalty for the first race of that Event. If a driver accrues 12 penalty points in a race, he/she may be suspended or given a grid penalty for the following race. If a driver accrues 12 penalty points in the final race of the season, he/she may be disqualified from the results of that race (and deducted points in accordance with ISC Art 12.4.5). After the suspension has been served, 12 points will be removed. Penalty points will accumulate through the season, after which they will be removed. Any such suspension or other penalty will be at the discretion of the Stewards. Points will normally be awarded according to the following guidelines:

a) Formal written reprimand – 2 points
b) Fine, Time, Grid Place or Position/lap penalty – 3 points
c) Disqualified from practice, heat, race or an event – 4 points
d) Disqualified from the meeting – 6 points

11.6. TRACK LIMITS

11.6.1. Breaches of Art. 13.2 may be reported and/or determined only by:

(a) A duly appointed Judge of Fact and/or

(b) Senior officials through the use of suitable equipment under the control of the organisers

11.6.2. Breaches of Art. 13.2 may be penalised by the Race Director as follows:

(a) In qualifying, the lap on which the breach occurred will be disallowed (and noted on the result

sheet).

(b) During races the following scale of penalties will be applied:
1st breach – no penalty
2nd breach - warning flag
3rd breach – 5 second penalty added to race time
4th breach – a further 10 second penalty added to race time
5th breach – drive through penalty in addition to the preceding time penalties
6th breach – black flag

11.7. Penalties representing the cancellation of a number of qualifying laps may be imposed by the Race Director without observing any specific procedure. These penalties will be notified via the timing monitors, by displaying a penalty board, or by the addition of a time penalty added to the time achieved by the driver concerned by the amendment of the results.

The Race Director must immediately inform the Stewards of any penalty he has imposed. A penalty imposed by the Race Director may be re-examined by the Stewards if a significant and relevant new element is discovered or if they receive a protest considered as admissible, save with regard to penalties representing drive through penalties. The Stewards are not bound by the decision made by the Race Director. The penalty may also be modified against the party concerned, and one or more additional penalties may be imposed.

Any incident noted by the Race Director during practice, qualifying or race may be referred to the Stewards for further investigation. In the event of a "Right of Review" hearing, a fee will be due as determined by the Parent ASN.

12. PROTESTS AND APPEALS

A competitor has the right to lodge a formal Protest (in accordance with the Code) regarding any irregularity or breach of the regulations during the competition. ISC Art. 13 refers.

Protests may not be made against another Driver in regard to alleged track limits infringements during any session.

Appeals may not be made against the decisions concerning the following penalties (ISC Art.12.3.4 refers):

(a) Drive-through penalties, including those imposed during the last five minutes (the duration of the race to be considered excludes the last lap added to the race time) or after the race.
(b) Penalties implying the cancellation of a number of qualifying laps, decided by the Stewards or by the Race Director during or at the end of qualifying sessions according to the Sporting Regulations provisions.
(c) Penalties implying a drop of positions on the starting grid.
(d) Penalties implying a drop of places in the race classification
(e) Time penalties added to the whole race time.
(f) Obligation for a driver to start the race from the pit lane
(g) Reprimands

SANCTIONS

The Race Director and / or Stewards may inflict the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the ISC.

13. CHANGES OF DRIVER

13.1. Any Driver already nominated by one Competitor who then wishes to drive for another Competitor entered in the Series must first satisfy the Series Organisers that this is being done with the consent of the original Competitor. If there is no such consent the Series Organisers will decide in their absolute discretion whether such a change may be made. All financial obligations of the Driver (and any sponsor or funder of the Driver) to the current Competitor must be provided for unless the subject of a bona fide dispute but which shall not prevent the Series Organisers from permitting the change requested.

13.2. Where permission for a Driver to change teams has been given in accordance with Art13.1 that Driver shall retain their prior competition number.

14. DRIVING CONDUCT ON CIRCUIT

14.1. The Driver must drive the car alone and unaided.

14.2. Drivers must make every reasonable effort to use the track at all times and may not leave the track without a justifiable reason.

Drivers will be judged to have left the track if no part of the car remains in contact with it and, for the avoidance of doubt, any white lines defining the track edges are considered to be part of the track, but the kerbs are not.

Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any lasting advantage. At the absolute discretion of the race director a driver may be given the opportunity to give back the whole of any advantage the driver gained by leaving the track.

14.3. Any competitor who requires assistance to rejoin the circuit during practice, qualifying or race the competitor may not take any further part in that specific practice, qualifying session or race. For the avoidance of doubt; competitors who are assisted only by marshals, on the grid during the formation lap or race start, may rejoin the session unless prohibited by the Race Director.

14.4. Should a car stall during the start of the green flag lap or at the start of the race, the car is allowed to be pushed, with the engine off, by marshals from the grid, to the pitlane, where the team can jumpstart the car but must still adhere to art. 20.

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

14.6. More than one change of direction to defend a position is not permitted. Any Driver moving back towards the racing line having earlier defended position off-line **must** leave at least one car width between own car and the edge of the track on the approach to the next corner. Weaving to break tow, is considered defending and is therefore not allowed.

14.7. Manoeuvres liable to hinder other Drivers such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction are not permitted.

14.8. As soon as a car is caught by another car which is about to lap it during the race the Driver must allow the faster Driver past at the first available opportunity. If the Driver who has been caught does not allow the faster Driver past then waved blue flags or where applicable lights may be shown to indicate that the Driver must allow the following Driver to overtake.

14.9. Except where these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the races.

14.10. Official instructions will be given to Drivers on the Track by means of the signals laid out in the ISC. Competitors must not use flags or lights similar in any way whatsoever to these.

14.11. Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

14.12. Any Driver intending to leave the Track or to go to the pit or the paddock area must signal intention to do so in good time making sure to do this without danger.

14.13. During practice qualifying and the race Drivers may use only the Track and must at all times observe the provisions of these Regulations relating to driving behaviour on circuits.

14.14. Other than by driving on the Track Competitors are not permitted to attempt to alter the grip of any part of the Track surface.

14.15. If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other Competitors.

14.16. Save as specifically authorised by the ISC or these Sporting Regulations no one except an Official or marshal or the Driver may touch a stopped car unless it is in the paddock or the Competitor's designated garage or awning area or the pit lane or on the starting grid.

14.17. At no time may a car be driven unnecessarily slowly erratically or in a manner which could be deemed potentially dangerous to other Drivers or any other person. This will apply whether any such car is being driven on the Track the pit entry or the pit lane.

14.18. If a Driver has serious mechanical difficulties during a practice session or the race the Driver must leave the track as soon as it is safe to do so

14.19. The car's rear lights must be illuminated at all times whenever they are running on wet-weather tyres or when otherwise requested by the Race Director. It shall be at the discretion of the Race Director to decide if a Driver should be stopped because the car rear light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied.

14.20. The car's rear lights may only be used as specified in 14.19 and to alert other drivers of an unsafe situation. For the avoidance of doubt, this does not include a car on controlled slow lap.

14.21. At the end of each practice session no Driver may cross the Control Line more than once.

15. CAR AND DRIVER'S EQUIPMENT LIVERY

15.1. The presentation of the car and team environment is part of the Series image. The Series Organiser may refuse participation of any car, team personnel area, or transporter whose presentation is considered detrimental to the Series. See Appendix 1 for mandatory decals and suit badges.

16. TESTING

16.1. Operating or driving a GB3 car at Spa-Francorchamps, Hungaroring, Red Bull Ring or Circuit de Barcelona-Catalunya from 01.01.2026 until after those events on the 2026 GB3 calendar is prohibited except for the official Series test days/sessions. There will be official GB3 test days directly before those events. Penalties in accordance with the ISC may be applied by the Stewards for any breach of this regulation.

17. CAR MOVEMENT

17.1. The cars must not be pushed, in awnings, paddock, pitlane or anywhere else, while the engine is on.

17.2. Should the car leave the awning, paddock, pitlane or anywhere else, under its own power the car controller is responsible for its safe release.

17.3. The cars can be jumpstarted using a battery, and as soon as the battery is removed the car can leave.

18. PIT LANE

18.1. Entering or leaving the pit lane and re-joining the track must be done without endangering or hindering other participants and:

(a) Except in cases of force majeure (accepted as such by the Race Director or the Stewards) any complete tyre of a car entering the pit lane must not cross in any direction any line painted on the track at the pit entry for the purpose of separating cars entering the pit lane from those on the

track.

(b) Except in cases of force majeure (accepted as such by the Race Director or the Stewards) any complete tyre of a car exiting the pit lane must not cross any line painted on the track at the pit exit for the purpose of separating cars leaving the pit lane from those on the track.

18.2. The pitlane allocation for each Competitor will be determined by the Series Organiser and notified pre-Event.

18.3. Cars must park in the pit lane as follows:
- Practice & Qualifying: ~45°, nose out (car to be pushed back by mechanics)
- Race: parallel parking

Penalties may be imposed by the Stewards for failing to adhere to the above.

18.4. The pit lane will be divided into two lanes and the lane closest to the pit wall will be designated the "fast lane" and the lane closest to the garages will be designated the "inner lane". Work can be carried out on a car ONLY on the pit apron outside the garages – both the inner lane and fast lane should be kept clear to allow the passage of vehicles.

18.5. In qualifying sessions where the cars goes directly from the assembly area to the circuit, without stopping in the pitlane first, marshals or series representatives will be in the assembly area, assuring the cars will leave the assembly area in the assigned order.

18.6. Should the cars be in garages, it is the responsibility of the competitors to leave the garage in the assigned order, one by one. Unless the competitor choses to not leave the pitlane at the beginning of the session, in this case the competitor must notify the car after them in the assigned order of their intentions.

18.7. Between Qualifying 1 and Qualifying 2 cars are NOT allowed to queue in the fast lane.
The procedure for leaving the working area will be one by one in the assigned order. Should a driver choose to wait in the working area the team must make the car before and after them aware.

18.8. Should a qualifying be stopped by a red flag, the cars must go back to the working lane, stop in 45 degree and leave one-by-one in the assigned order when the session is restarted.

18.9. Any car(s) required to stop at the pit exit must form up in a line in the fast lane and leave in the order they got there unless another car is unduly delayed.

18.10. Any Driver that is required to start the race from the pit lane may not drive the car from the Competitor's designated garage area until the one-minute signal has been given and must stop in a line in the fast lane. Under these circumstances working in the fast lane will be permitted but any such work is restricted to:

(a) Starting the engine and any directly related preparation.

(b) Changes made for Driver comfort.

When cars are permitted to leave the pit-lane they must do so in the order that was established under Art. 30 unless another car is unduly delayed. At all times Drivers must follow the directions of the marshals.

18.11. Only five personnel may be in the working area per car: four working crew and one Car Controller, for the avoidance of doubt, this includes drivers coaches, physios etc. **All five must wear Series-issued pit-lane armbands visibly on the outermost layer at all times** - yellow for the four working crew and pink for the Car Controller. The Car Controller may not work on the car and must stand ahead of the car to signal a safe release. Role changes require swapping to the correct armband before entering the working area.

Any breach of this article will result in a sporting penalty.

18.12. Competitors must not paint lines on any part of the pit lane or otherwise mark their positions with tape or similar means.

18.13. No equipment may be left in the fast lane. The fast lane is to be kept unobstructed to allow safe passage of cars at all times. A car may enter or remain in the fast lane only with the Driver sitting in the car behind the steering wheel in the normal position even when the car is being pushed.

18.14. All tools and spares and pressurised air bottles and associated hoses in the pits must be used and / or stowed safely in the pit lane and must be removed as soon as the session is complete.

(a) It is the responsibility of the Competitor to release the car from the designated pit stop position only when it is safe to do so.

(b) If a car is deemed to have been released in an unsafe manner or condition the Stewards have the discretion to penalise the Competitor and / or Driver as considered appropriate.

(c) An additional penalty may be imposed on any Driver who in the opinion of the Stewards continues to drive a car knowing it to have been released in an unsafe condition.
In all of the above cases a car will be deemed to have been released when it has completely cleared its pit stop position.

18.15. Cars may not enter the fast lane until the pit exit is opened (by green light or green flag) at the start or re-start of each practice or qualifying session and the start of races unless otherwise instructed by officials. Furthermore, no car may be moved to a position in the inner lane which is closer to the pit exit than the designated area or garage which has been assigned to the relevant Team.
If there is a red flag at any time during practice or qualifying all cars must return to their Team's designated area in the pit lane.

18.16. The Pit Lane speed limit will be **60 kph** unless otherwise notified in event documentation.

18.17. At no time may a car be reversed in the pit lane under its own power.

18.18. Refuelling may only be carried out in accordance with the FIA Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or other event documentation issued for each Circuit/Meeting. Refuelling during any session is strictly forbidden.

19. SCRUTINEERING AND SPORTING CHECKS

THE TECHNICAL REGULATIONS APPLY

19.1. The following documents must be submitted to the administrative checks by each Competitor during initial scrutineering or signing-on, as applicable:

(a) Competitor's and Driver's licences and any related documents.

(b) Medical certificate of aptitude.

19.2. Participants with injuries or temporary handicaps are obliged to contact the chief medical officer immediately. The chief medical officer will decide if such a Driver will be admitted to the event. Drivers are obliged to submit such information to the chief medical officer before the first practice starts.

19.3. At any time during the event each Competitor must have available all documents required by Article 4

19.4. Unless a waiver is granted by the Stewards, Competitors who do not adhere to time limits will not be allowed to take part in the Event.

(a) Initial scrutineering of the car will take place in the garage or in the paddock location assigned to each Competitor.

(b) In order that scrutineers have the required access, all pit lane garage doors must be left open during all practice and qualifying sessions when the cars are located in the pit garages.

(c) In order that scrutineers have the required access, all awnings must be left open if competing a car returns during any session.

(d) For the avoidance of doubt, (b) and (c) above apply until Parc Fermé has been opened by the Stewards.

19.5. Race numbers and any Official advertising in compliance with the Regulations must be on the car for inspection during scrutineering.

19.6. No car may take part in the Event until it has been approved by the scrutineers as directed by the Series Organisers.

19.7. The Technical delegate may:

(a) Check the eligibility of a car at any time during the Event.

(b) Require a car to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied.

(c) Request the Series Organisers to require a Competitor to agree and pay the reasonable expenses which exercise of the powers mentioned in this Article may entail.

(d) Require a Competitor to supply them with such parts or samples as they may deem necessary.

19.8. At the request of the Technical delegate any car which after being passed by the scrutineers is dismantled or modified in a way which might affect its safety or call into question its eligibility or which is involved in an accident with similar consequences must be re-presented for scrutineering approval.

19.9. The Race Director, Stewards and/or the Technical delegate may require that any car involved in an incident or which appears to be in an unsafe condition may be stopped and checked. Where this occurs the car may only rejoin when released by the Technical delegate.

19.10. Checks and scrutineering shall be carried out by duly appointed Officials who shall be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the Competitors.

19.11. The Stewards may publish the findings of the scrutineers each time cars are checked during the Event. These results will not include any specific figures except when a car is found to be in breach of the Technical Regulation.

20. TYRES AND TYRE LIMITATION DURING THE EVENT

THE TECHNICAL REGULATIONS APPLY

20.1. Only tyres which have been sourced from the Official Series supplier may be used throughout the Event.

20.2. According to the number of races per event each Driver may use no more than the tyres allocation quota provided by the Technical Regulations.

20.3. Wet-weather tyres may only be used after the track has been declared wet by the Race Director following which wet or dry weather tyres may be used for the remainder of the relevant session.

20.4. The use of tyres without appropriate identification may result in a penalty.

20.5. All tyres when under the control of a Competitor must remain visible within the Competitor's designated garage or awning (as the case may be) area at all times unless being used within the Competition.

With absolute discretion the Technical delegate will enforce Parc Fermé conditions on tyres at any time.

21. MINIMUM CAR WEIGHT AND WEIGHING

THE TECHNICAL REGULATIONS APPLY

21.1. The minimum weight of the car plus driver with all required personal safety items at any time must be no less than the amount specified in the Technical Regulations.

21.2. Post Qualifying, Race 1, Race 2 and Race 3 driver weighing:

Drivers finishing by passing the chequered flag, and those in the pit lane at that time, must report to the championship scales within 15 minutes of the chequered flag for weighing.

Drivers who have stopped on circuit during the session must report to the championship scales within 30 minutes of the chequered flag for weighing.

21.3.

(a) During each qualifying practice session cars may be weighed as directed by the Technical delegate. A car or Driver may not leave the weighing area without the consent of the Technical delegate.

(b) After each session each car may be weighed. If a Driver wishes to leave the car before it is weighed the Driver must ask the Technical delegate to weigh the Driver in order that this weight may be added to that of the car. The Technical delegate will then tell the Driver the measured weight and once the Driver leaves Parc Fermé this will be deemed implicit acceptance of the figure.

(c) The relevant car may be disqualified should its weight be less than that specified in the present Technical Regulations when weighed under a) or b) above save where the deficiency in weight results from the loss of a component of the car due to accident damage.

(d) No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on or removed from a car after it has been selected for weighing or has finished the post-race scrutineering or during the weighing procedure. (Except by a scrutineer when acting in his Official capacity, or other Series official).

(e) Only scrutineers and Officials may enter the weighing area. No intervention of any kind is allowed there unless authorised by such Officials.

21.4. In the event of any breach of these provisions for the weighing of cars the Stewards may penalise the Competitor and / or the Driver.

22. GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

All cars must comply with the safety requirements of the ISC. All vehicles must be of sound construction and mechanical condition and be well maintained.

22.1. Competitors must only use the on-board camera systems in accordance with these Regulations using mountings specified by the Series Organisers in the GB3 MSV GB3 Technical Manuals. Competitors will occasionally be required to carry supplementary cameras to obtain broadcast material. This will require the consent of the Race Director and Technical delegate.

(a) All competitors are required to carry front and rear facing 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 on-board cameras will belong to the Series Organiser.

(b) The camera must be installed in the position and orientation as defined in the MSV GB3 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 Stewards or Race Director or any personnel they appoint. Footage from the cameras may be used where there is any incident which is subsequently brought before the Race Director or Stewards for investigation. On-board camera footage may be used where there is insufficient existing information available for the Stewards or Race Director to take punitive action. The Series Organiser may use on-board camera footage for marketing and social media purposes without prior notice to the Competitor.

(c) Any competitor who fails to supply suitable footage from their on-board cameras will be liable to a penalty.

(d) It is the Competitor's sole responsibility to ensure safe installation and effective, reliable operation of the camera equipment, including memory cards. The cameras must be mounted and be angled so as to give good forward and rearward views of the circuit in accordance with the MSV GB3 Technical Manual.

(e) Memory cards must have sufficient capacity for the session and be formatted correctly. Cameras should be set up to record the correct time/date on each file. Failure of a camera and/or memory card will be referred to the Stewards.

(f) Memory cards must be cleared of any footage from previous sessions, before each session to ensure only that session's footage is stored on the card.

22.2. Competitors must ensure that all cars are fitted with an EM Motorsport Smart Marshalling device per the Technical Manual. 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. The device details must be supplied to the Series Coordinator by no later than the Monday preceding each Event.

22.3. The Drag Reduction System ("DRS") must be installed and operated as specified in the GB3 Technical Regulations and Technical Manual.

(a) DRS may only be activated in the pre-determined activation zones around each circuit, and only by the Driver.

(b) The Race Director may, at his absolute discretion, enable or disable the system on the grounds safety or sporting fairness.

(c) DRS will be disabled during Safety Car periods.

(d) DRS will be authorised from one (1) lap after the start, or one (1) lap after a safety car period

(e) Competitors will be advised that DRS has been enabled (or disabled if required) via the timing screens and/or radio communication from Race Control.

(f) During practice and qualifying sessions, when enabled, DRS may be used by the Driver at any time (note: (a) above applies).

(g) During races, when enabled, DRS may only be used by the Driver if he/she is less than one (1) second behind another car when crossing any of the DRS detection points around the track.

23. CHANGE OF CAR

23.1 No Driver may use more than one car at the same Event. For the avoidance of doubt, after initial scrutineering the survival cell may not be changed.

23.2 The decision whether a car has been repaired or changed will be taken by the Stewards based upon a report by the Technical delegate. Any PART of the car may be changed at any time during the Event for a replacement part conforming with the Technical Regulations.

23.3 Any car which has passed initial scrutineering may not be removed from the confines of the venue during the remainder of the Event except with the prior authority of Technical delegate and must be re-presented for scrutineering should it return to the venue.

24 GENERAL SAFETY

THE TECHNICAL REGULATIONS APPLY

24.1 Repairs to a car may be carried out only in the paddock or pits; or, when expressly permitted by the Technical delegate, on the grid.

24.2 During the periods commencing five minutes prior to and ending five minutes after every practice session and the periods between the commencement of the formation lap which immediately precedes each race and the time when the last car enters the Parc Fermé no one is allowed on the track the pit entry or the pit exit with the exception of:

(a) Marshals or other authorised personnel in the execution of their duty.

(b) Drivers when driving or on foot having first received permission to do so from a marshal.

(c) Competitor personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.

(d) Competitor personnel when assisting marshals to remove a car from the grid after the start of the race.

(e) Competitor personnel working on a car on the grid during a race stoppage in accordance with Article 33

24.3 Drivers taking part in any sessions must always wear the Drivers equipment specified in the Code (Appendix L – Chapter III) and these Regulations as well as a 8860-2018-ABP homologated helmet.

24.4 People under 16 years of age other than Drivers are not allowed in the pit lane unless event-specific regulations permit them.

24.5 Competitors are not permitted to install and/or to use any electric devices or time-recording-instruments on the pit wall within 5 metres of the line. Any equipment installed by a Competitor on the pit-wall must not protrude from the pit-wall and over the track.

24.6 The Stewards or the Chief Medical Officer can require a Driver to have a medical examination at any time during an Event this medical examination may include an anti-doping test per the ISC.

24.7 Competitors must ensure that all of the Parent/Local ASN and the Series Organiser and Circuit Management Health and Safety Regulations or Guidance is complied with at all times during an Event.

24.8 Failure to comply with the general safety requirements of the ISC or these Sporting Regulations may result in application of penalties including the disqualification of the car and Driver concerned from the Event.

24.9 The Race Director, the Stewards or the Chief Medical Officer of an Event may order that an Extrication Exercise is carried out at an Event. A Competitor and Driver will be selected at random to take part in this exercise and must make themselves available and wearing the correct safety equipment (including crash helmet and FHR device) at a place to be advised.

24.10 Competitors are reminded of the requirement to install and use an Extractable Seat in accordance with the current FIA Technical Regulations (Appendix J – Article 274A Art 14.7), the Series Technical Regulations and the Series Technical Manual.

25 PRACTICE SESSIONS

25.1 Save where these Sporting Regulations require otherwise pit lane and track discipline and safety measures will be the same for all practice sessions as for the race.

25.2 No Driver may start in the race without taking part in at least one practice session or pre-Event Test Session in accordance with Regulation 28.6 below.

25.3 During all practices there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag and/or a flashing blue light may be shown in the pit exit to warn Drivers leaving the pit lane if cars are approaching on the track.

25.4 In the event of a driving infringement during any practice session the Race Director may delete a Driver's lap time(s), drop the Driver such number of grid positions as considered appropriate, or request the Driver to start the following race from the pit lane. Unless it is completely clear that a Driver committed a driving infringement any such incident will normally be investigated by the Stewards after the relevant session. Where appropriate regard will also be given to the provisions of Article 0 of these regulations.

25.5 Any Driver taking part in any practice session who in the opinion of the Race Director stops unnecessarily on the circuit or unnecessarily impedes another Driver shall be subject to the penalties referred to in the ISC.

25.6 Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue the Race Director will order red flags to be shown at all marshal posts and the red lights to be shown at the Line. When the signal is given to stop all cars shall immediately reduce speed and proceed slowly back to the pit lane and all cars abandoned on the track will be removed to a safe place.

25.7 The Race Director may interrupt practice as often and for as long as considered necessary to clear the track or to allow the recovery of a car. During practice, the session clock will continue to run under a red flag. The Race Director may extend the session if the timetable permits.

25.8 Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of Drivers admitted to start.

26 QUALIFYING PRACTICE SESSION

26.1 Qualifying Practice for each Event shall comprise two parts (named "Qualifying 1" and "Qualifying 2" with a short gap between. No Driver may start the race without taking part in the qualifying practice session except as may be permitted by the Stewards.

26.2 Should it become necessary to stop any Qualifying Practice Session because the Track is blocked by an incident or because weather or other conditions make it dangerous to continue the Race Director will order red flags to be shown at all marshal posts and the red lights to be shown at the Line.

When the signal is given to stop all cars shall immediately reduce speed and proceed slowly back to the pit lane and all cars abandoned on the Track will be removed to a safe place.

26.3 During qualifying, the session clock stops under a red flag.

26.4 Should any qualification session be disrupted the Race Director shall not be obliged to resume the session or re-run the session; the decision of the Race Director shall be final.

26.5 Should one or more sessions be thus interrupted no protest can be accepted as to the possible effects of the interruption on the qualification of Drivers admitted to start.

26.6 During a qualifying session that is stopped under a Red Flag Competitors may work on cars in the Pit Lane in accordance with Article 18

26.7 After the chequered flag for Qualifying 1, all cars must return to the pit lane. The following items are the only car adjustments/modifications allowed between Qualifying 1 and Qualifying 2:

- Wheels and tyres change
- Tyre pressures
- Ride Heights
- Front wing setting
- Rear wing setting
- Front and rear spring settings
- Front and rear anti roll bar, change, connect, disconnect, addition or removal
- Radiator and/or brake blanking
- Cleaning
- Car safety fixes as agreed with Technical delegate
- Car mechanical or electrical fix (not defined above). Car being actively worked on in pit lane during qualifying 1 and at time of checkered flag of qualifying 1

26.8 Each Driver shall complete a minimum of 3 laps in the car to be raced in order to qualify.

26.9 Any Driver deemed by the Stewards to have caused a stoppage (red flag) in a qualifying session will lose their fastest lap time of that session.

27 THE GRID

27.1 At the end of the qualifying practice the fastest time achieved by each Driver will be Officially published.

27.2 Should two or more Drivers have identical times priority will be given to the one who set it first.

27.3 Grids should be published at least 30 minutes before the start of the relevant formation lap.

27.4 Any Driver who is unable to start for any reason whatsoever must inform the Race Director at the earliest opportunity. If one or more cars are withdrawn the starting grid will be closed up accordingly and the final starting grid confirmed 30 minutes before the start of the formation lap.

27.5 Any Driver(s) who cannot start the race because their qualifying position places them outside the maximum number of cars permitted by the circuit licence will only be allowed to start the race if any Driver who qualified higher on the grid is unable to start and withdrawn.

27.6 Any Driver whose best qualifying lap exceeds 110% of the pole position time or fails to set a lap time in Qualifying will not be allowed to take part in the race. Under exceptional circumstances however which may include setting a suitable lap time in an Official Test Session immediately prior to the Event the Stewards may permit the car to start the race. Any Driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied. Should there be more than one Driver accepted in this manner they will be arranged on the grid in the order in which they were classified in the Qualifying session.

27.7 The grid for each race will be formed in accordance with and up to the maximum number of starters permitted by the Track Licence for that venue.

27.8 The grid for Race 1 will be set in order of the Driver's fastest lap achieved in Qualifying 1 as published in the official results.

27.9 The grid for Race 2 will be set according to the Driver's fastest time achieved in Qualifying 2 as published in the official results.

27.10 The grid for Race 3 will be set in order of the Driver's fastest lap achieved across both qualifying sessions as published in the official results, but with the order of the top 12 fastest times reversed, followed by the remainder in fastest to slowest order. Any grid place penalties imposed for Race 3 will be applied AFTER the reversal of the top 12 drivers.

27.11 If for any force majeure reason qualifying is unable to take place then the grid for Race ONE will be set according to Series standings, or by ballot if the first race of the season, and the grid for race TWO according to the finishing order of race ONE. The grid for Race 3 will be set according to the finishing order of race ONE, but with the order of the top 12 positions reversed, followed by the remainder. Any grid place penalties imposed for Race 3 will be applied AFTER the reversal of the top 12 drivers.

27.12 Any Competitor who withdraws from a race having taken part in qualifying practice must inform the Race Director/ Series Co-Ordinator at the earliest opportunity and in any event no later than 30 minutes before the start of the race. If one or more cars are withdrawn the grid may be closed up if sufficient time is allowed to do so.

27.13 Reserves will replace withdrawn or retired entries in Reserve Number Order.

27.14 If Reserves are issued Grid Places prior to publication of the first Grid Sheets for any round the times set in Qualifying shall determine their grid positions.

27.15 If Reserves are given places after publication of the grid sheet and prior to cars being collected in the official "Assembly Area" 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 take the start has passed pitlane exit.

27.16 Only the Stewards may provide the authority for Reserves to start

27.17 Reserve Drivers will take precedence in Reserve number order over any Driver whose qualifying times are disallowed and over any Driver who qualifies entirely out of session.

27.18 Reserve Drivers held in the pitlane will be kept in position for 2 complete laps after the start after which they must return to their awning.

27.19 The grid will be in a staggered 1 x 1 formation.

28 STARTING PROCEDURE

28.1 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 the Race Director.

28.2 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

28.3

(a) 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 pit lane exit, whichever is the later.

(b) Any cars driven in to the Pits on the Green Flag Lap may start the Race after the last car to take the Race Start on the Grid has passed the start line or Pit Lane Exit whichever is the latest.

28.4

(a) If the starter deems it necessary to suspend the Starting Procedure a "Start Delayed" board will be displayed at the start line. From the moment of display of this board the Starting Procedure will be suspended.

(b) If the Starting Procedure is suspended before the commencement of the Green Flag Lap Drivers will be advised as to whether they should switch off their engines. If engines are switched off Competitors may be allowed to access the Grid and this will be confirmed by the Race Director and communicated to the Competitors. The Starting Procedure will recommence from the one minute signal once the reason for the delay has been rectified.

28.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation. If required, the Race Director may call for an additional Green Flag lap (indicated by a board showing "EXTRA FORMATION LAP") and all cars, which are able to, should complete a further lap while the car which developed the problem is removed from the grid. On returning to the grid, drivers should retake their previous positions. Every time the "Extra Formation Lap" board is displayed the race duration will be shortened by an amount to be decided by the Race Director. The decision of the Race Director in regards to the revised race duration is not appealable.

28.6 Overtaking during the formation lap is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver delayed in this way, and who is unable to re-establish the original starting order before the driver reaches the first safety car line, must enter the pit lane and start from the end of the pit lane.

28.7 Falling back during the Green Flag lap in order to accelerate sharply or carry out practice starts is prohibited. For the avoidance of doubt, a practice start is defined as the car coming to a complete stop before accelerating away. For the safety of marshals and competitors, this rule also applies as cars pass the first grid markings., From this point and until their starting positing, no weaving, sudden acceleration or speed above the pit speed limit is allowed.

28.8 Excessive weaving to warm up tyres using more than 50% of the track width is prohibited.

28.9 If the formation lap is started behind the Safety Car because of heavy rain, the use of wet-weather tyres until the Safety Car returns to the pits is compulsory. A penalty may be imposed on any driver who does not use wet weather tyres whilst the Safety Car is on the track at such times.

28.10 Once all the cars have come to a halt after the formation lap, the five second light will appear followed by the four, three, two and one second lights. At any time after the one-second light appears, the race will be started by extinguishing all red lights.

28.11 Any alternative starting signal will be notified to competitors in drivers' briefing notes and/or event documentation.

28.12 Cars on the grid must have their wheels fitted and wheels may only be removed in the pit lane unless the start is delayed for a change of climatic conditions declared by the Race Director when the Race Director may permit change of tyres on safety grounds**.**

28.13 **SAFETY CAR START:** In exceptional circumstances (e.g. due to adverse weather conditions) the race may be started behind the Safety Car. In this case the Safety Car will be positioned in front of the grid and its flashing yellow/amber lights will be turned on at the one-minute mark, which is the signal to

the Entrants/Drivers that the race will be started behind the Safety Car, and it will remain at the front of the grid during the remainder of the countdown.

When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all cars will follow in single file, in grid order, no more than 5 (five) car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed. All marshal posts will show a Yellow Flag & SC Board.

Cars will remain in single file without overtaking, the only exception being a car which falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. However, if a car falls completely to the back of the grid, it must remain at the back of the grid.

Racing can commence when the GREEN flag is shown on the control line after the Safety Car has pulled into the pit lane. At the end of a Safety Car period, overtaking is not permitted until cars pass the Green Flag AT THE CONTROL LINE. In addition, Article 32.2 below also applies. All laps undertaken in this start procedure will be deemed to be counted as race laps.

28.14

(a) A penalty may be imposed upon any Driver adjudged to have committed a False Start or breached any part of the Starting Procedure

(b) A Driver will be adjudged to have made a false start and will be penalised in accordance with the Series regulations if:

i. the car is in an incorrect grid position or
ii. the car is moving before the start signal is given or
iii. if any part of the car is forward of their grid marking

For the avoidance of doubt a car is deemed to be forward of their grid marking if the front wheels are forward of the line marking their grid position.

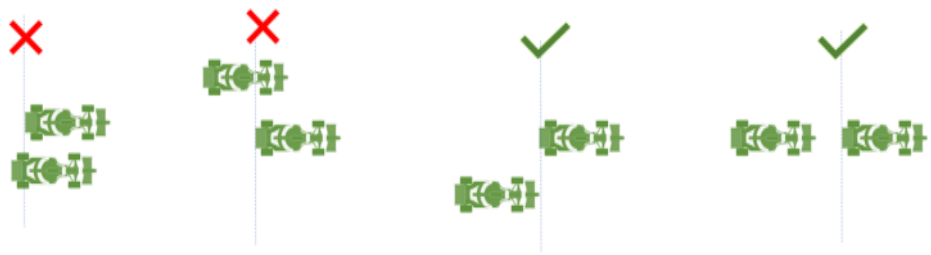
The Race Director and/or Stewards may use any video or electronic means to assist in reaching a decision regarding a breach of the Starting Procedure.

28.15 Should Article 30.5 apply the race will nevertheless count for the Series no matter how often the procedure is repeated or how much the race is shortened as a result.

29 SAFETY CAR

29.1 The Safety Car will be brought into operation and run in accordance with FIA Art 2.10 Appendix H.

29.2 Over and above the requirements of Art. 29.1 above, cars are not allowed to overlap when crossing the Control Line at the end of a Safety Car period. Cars are permitted to 'fan out' as they approach the Line (for example to avoid spray from the car in front in wet conditions) but must remain completely behind each other until they have crossed the Line (see diagram below). Any driver found in breach of this regulation will be referred to the stewards.



29.3 The Race Director has the option to deploy the Safety Car during practice, qualifying or races.

30 FULL COURSE YELLOW

30.1 Placing the race under FCY
The Race Director may declare a Full Course Yellow period if he decides that this is necessary for safety reasons.

The Full Course Yellow is a tool intended for short neutralizations mainly for interventions lasting equal to or less than one lap travelled at 80 km/h.

Timing monitors will inform "PREPARE FOR FCY AT XXhXXmXXsec" and race control will do a countdown per radio to all teams. From this moment all cars must respect FCY procedure.

Once under FCY, cars will slow down to 80 km/h, in single file, and maintain their distance to the car in front and the car behind. Overtaking is strictly prohibited under the FCY, except if a car slows down with an obvious problem.

All marshal posts will display a waved yellow flag and a board with the indication FCY. Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other Drivers at any time whilst the FCY is in use, will be reported to the Stewards. This will apply whether any such car is being driven on the track, the pit entry road or the pit lane exit road.

30.2 End of the FCY period Once the problem(s) is/are solved, the Race Director will return the track to green; Timing monitors will inform "END FCY AT XXhXXmXXsec" and race control will do a countdown per radio to all teams.

At this stage, all marshal posts will replace the yellow flags and FCY boards with waved green flags.

Racing and overtaking will normally resume without restrictions, regardless of the positions of the cars relative to one another and to the Line. A FCY period may be followed by a Safety Car intervention if the problem remains unsolved and safety may be at risk.

31 STOPPING A RACE

31.1

(a) Any race can be stopped at the sole discretion of the Race Director**.**
(b) When the decision to stop the race has been made Red Lights will be switched on at the Start line and Red flags will be displayed at the Start/Finish line. Competitors will be warned that the race has been stopped by the simultaneous waving of the red flag at all Flag Marshalling Posts. This may be supplemented by the showing of red lights at the start line and around the Track, and the in-car marshalling system.
(c) Drivers must cease racing and slow to a safe and reasonable pace and return to the starting grid area which will automatically become a Parc Fermé area.
(d) No work may be undertaken on a car in this area (or on the grid) unless expressly approved by the Technical delegate on the grounds of safety.
(e) Cars must not enter the pits unless directed to do so. Any car which enters the pits will be held in the pit lane until the last car has passed the pit exit on the first racing lap of the restarted race.
(f) Work on cars already in the Pits must cease when a race is stopped.
(g) Both the Race and the timekeeping system will stop.

31.2 Any race stopped before the leader has completed two laps will be declared a "No Contest" and available cars will restart from their original grid positions.

31.3 Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Cars will be restarted from a grid set out in the finishing order of this first part which shall be based upon the order of crossing the finish line at one lap less than

the number of laps completed by the leader at the time of first showing the Red Flag. Only cars which are proceeding under their own power at the showing of the Red Flag will be classified in this first part (Article 34.1 also applies).

31.4 The result will be the order of finishing at the end of the restarted race. The result will list all Competitors who took the start in the race even if they did not take part in the restarted race and will use the first part for purposes of establishing lap records and point scoring where applicable (Article 34.1 also applies).

31.5 Any race stopped after the leader has completed 75% of its duration may be considered to have finished unless the Race Director in consultation with the Stewards deems it appropriate to restart the race. The result will be based on the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of the first showing of the Red Flag. Only cars which are proceeding under their own power at the showing of the Red Flag will be classified. If restarted Article 33.3. will apply.

32 RESUMING A RACE

32.1 In the interval between stopping and restarting the race cars may return to the pit area for repairs only. Such cars may not return to the grid but may join from the pit lane after all the other cars have passed the pit exit on the first racing lap. Non-runners at the time of stopping the race may be returned to the pit lane and may restart from the pit lane behind those referred to above if approved to do so by the Technical delegate. No work may be carried out on the grid unless on grounds of safety and with the approval of the Technical delegate. The Race Director may order that the duration of the second part or re-run of any race shall be of a shorter distance than originally scheduled or may be abandoned altogether.

32.2 If the Race is to be restarted it will be resumed either by a Standing Start or behind the Safety car. If a Standing Start is used the procedure will be as set out in Article 30. If the Race is to be restarted behind the Safety Car the procedure will be as set out in Article 28.13

32.3 It will be the sole decision of the Race Director as to whether a Standing Start or a Safety Car Start will be used and this decision will be communicated to all Competitors and Drivers.

33 FINISH

33.1 The end-of-race signal (Chequered Flag) will be given at the Line as soon as the leading car has covered the full race distance or time as the case may be.

33.2 Should for any reason the end-of-race signal (Chequered Flag) be given before the leading car completes the scheduled time the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason the race will be deemed to have finished when it should have finished.

33.3 After receiving the end-of-race signal (Chequered Flag) all cars must:

i. Progressively and safely slow down
ii. Remain behind any competitors ahead of them
iii. Return to the Pit Lane/Parc Fermé/Paddock 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 pit lane

33.4 Drivers should only pass the end of race signal (Chequered Flag) once.

33.5 Any classified car which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the Parc Fermé.

33.6 Any cars in the pit lane when the Chequered Flag is shown fall immediately under Parc Fermé.

34 PARC FERMÉ

34.1 Only those Officials charged with supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such Officials.

34.2 When the Parc Fermé is in use Parc Fermé regulations will apply in the area between the Line and the Parc Fermé entrance.

34.3 Multiple areas may be designated by the Technical delegate as Parc Fermé and all regulations apply in these areas.

34.4 At the end of each qualifying session/race all cars must return immediately to Parc Fermé without any unnecessary delay without overtaking (unless clearly necessary) without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

34.5 Any classified car which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the Parc Fermé.

34.6 No work on the cars of any kind is permitted in Parc Fermé. No data may be downloaded except by or for Series Officials.

34.7 No Competitor personnel are permitted to enter the Parc Fermé area unless authorised to do so by the Technical delegate.

34.8 No camera cards to be taken away from Parc Fermé by anyone other than a Series Official.

35 CLASSIFICATION

35.1 The car placed first will be the one having covered the scheduled distance in the shortest time or where appropriate passed the Line in the lead at the end of the published duration of the race (or more if the race is suspended see Article 39.4). Cars must take the chequered flag at the Finishing Line (not in the Pit Lane) to be classified. Cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line. Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.

35.2 All Qualifying Timesheets Grids Race Results are deemed PROVISIONAL until all vehicles are released by the Technical delegate after Post Qualifying/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

35.3 The Official Classification will be published after the race. It will be the only valid result subject to any amendments which may be made under these Regulations.

PODIUM CEREMONY AND MEDIA INTERVIEWS

35.4 Drivers qualifying on pole position for races one and two of each weekend must report to the GB3 Technical Centre (or other designated area as notified) immediately after qualifying to collect trophies, prize money and attend media interviews. Drivers setting the second and third fastest times in qualifying are also required to attend this location.

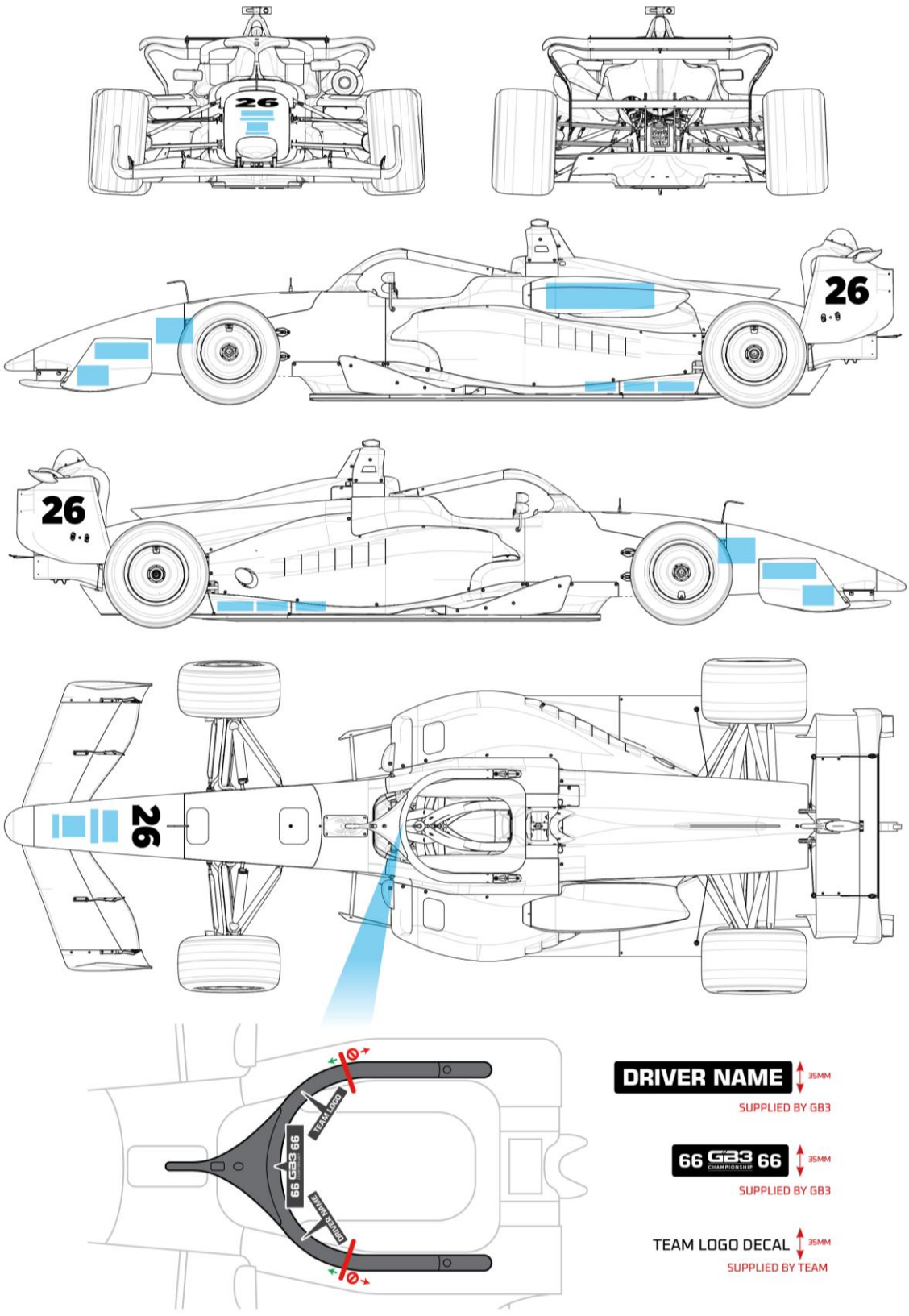
35.5 The Drivers finishing the races in 1st 2nd and 3rd positions must immediately make themselves available for the purpose of television interview after arriving at Parc Fermé, before attending the prize-giving ceremony on the Series podium. All other drivers must report to the live broadcast area (location to be advised during the race meeting) after each race for TV interviews. (Drivers may not always be spoken to live on air, but will be advised if they are required upon reporting to the area).

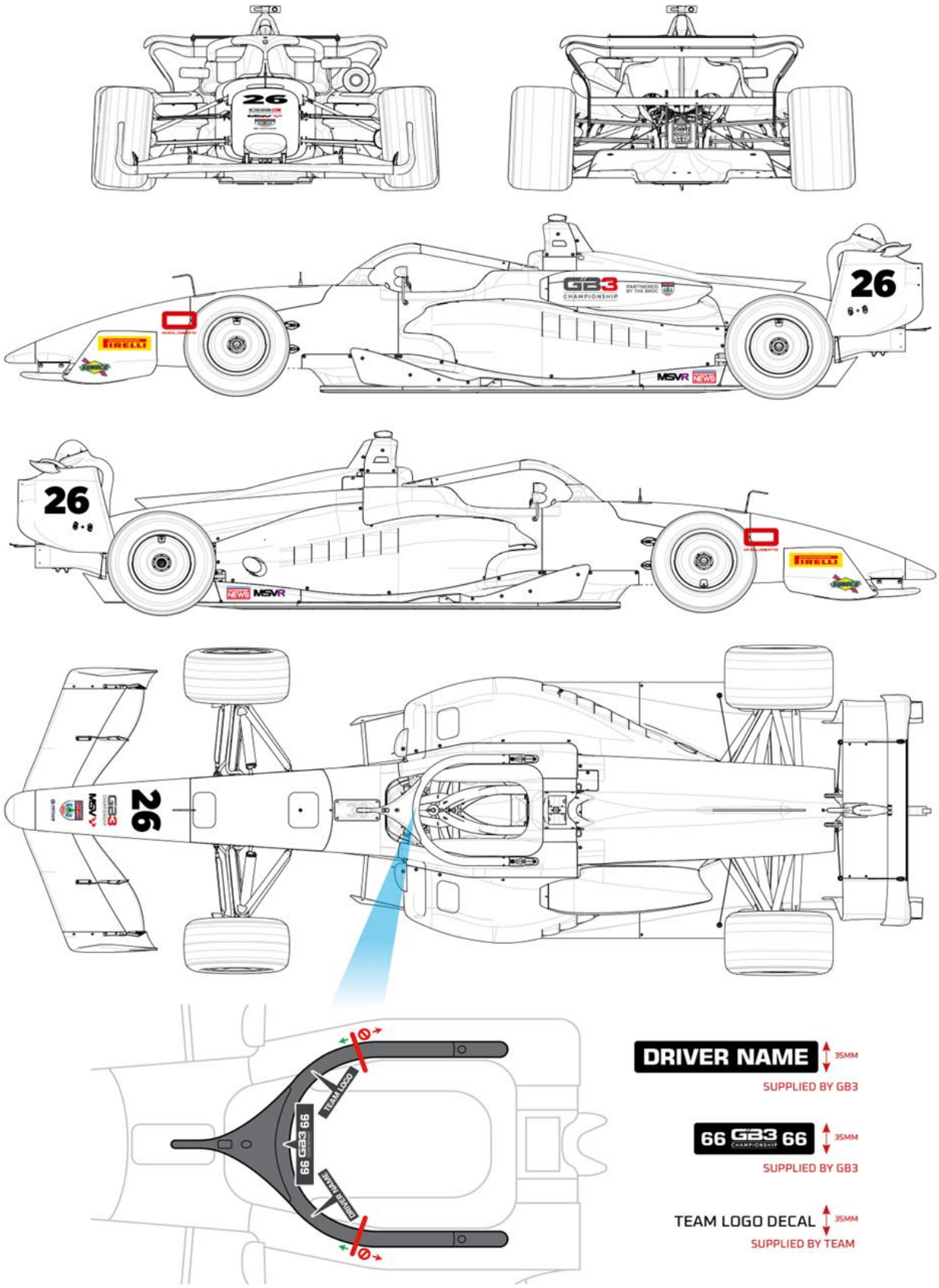
35.6 Trophies will be provided for presentation at the end of each race. Fastened race suits or Series race clothing is to be worn by Drivers at all presentations in addition to the Pirelli Caps awarded for that round. Additionally, all Drivers must make themselves available for television and media interviews.

35.7 Entrants/Drivers must assist Series promotion when requested, including TV interviews and reasonable production requests. All post-qualifying/race interviews and podium activities must be attended in race suit with mandatory badges.

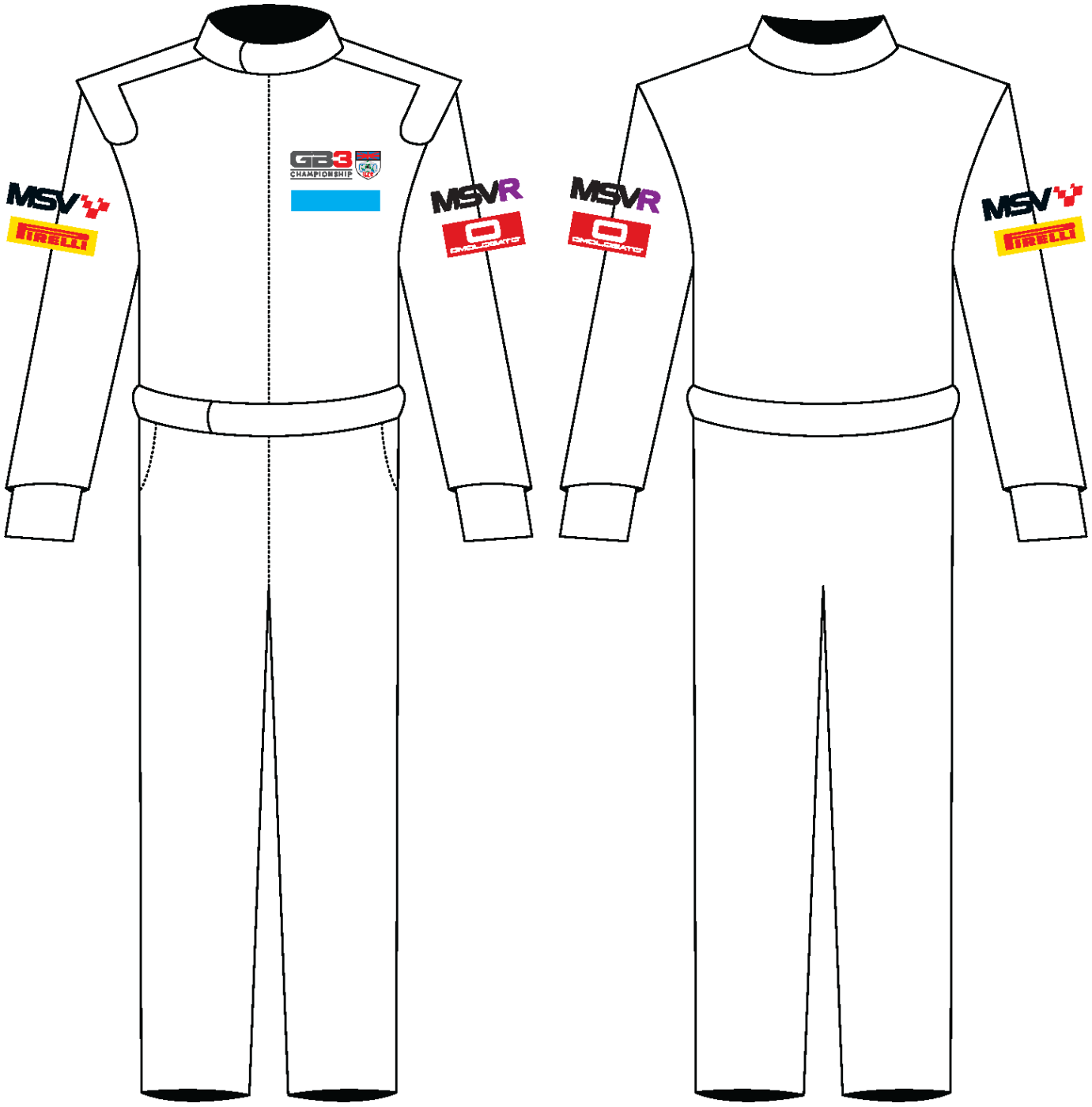
APPENDIX 1 – GB3 LIVERY GUIDELINES

Areas in the blue boxes are reserved for Series decals noted below:




26
GB3
CHAMPIONSHIP
PARTNERED BY THE BRDC
MSVR
TEAM LOGO
DRIVER NAME
66 GB3 66
DRIVER NAME
35MM
SUPPLIED BY GB3
66 GB3 66
35MM
SUPPLIED BY GB3
TEAM LOGO DECAL
35MM
SUPPLIED BY TEAM

Dark Background Light Background Dark Background Light Background Dark Background Light Background



APPENDIX 2 - COMPETITOR/DRIVER SERIES REGISTRATION

SERIES REGISTRATION FEE:
(a) The Series Registration Fee due per car is £17,300 (+VAT) and is payable to MotorSport Vision. This fee covers any driver in the entered car subject to a £250 (+VAT) fee per driver change.

(b) Any competitor wishing to enter the Championship on a round-by-round basis, may pay the round-by-round Registration Fee of £500 (+VAT).

There is no driver registration fee.

ENTRY FEE PER ROUND:
(c) The entry fee to compete at each round of the 2026 GB3 Championship is £3,660 (+VAT), payable to MotorSport Vision, if paid prior to 14 days before the event. Entries paid within 14 days of an event will be subject to a 10% surcharge. For the avoidance of doubt, entry fees are not included in the Series registration fee detailed in App.2 Art. (a) above.

Payments should be received by MotorSport Vision in clear funds no less than 7 days prior to each Event.

APPENDIX 3 - SERIES ROUNDS

The 2026 GB3 Championship will consist of race events as set out in the calendar below:

DATE	VENUE	RACES
25-26 April	Silverstone GP	3
30-31 May	Spa Francorchamps	3
04-05 July	Hungaroring	3
11-12 July	Red Bull Ring	3
01-02 August	Silverstone GP	3
05-06 September	Donington Park GP	3
26/27 September	Brands Hatch GP	3
07-08 November	Circuit de Barcelona-Catalunya	3

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

Note the following from Art 5.10 above:

6.2 A driver must count their scores from all races in the Series.
6.3 The totals from all qualifying Events run will determine final Series points and positions.

APPENDIX 4 - RADIO COMMUNICATION

Use of Radio device(s) is mandatory. The Competitor may be penalised for failure to use the systems detailed below as required.

Two (separate) radio communications systems are to be used in the GB3 Championship:

a) One-way radio communication will be used between Race Control and Team Managers (both during and between sessions on track).

   A radio check will be carried prior to each session. Teams should be actively monitoring this radio from 30 minutes before the scheduled start of a session until 30 minutes after the session, or when Parc Fermé is opened (whichever is later).

b) A two-way "pit-to-car" system to allow communications between Team Manager (or other nominated Team Member) and the Driver on circuit. Should this system fail at any given time, the team manager must inform the Race Director and Technical delegate immediately.

The two-way "pit-to-car" system (specified above in b) must remain operational even when the one-way system (specified above in a) in use. However, system the race control communication should not be "cut off" for any reason and should always be received.

Example, the race director is giving FCY instructions and the pit-to-car system should remain operational to inform the driver while still being able to hear the race director communications in full.

APPENDIX 5 - RACE WITH RESPECT CODE

Race With Respect Code

Encouraging a positive environment on and off the track

A socially-minded standard of behaviour is expected from everyone within the motorsport community. By participating in a Motorsport UK (the Parent ASN) Event in any capacity you are agreeing to follow the values of the Motorsport UK Respect Code:

- Respect
- Integrity
- Fair Play
- Self-control
- Good Manners

GB3 CHAMPIONSHIP

PARTNERED BY THE BRDC

2026
Technical Regulations

MSV

MSVR
MOTORSPORT VISION RACING

2026 GB3 Championship Partnered by the BRDC
Technical Regulations

TECHNICAL REGULATIONS

1. INTRODUCTION

The following Technical Regulations are set out in accordance with generally accepted 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.

2. GENERAL DESCRIPTION

The GB3 Championship is for Competitors participating in Tatuus MSV GB3-025 single seater racing cars as specified in the MSV GB3-025 Technical Manuals, Parts Catalogue or any Technical Bulletins appended to them which are also defined as part of the MSV GB3-025 Technical Manuals. The definitive copy of the MSV GB3-025 Technical Manuals will be held by the Technical delegate 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 GB3-025 Technical Manuals are up to date and that their car complies with the requirements.

3. SAFETY REQUIREMENTS

3.1 Cars must comply with the relevant sections of FIA Appendix J, Art 277 Category II SS as submitted.

3.2 A suitable Frontal Head Restraint-compatible harness of six-point design and carrying an in-date FIA approved label to FIA Standard 8853-2016 must be fitted.

3.3 The use of an FIA approved Frontal Head Restraint device (e.g. HANS device) is mandatory.

3.4 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.

3.5 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.

3.6 Driver seating position must be in accordance with Appendix J of the FIA regulations, in respect of the HALO.

2026 GB3 Championship Partnered by the BRDC
Technical Regulations

4. GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

4.1. All cars must comply with the requirements of the International Sporting Code. All vehicles must be of sound construction and mechanical condition and be well maintained.

4.2. All replacement components for the GB3-025 car must be supplied by MSV. Parts, original or replacement as per the Parts Catalogue, must not be modified, nor must their method of installation be changed unless the alteration is specifically stipulated in the MSV GB3-025 Technical Manuals or any Technical Bulletins appended to them.

4.3. 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.

4.4. Components such as the back of the chassis, bodywork, 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. 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.

4.5. 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.

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

4.7. The car must be dimensionally correct within the adjustment range of the standard components and the parameters set out in the MSV GB3-025 Technical Manuals, supplied by MSV.

4.8. The car in its entirety must be operated in accordance with the MSV GB3-025 Technical Manuals, supplied by MSV. In the MSV GB3-025 Technical Manuals, unless a setting is specified as adjustable or a component is specified as an alternative part, then the car must remain as originally supplied.

4.9. 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 Technical delegate 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 Technical Appendix THREE. The decision of the Technical delegate 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 or the modification and/or repair will also be obtained.

4.10. The Technical delegate 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
- Bump rubbers
- Dampers
- Differential components or whole
- Diffuser
- ECU
- Engine sensors
- Airbox
- Floor stays
- Front splitter and bib
- Gearbox components or whole
- Rockers
- Silencer
- Wheel bearings
- Wing endplates
- Wing mounting plates
- Wing mounting spacers
- Wings
- Wiring looms

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

4.12. Prior to each event every competitor must submit a fully completed 'Pre-Event Scrutineering Declaration Form' as per Appendix FOUR. This must be submitted to the Technical Delegate by e-mail no later than 2 hours before the first track session commences of the Event. Any change to this information during the event will require an updated 'Pre-Event Scrutineering Declaration Form' to be provided to the Technical Delegate.

5. CHASSIS

5.1 Tatuus MSV GB3-025 as detailed in the MSV GB3-025 Technical Manuals.

5.2 No modifications to the chassis are allowed.

5.3 Minor non-structural 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 Technical delegate, by way of the Technical Query Form as per TECHNICAL APPENDIX Three. 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.

5.4 Structural repairs to the chassis are not permitted unless they are carried out by a Tatuus appointed repairer for quality control purposes. Repairs will be RFID tagged and recorded by the supplier. The repair record and images will be provided to the Technical delegate.

6. BODYWORK

6.1. Must remain as standard as supplied by MSV. The adding of a surface coating (paint or clear lacquer) or thin adhesive film up to thickness of 0.5mm to the below listed parts 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 sticker.

- Chassis
- LH and RH Chassis Lip
- Damper Cover
- LH and RH Mirror Head
- Headrest Assy (as per 6.5)
- Front Impact Structure / Nose
- Ti-Halo (as per Technical Manual)
- Rollhoop Front Fearing
- HALO front Fairing
- Refueling Lid
- Engine Cover
- Airbox Fairing
- LH and RH Front Wing Endplate
- Front Wing Mainplane
- Front Fixed Flap
- LH and RH Adjustable Flap
- LH and RH Rear Endplate
- LH and RH Rain Light Cover
- Beam Wing
- Rear Flap
- Rear Mainplane
- Rim Covers
- Camera Mount
- LH and RH Camera Fairing

- LH and RH Sidepod

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

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 TECHNICAL APPENDIX Three. 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.

6.4. Structural repairs to the Front and Rear Impact Structures can only be made according to the Tatuus guidelines and only by a Tatuus appointed repairer for quality control purposes. Repairs will be RFID tagged and recorded by the supplier. The repair record and images will be provided to the Technical delegate by the repairer.

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.

6.6. The skid plank fitted under the chassis facing the ground must have at all time 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 four holes located as shown in Technical Appendix ONE. Mist-coating the underside of the skid plank with aerosol paint to monitor wear / touching is allowed.

6.7. All panels which are required to display Series sponsor or other markings as set out in Appendix ONE of the Sporting Regulations must display these logos/markings at all times.

7. ENGINE

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. No internal or external modifications or adjustments to the engine are allowed. The seals can only be removed with the authority of the Technical delegate during events. An inventory of seals and their locations is provided in the MSV GB3-025 Technical Manual.

7.2. The engine must be operated as specified in the MSV GB3-025 Technical Manuals.

7.3. The parts comprising the engine assembly are defined in the MSV GB3-025 Technical Manuals.

8. EXHAUST SYSTEMS

8.1. No modifications are permitted.

8.2. The exhaust manifold between the cylinder head and the 4-into-2 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.

8.3. The silencer may be repacked providing the method and materials are the same as the original component.

9. ENGINE CONTROL SYSTEMS

9.1. The Technical delegate retains the right to substitute ECUs at his discretion at any time during an event otherwise the engine and ECU must be paired as supplied by MSV. No modifications to any control system or component part of it is permitted. ECUs shall carry no markings except their original manufacture markings.

10. SUSPENSIONS/STEERING

No modifications are permitted.

10.1. Ride height, caster, UMP and camber are free within specified limits as set out in the MSV GB3-025 Technical Manuals.

10.2. Tracking is adjustable within the range specified in the MSV GB3-025 Technical Manuals.

10.3. The range of MSV supplied springs that can be used is specified in the MSV GB3-025 Technical Manuals.

10.4. Packers and bump rubbers are only permitted for use on the front heave element and such bump rubbers must be supplied by MSV as per those permitted in the GB3-025 Technical Manual and listed in the parts book.

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.

11. TRANSMISSIONS

11.1. No internal or external modifications are permitted, including the omission of any parts other than those listed in the MSV GB3-025 Technical Manual.

11.2. The differential may only comprise the standard SADEV components originally supplied and listed in the MSV GB3-025 Technical Manuals and no parts may be omitted nor may the arrangement of the components be changed from that specified in the Technical Manual. No modifications to the original SADEV surface treatments or finishes are permitted.

11.3. Only the gear ratio sets specified in the MSV GB3-025 Technical Manuals and supplied by MSV may be used.

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.

12. ELECTRICAL SYSTEMS

12.1. The entire electrical system and all wiring looms must remain exactly as supplied and may not be modified in any way in form or function. Repairs can only be carried out by MSV.

12.2. The Cosworth Electronics Badenia data logger and RLU must remain in the MSV-specified configuration during qualifying and races. No other data logging system or additional instrumentation may be active during qualifying and races. Any additional electronic components must be unplugged from the car loom and logger during qualifying and races

12.3. The Cosworth Badenia data logger and RLU must be functioning at all times and be writing data to the USB memory reliably. The Series Organiser may require access to data and any time, including during testing. Any competitor who fails to supply suitable data will be liable to a penalty.

12.4. The use of "car to pits" telemetry for communication or data logging purposes is prohibited other than using the EM motorsport equipment specified in Series Regulation 22.2 and via the MYLAPS transponder specified in the GB3-025 Technical Manual. Lap time data logging beacons are permitted.

13. BRAKES

13.1. The braking system must remain as standard and as specified in the MSV GB3-025 Technical Manuals and parts list.

14. WHEELS/STEERING

14.1. Only GB3-025 specification O.Z. alloy wheels can be used as supplied by MSV. Wheel covers as specified in the Parts List and GB3-025 Technical Manual are mandatory.

15. TYRES

15.1. Slick tyres

15.1.1. Series 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 four front and four rear slick tyres per car at each event of the Series.

15.1.2. Series event tyres – Qualifying practice. To be nominated for use at the start of each event. For timetabled Practice track time of greater than 1hr. The maximum quantity of tyres that can be nominated per car is eight front and eight rear made up of new and used, but the maximum number of new tyres is four front and four rear.

15.1.3. For timetabled Practice track time of less than 1hr – The maximum total quantity of tyres that can be nominated per car is four front and four 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 Series Event or Official test day, the competitor will be allowed to nominate a maximum of eight new front and eight new rear tyres for that driver.

15.1.4. 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 car is eight front and eight rear made up of new and used, but the maximum number of new tyres is four front and four rear.

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

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

15.2. Wet tyres

15.2.1. Series 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 car at each event of the Series.

15.2.2. Series event tyres – Qualifying practice and Official test day. Wet tyres are not nominated and quantities of new or used wet tyres are unrestricted.

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

15.4. Competitors must nominate all of the tyres they wish to use for the duration of the Series event (Qualifying, Race 1, Race 2, Race 3) via Pirelli and Technical delegate 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 Series event Practice via Pirelli and Technical delegate by email a minimum of 1 hr before the start of the first Practice session of the event.

Competitors must nominate all of the tyres they wish to use for the duration of the Official test day via Pirelli and Series coordinator by email a minimum of 1 hr before the start of the first test session of the day.

15.5. Pirelli will electronically hold and manage tyre nominations on behalf of the Technical delegate. 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.

15.6. Any competitor found during or post Series event – Qualifying practice, 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.

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 Series Steward and may be subject to penalties.

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 Race Director.
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 Race Director 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.

15.9. Dry weather tyres:
FRONT: Pirelli 230/570 -13 DMC
REAR: Pirelli 300/590 -13 DMC

15.10. Wet weather tyres:
FRONT: Pirelli 230/570-13 WSC
REAR: Pirelli 300/590-13 WSC

15.11. 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 nominating tyres via Pirelli (or on the Tyre Record Form as per 15.4).

15.12. 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 Technical delegate and the nominated representative of the Tyre Supplier.

15.13. 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 Technical delegate 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 Technical delegate.

15.14. 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.

15.15. 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 Scrutineer.

15.16. Tyres may only be inflated with compressed air.

15.17. The Technical delegate may require competitors to place some or all of their nominated slick tyres in overnight Parc Fermé during an event.

15.18. Should a race be cancelled, Series Regulation 5.9 applies.

16. WEIGHT

16.1. Cars will be weighed "as finished" qualifying and/or race inclusive of all liquids, and this weight will be added to the recorded driver weight to determine the total recorded weight. 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.

16.2. The total minimum weight including driver shall be 680kg

17. FUEL AND LUBRICANTS

17.1. Official Series 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. Samples must be available via the dry-break connector using the cars' own fuel pump at the end of any qualifying or race.

17.2. It is the competitors' responsibility to ensure that any fuel samples taken at an event comply with the signature for the Official Series Fuel.

17.3. Permitted lubricants for engine & gearbox are specified in the MSV GB3-025 Technical Manuals.

17.4. No additives to fuel or lubricants are allowed, unless specified in the MSV GB3-025 Technical Manuals.

17.5. 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.

18. NUMBERS AND SERIES DECALS

18.1. The competition numbers, visible from both sides and the front of the car, must be no less than 160mm high, have a minimum stroke thickness of 35mm and be of a clearly contrasting colour to their background. Any numbers that are not satisfactory must be changed on instruction form the Championships Technical delegate.

18.2. The drivers name, number and team logo must be located on the inside of the HALO structure in clear view of the front-facing onboard camera as per Appendix ONE (HALO Decal Requirements) of the sporting regulations. The organisers will supply the drivers name and number decals. Competitors will supply the team logo as prescribed. If any details (driver name or car number) are changed on the entry within 14 days of an event starting, competitors will supply all the above-mentioned decals.

18.3. In order that the cars of each Competitor may be easily distinguished from one another whilst they are on the track, the on-board cameras located above the principal roll structure must show in their image a Championship-supplied decal incorporating the car number as shown in Appendix 1 to the Sporting Regulations.

18.4. Series decals which are mandatory will be supplied via the Coordinator. These must be positioned on temporary pit garage walling in locations agreed with the Series Co-ordinator and on the car in accordance with Appendix ONE of the Sporting Regulations.

18.5. MSVR decals and other Series decals must be displayed on each side of the car the rear wing end plate position shown in Appendix ONE of the Sporting Regulations.

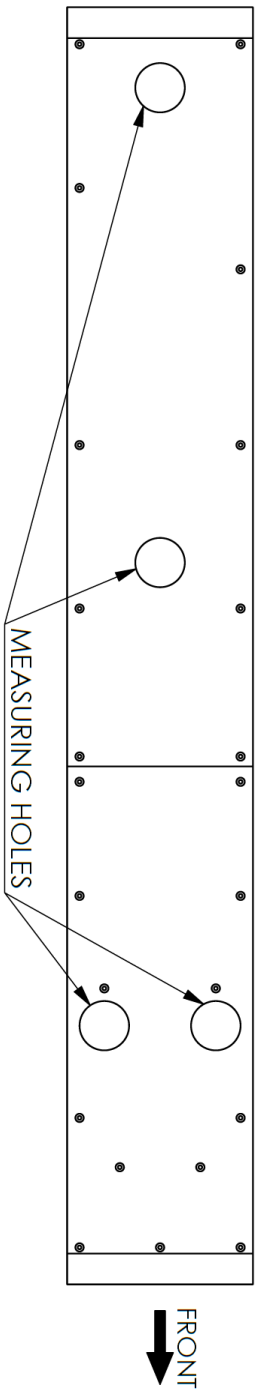
18.6. An MSVR logo and other Series logos must be displayed on the drivers' race suit as shown in Appendix ONE of the Sporting Regulations.

18.7. In the event that decals and logos are not displayed the competitor will not be eligible for awards, trophies or prizes.

18.8. If a competitor has a sponsor or wishes to display any branding that may conflict with a Series sponsors' business activities, then this issue should be raised with the Series coordinator in writing and an agreeable solution will be sought. Any agreement to vary Series branding must be obtained from the Series Organisers in writing.

TECHNICAL APPENDIX ONE : PLANK MEASUREMENT

Wear measurement holes are located on the Wooden Skid Plank



TECHNICAL APPENDIX TWO : TYRE ALLOCATION FORM

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

TECHNICAL APPENDIX THREE : TECHNICAL QUERY FORM



TECHNICAL QUERY FORM

Car No:		Date:	
Chassis No:		Engine No:	
Competitor Representative (Name)		Competitor Representative (Sign)	

COMPETITOR QUERY

TECHNICAL DELIGATE & SERIES SCRUTINEER REPLY			
Name:		Signature:	
Date:		Time:	

COMPETITOR RECIPIENT			
Name:		Signature:	
Date:		Time:	

TECHNICAL APPENDIX FOUR : PRE-EVENT SCRUTINEERING FORM



Pre-Event Scrutineering Form

Date:	
Event:	
Competitor:	
Car No:	
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-3.net no later than two hours before qualifying commences