



## Sporting and Technical Regulations 2026

**PUBLISHED COPY**

**Signed:**

**Date: 9<sup>th</sup> March 2026**

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## **1. SPORTING REGULATIONS - GENERAL**

### **1.1 TITLE & JURISDICTION:**

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

Motorsport UK Championship Permit No.: **CH2026/R098 (C)**

Race Status: **Interclub**

Motorsport UK Championship Grade: **C**

This document defines the specific Championship regulations and structure of the Championship for both fair and safe competition and are to be adhered to by all Entrants and Drivers at all times.

The Organisers reserve the right to amend or clarify these Championship Regulations at any time during the season by way of publication of Official Championship Bulletins issued in accordance with NCR Ch. 3 App. 10 Art 4.2 and subject to Motorsport UK approval.

### **1.2 OFFICIALS**

#### **1.2.1 Championship Coordinator:**

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#### **1.2.2 Championship Eligibility Scrutineers:**

Alister Poulter; Deputy: Graham Bahr, Neil Hodgkin

#### **1.2.3 Championship Clerk of the Course:**

Joe East or his appointed Deputy

#### **1.2.4 Championship Stewards:**

Greg Masters

Eric Cowcill

David Scott

**NCR Ch 4 App. 1 Art.1.2.** The Championship Stewards can only adjudicate on any disputes, irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise Competitors for any breach of these Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2, subject to the rights of Appeal to the National Court there provided.

### **1.3 COMPETITOR ELIGIBILITY**

#### **1.3.1 Entrants must:**

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

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1.3.2 Drivers and Entrant/Drivers must:

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

1.3.3 A Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the Championship and as a result receives financial gain where, in respect of Junior Championships, the principal is not also the parent/guardian. Being considered as being a Team includes the use of team names, team sticker kits and team race suits/clothing.

A Team shall at all times uphold and respect the provisions of the NCR and these Championship Regulations as may be amended from time to time and shall;

- (a) hold a valid Motorsport UK Entrant licence;
- (b) have at least £5 million Public Liability Insurance;
- (c) uphold the values of the Respect Code and all applicable Motorsport UK policies and guidance;
- (d) act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport, the Championship or Motorsport UK or any its officers and officials into disrespect;
- (e) adhere to the Motorsport UK Safeguarding Policy and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid suitability check certificate supplied through Motorsport UK;
- (f) ensure that representative(s) and driver coaches attend training/briefing when required;
- (g) adhere to the NCR in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;
- (h) nominate one member of their Team as the Team Representative at each ~~meeting~~ 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 Team licence in substitution for the driver Parent/Legal Guardian.

1.3.3.1 It is recommended the Team has:

- (a) a designated team member as a 1<sup>st</sup> 4Sport, Level 2 qualified coach;
- (b) a designated UKAD Certified Advisor, and
- (c) be responsible for carrying out and documenting a risk assessment of their activities; (risk assessment management tool available from Motorsport UK)

1.3.4 All competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all times upon the demand of the Officials when signing-on.

1.3.5 Deleted.

1.3.6 Membership of MSVR is free on entry.

**1.4 REGISTRATION**

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

1.4.2 The Championship Registration form is available via: <https://entries.msv.com/gb4>

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- 1.4.3 The Registration Fee is £6,950 + VAT - made payable to: MotorSport Vision.
- 1.4.4 Registration numbers will be the permanent Competition numbers for the Championship. In avoidance of doubt, a number is registered to a driver and not a car/entrant. Numbers will be allocated on a 'First come, first served basis once a fully paid and completed registration has been received.

**1.5 ROUNDS**

- 1.5.1 The **GB4 Championship** will consist of 21 Rounds across 7 Events as set out in the calendar below:

Date	Venue	Races	Organising Club
25-26 April	Silverstone GP*	3	BRSCC
23-25 May	Oulton Park International*	3	MSVR
27-28 June	Donington Park GP*	3	BRSCC
01-02 August	Silverstone GP*	3	MSVR
15-16 August	Snetterton 300*	3	MSVR
05-06 September	Donington Park GP*	3	BRSCC
26-27 September	Brands Hatch GP*	3	MSVR

*\* subject to valid track licence*

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

- 1.5.2 Alternative Championship Rounds may be organised in accordance with NCR Ch.12 App.2 Art.4.

**1.6 SCORING**

- 1.6.1 Points for all titles will be awarded to Competitors listed as classified finishers in the Final Results as follows: A driver must count their scores from all the races in the Championship.

Race One and Race Two:

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

Race Three:

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

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

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- 1.6.2 Points for the GB4 Teams Championship will be allocated to the two top scoring cars from each team from each race. Points to be awarded as in 1.6.1 above. To be eligible for the Teams Championship, teams must be in possession of a valid Entrants Licence, be registered for the Championship and be signed on for the Events.
- 1.6.3 The GB4 Rookie Driver Title will be awarded to the rookie driver who has scored the highest number of points taking into consideration all results obtained by the driver during the events of the 2026 GB4 Championship less any championship penalty points incurred in accordance with these regulations.
- 1.6.4 Only registered drivers who have not previously entered more than three race events in a car of any type prior to 2026 will be eligible to score points for the Championship Rookie Driver's Standings. The totals from all qualifying Events run will determine final Championship points and positions, less any championship penalty points incurred in accordance with these regulations.
- 1.6.5 Ties shall be resolved using the formula in NCR Ch.4 App.3 Art.4.1.
- 1.6.6 If a race is stopped and cannot be resumed, no points will be awarded if the leader has completed less than 2 laps, half points will be awarded if the leader has completed more than 2 laps but less than 75% of the original race distance, and full points will be awarded if the leader has completed more than 75% of the original race distance.

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

**1.7 AWARDS**

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

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

- 1.7.3 Per Championship:

The following awards will be made:

- At the end of the season, the driver who has accumulated the most pole positions (secured from races one and two of the weekend) during the Championship will receive a cheque for £1,000 and the George Russell Pole Position Cup.
- At the end of the season the team of the driver that has gained the most pole positions during the Championship will receive a cheque for £1,000 and the David Poole-Warren Team Pole Position Cup.
- At the end of the season the team who has won the GB4 Teams' title will be awarded a Championship Cup.
- The 2026 GB4 Champion will be entitled to £50,000, exclusive of VAT if applicable, of direct financial support towards a full season drive in the 2027 GB3 Championship. Such support will be paid directly to a team to which the driver is contracted for the full season. The timing of payments will be agreed between MSV and the relevant team and may include a retention of part of the payment until the end of the relevant 2027 Championship season. The availability of financial support will lapse if not fully used in accordance with these requirements.
- The highest placed female driver in the final 2026 GB4 Championship standings will receive a €50,000 prize contribution towards a drive in the 2027 F1 Academy series, should she secure a contract in that series. Such support will be paid directly to a team to which the driver is contracted. The timing of payments will be agreed between MSV and the relevant team and may

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include a retention of part of the payment until the end of the relevant 2027 Championship season. The availability of financial support will lapse if not fully used in accordance with these requirements.

- Refer to 1.6.3 + 1.6.4 above regarding Rookie award.
- Further awards as may be published from time to time by the Championship organisers.

### 1.7.4 Presentations:

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

### 1.7.5 Entertainment Tax Liability

Prize money and Bonuses shall be posted to the Entrants within 1 month of the results being declared final after each Event.

In accordance with current UK government legislation, the Organiser is legally obliged to withhold income tax at the basic rate (currently 20%) on all payments to non-UK resident sportspersons and entertainers, and to account for this to HMRC using form FEU1, the quarterly return of payments made to non- resident entertainers and sportspersons.

A non-UK resident is defined as someone who does not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or the Republic of Ireland. This means that, as the organiser, the promotor is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, competitors may apply to HMRC for a reduced withholding tax rate, or for an exemption, if they can demonstrate that the standard deduction exceeds their actual UK tax liability. Such applications must be submitted in writing **at least 30 days before the payment is due.**

For further information contact:- Charities, Savings and International 1, HM Revenue and Customs, BX9 1AU. Tel: 0300 322 7877

### 1.7.6 Title to all trophies/awards

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

## 2 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

### 2.1 GENERAL

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees to the Championship Coordinator prior to the closing date for entry which shall be 14 days before each round. Where events are closer than two weeks apart, the closing date shall be 7 days before the round.
- 2.1.2 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct, and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Championship Coordinator in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions, the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.
- 2.1.4 The Entry Fee for each event is £1,845 + VAT. Entries received within 14 days of the event will be subject to a 10% surcharge.

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2.1.5 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will replace withdrawn or retired entries in Reserve Number order. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round, the times set in Qualifying shall determine their grid positions. If Reserves are given places after publication of the grid sheet, and prior to cars being collected in the Official "Assembly Areas", they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the GREEN FLAG LAP, or the last car to take the start has passed the start line or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

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

### 2.2 BRIEFINGS

Organisers must notify Competitors of the times and locations for all briefings in the Final Instructions for the Events. Competitors must attend all briefings, or be subject to a penalty. Any written briefing is an Official Document

### 2.3 QUALIFYING

2.3.1 The organisers will issue a qualifying order which is the order in which all cars must leave the assembly area (or pit lane if qualifying starts from pit lane).

2.3.2 A team may elect to not take their prescribed position in the order but must clearly indicate to the car/team behind that they will be doing this. After all other cars have left, they can then join.

2.3.3 Should the qualifying session be red flagged, cars will return to the pit lane and park as required in 2.7.5. If the session is restarted, the pit exit light will go to green. At this point, cars must leave the working area, one by one, in the same qualifying order as published. The same procedure as 2.3.2 is to be followed where required.

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

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

2.3.6 For the Oulton Park, Snetterton and Brands Hatch events, the following Qualifying and Grid Format will apply:

The Starting grid for Race ONE will be determined by the results of Qualifying ONE.

The Starting grid for Race TWO will be determined by the results of Qualifying TWO.

The Starting grid for Race THREE will be determined by the results of Race TWO, with the top twelve reversed, prior to any time penalties applied from the previous race.

For avoidance of doubt with regard to Race THREE, once the top twelve of the grid is formed, all penalties (including track limits) will be applied, even if it places the competitor behind those not included in the reversed part of the grid.

For all other events, the Qualifying and Grid format will from 2.3.8 below will apply.

2.3.7 For all other events, the grid for Race ONE will be set in order of times achieved in qualifying;

The grid for Race TWO will be set according to the driver's second fastest time achieved in qualifying.

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

Any driver that fails to set a lap time in Qualifying will start at the back of the grid with the permission of the Clerk of the Course. If more than one driver fails to set a lap time in Qualifying those drivers

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starting positions will be determined by lap times set in official practice for the event. If such driver/s failed to set a lap time in official practice, starting positions will be determined by the Clerk of the Course whose decision will be final.

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

- 2.3.8 If for any force majeure reason qualifying is unable to take place, then the below will happen.  
The grid for Race ONE will be set according to Championship position.  
The grid for Race TWO will be set according to the result of Race ONE.  
The grid for Race THREE will be set according to the result of Race TWO

### 2.4 RACES

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (NCR Ch.12 App.6 Art.9) (1.6.6. above applies).
- 2.4.2 The standard scheduled race distance shall be 20 minutes whenever practicable.

### 2.5 STARTS

- 2.5.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the green flag lap(s) in the formation as specified on the Track Licence for each circuit. Team personnel are not permitted on the grid unless instructed by an official.
- 2.5.2 All starts will be Standing Starts.
- The minimum Countdown procedures/audible warnings sequence shall be:
- I. 1 minute to start of Green Signal/Pace Lap - Start Engines/Clear Grid.
  - II. 30 Seconds - Visible and audible warning for start of Green Signal/Pace Lap.
  - III. After completion of the Green Signal Lap vehicles will resume their Grid positions for a standing start
  - IV. A five second board will be used to indicate that the grid is complete.
  - V. The red lights will be switched on five seconds after the board is withdrawn and switched off to indicate the start of the race.
- 2.5.3 Any cars removed from the grid after the 1-minute stage, or driven into pits on Green Flag lap, shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pitlane exit, whichever is the later.
- 2.5.4 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11 and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.
- 2.5.6 Should a car stall during the start of the green flag lap or the start of the race, the car is allowed to be pushed, with the engine off, by marshals from the grid to the pit lane, where the team can jumpstart the car but must still adhere to 2.7.6, 2.7.7 & 2.7.8.
- 2.5.7 Excessive weaving to warm-up tyres and falling back in order to accelerate and practice starts, is prohibited.

## 2.6 SESSION RED SIGNAL

Should the need arise to stop any practice, qualifying or race or, RED LIGHTS will be switched on at the Start line and RED LIGHTS & FLAGS will be displayed at the Start line and at all marshals' signalling points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice or qualifying, and to the starting grid area, during a race, unless otherwise directed by officials. **Marshals** should revert to displaying yellow flags to indicate to **Drivers** the particular location of any incident hence supplementing the Light Panels.

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

## 2.7 PITS, PADDOCK & PITLANE SAFETY

### 2.7.1 Pits & Paddock:

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

The organisers will issue a pit apron allocation. This specifies the location allowed to be used by the team within the pits and must be followed at all times whilst in pit lane.

### 2.7.2 Pitlane:

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

### 2.7.3 Refuelling:

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

### 2.7.4 Speed Limit:

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

### 2.7.5 Car parking positions in the pits:

Practice & Qualifying: ~45° nose out. Car to be pushed back by mechanics.

Race: Parallel to working lane

Penalties may be imposed for failing to adhere to the above

### 2.7.6 The car must not be pushed at any time in the pits or paddock when the engine is on.

### 2.7.7 Should the car leave any location in the pits or paddock under its own power, the 'Car Controller' is responsible for its safe release. The 'Car Controller' must have full visibility of the areas surrounding their car and its intended path.

### 2.7.8 Cars can be jumpstarted using an external battery. As soon as the battery is removed, the car may leave as long as it is safe to do so, subject to 2.7.6 & 2.7.7.

### 2.7.9 The number of personnel working on the car whilst in the working area of the pit lane during a race is limited to two team members plus a 'jack man' and a 'car controller'.

### 2.7.10 The 'Car Controller' may also be the 'Jack Man' as long as they are able to clearly see the Fastlane and area surrounding their car.

### 2.7.11 Working on the car is defined as having contact with the car or a component of the car as well as the named roles above.

### 2.7.12 The above personnel must wear a championship issued armband which is clearly visible over the outermost layer of clothing, on their arm, at all times.

2.7.13 The car may only rejoin the fast lane when instructed to do so by the 'Car Controller'.

## **2.8 RACE FINISHES**

2.8.1 After taking the Chequered Flag drivers are required to:

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

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

## **2.9 RESULTS**

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

## **2.10 TIMING MODULES**

2.10.1 All competitors will be required to supply and fit an Electronic Self Identification Module (Transponder) to their car for the purposes of accurate timing. The type is MyLaps TranX 260 or X2 direct powered transponder. These are available for purchase from TSL-Timing. It will be the responsibility of the competitor to fit these in the car in the position and manner specified in the MSV GB4-025 Technical Manuals. The Modules must be in place and functioning correctly for all Championship qualifying sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers.

2.10.2 Any competitor who fails to fit a functioning transponder to their car may not necessarily be timed by the official timekeepers for the event, at their discretion. In such a case, the competitor may start the race from the back of the grid but also may not necessarily feature on the results of the race, irrespective of their finishing position.

## **2.11 QUALIFICATION RACES**

2.11.1 If any event is oversubscribed, the Organising Club may at their discretion run Qualification Races.

## **2.12 OPERATION OF SAFETY CAR**

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

## **2.13 ONBOARD CAMERAS**

2.13.1 Competitors may only use the on-board and rear-facing camera systems in accordance with NCR Ch.7 App.9 and these Regulations using mountings specified by the Championship Organisers in the MSV GB4-025 Technical Manuals. Competitors will occasionally be required to carry supplementary cameras to obtain broadcast material. This will require the consent of the Clerk of the Course and Championship Eligibility Scrutineer.

2.13.2 All competitors are required to carry on-board and rear-facing cameras for the primary purpose of safety and judicial procedures but also for broadcast purposes. All rights including copyright in relation to footage captured by onboard cameras will belong to the Championship organiser.

2.13.3 The cameras must be installed in the position and orientation as defined in the MSV GB4-025 Technical Manuals and be in working order and set to record so that footage can be reviewed at the end of the session by the Eligibility Scrutineer or Clerk of the Course or any personnel they appoint. Footage from the cameras may be used where there is any incident which is subsequently brought before the Clerk of the Course for investigation. Onboard and rear-facing camera footage may be

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used where there is insufficient existing information available for the Clerk of the Course to take appropriate action. NCR Ch.7 App.9 applies. Please ensure that SD cards are regularly cleared to assist Clerks with identification and review of relevant footage.

- 2.13.4 Any competitor who fails to supply suitable footage from their onboard cameras will be liable to a penalty. Penalties will be in accordance with NCR Ch.2 App.2 Art.1 and infringements may also be reported to the Championship Stewards for further sanctions.
- 2.13.5 It is the competitor's sole responsibility to ensure safe installation and effective, reliable operation of the camera equipment. The cameras must be mounted and be angled so as to give good views of the cockpit and the circuit in accordance with the MSV GB4-025 Technical Manual.

### 2.14 EM MOTORSPORT MARSHALLING SYSTEM

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

## 3 SPECIFIC CHAMPIONSHIP REGULATIONS

### 3.1 RESPECT

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

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

## 4 SPECIFIC CHAMPIONSHIP PENALTIES

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

### 4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

- 4.1.1 Arising from post qualifying Scrutineering or Judicial Action:

Minimum Penalty:

The provisions of NCR Ch.2 App.8 Arts.1.20 - 1.22.

- 4.1.2 Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty:

The provisions of NCR Ch.2 App.8 Arts.2.2.a-b.

## **4.2 OTHER SPECIFIC CHAMPIONSHIP PENALTIES**

- 4.2.1 For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of NCR Ch.2 App.8 Art.2.5. The Clerk of the Course has the option to impose Stop-Go and Drive Through penalties in accordance with NCR Ch.12 App.10 Art.2.
- 4.2.2 Penalties such as Drive Through, Black Flag, etc will be notified to the driver from the signalling position by the appropriate flag and number. The same information will be displayed on official timing screens and teams **MUST** notify their driver using the pit signalling board. Instructions may also be given via the EM Smart Marshalling system.
- 4.2.3 Black & White flags may be sent to via the EM Smart Marshalling system. This may not necessarily be repeated from the signalling position unless where there is a technical fault with the EM Smart Marshalling system.
- 4.2.4 If any competitor requires mechanical assistance (telehandler, 4x4 etc) during practice, qualifying or race the competitor may not take any further part in that practice, qualifying or race.
- 4.2.5 When a competitor is found guilty of an offence that would receive penalty points under NCR Ch.2 App.12 Arts.1.2 & 1.5, the same number of points will be awarded as Championship Penalty Points regardless of the licence issuing ASN. In the event that 12 Championship Penalty Points are received arising from participation in GB4 that competitor may be referred to the Championship Stewards who will consider whether further action including disqualification from further participation in the championship. Any decision in this respect is subject to the rights of appeal to the National Court provided in NCR Chapter 2.

## **4.3 GENERAL SAFETY**

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

# **5 TECHNICAL REGULATIONS**

## **5.1 INTRODUCTION**

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

## **5.2 GENERAL DESCRIPTION**

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

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Manuals are up to date and that their car complies with the requirements. Technical Bulletins are published on the secure 'Teams Area' of the GB4 website. It is the responsibility of each competitor to ensure that all Technical Bulletins are abided by. Any breach of the above may result in judicial action being taken. If for whatever reason the location of these Technical Bulletins need to be changed, all entrants will be notified of the new location.

### 5.3 SAFETY REQUIREMENTS

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

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

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

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

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

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

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

### 5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

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

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

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

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

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

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

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

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

5.4.7 Any modifications and/or repairs that are not the direct replacement of standard parts, will only be permitted if it can be demonstrated by the Competitor to the Championship Eligibility Scrutineer before the car is used that such modifications and/or repairs are incapable in any way of enhancing

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the performance of the car. This will require the submission of a Technical Query Form as per Appendix FOUR. The decision of the Championship Eligibility Scrutineer as to whether to accept the modification and/or repair will be final and that decision will be communicated to the Competitor in writing. Photographic evidence of the modification and/or repair will also be obtained.

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

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

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

**5.5 CHASSIS**

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

5.5.2 No modifications to the chassis are allowed.

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

5.5.4 Structural repairs to the chassis are not permitted unless 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 Championship Scrutineer.

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

**5.6 BODYWORK**

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

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

5.6.3 Minor repairs to bodywork components during events are permitted using original materials and providing that the original shape and dimensions are maintained, and are subject to the specific approval of MSV, by way of the Technical Query Form as per Appendix FOUR. Short term repairs at

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an event must be made good by the following event to re-achieve the original shape of the component, its surface finish and a high standard of aesthetic appearance.

- 5.6.4 Structural repairs to the Front and Rear Impact Structures 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 Championship Scrutineer by the repairer.
- 5.6.5 The head restraint must be painted in commercially available paint or covered with vehicle wrapping vinyl. Low-friction transparent vinyl (of less than 1mm thickness) may also be applied to protect the surface finish but only in the area where there is contact between the driver's helmet and the head restraint.
- 5.6.6 The skid plank fitted under the chassis facing the ground must have at all times a thickness of at least 3mm. In order to establish the conformity of the skid plank after use, the thickness must be above the minimum at least one point around the circumference of each of the three holes located as shown in Appendix TWO. Mist-coating the underside of the skid plank with aerosol paint to monitor wear / touching is permitted.
- 5.6.7 Measured across the car, the sidepod floors must be parallel to the plane of the underside of the chassis. Measured along the car, the sidepod floors must be parallel to the plane of the underside of the chassis.  
  
A tolerance of 5.0mm is permitted across their width and length, to allow for potential for discrepancies such as, but not limited to component manufacturing and repair tolerances and imperfection of chassis bottom flatness.
- 5.6.8 All panels which are required to display Championship sponsor or other markings as set out in Appendix ONE must display these logos/markings at all times.

### 5.7 ENGINE

- 5.7.1 The engine and various engine components will be sealed by MSV's appointed engine supplier. All seals must be in place and undamaged for eligibility purposes. An inventory of seals and their locations is provided in the MSV GB4-025 Technical Manual. No internal or external modifications or adjustments are allowed. The seals can only be removed with the authority of the Championship Eligibility Scrutineer during events.
- 5.7.2 The engine must be operated as specified in the MSV GB4-025 Technical Manuals.
- 5.7.3 If the engine requires repair or rebuild it must be returned only to MSV's appointed supplier.
- 5.7.4 The parts comprising the engine assembly are defined in the MSV GB4-025 Technical Manuals.
- 5.7.5 At the discretion of the Championship Eligibility Scrutineer and MSV's approved engine supplier a team may be required, for the remainder of an event, to exchange an engine with another, supplied by MSV.
- 5.7.6 Competitors Engine number must be provided to the Championship Eligibility Scrutineer prior to qualifying (Q1) using the 'Pre-Event Scrutineering Form' as shown in Appendix FIVE. Any change to this information during the event will require an updated form to be submitted to the Championship Eligibility Scrutineer.

### 5.8 EXHAUST SYSTEM

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

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

**5.9 ENGINE CONTROL SYSTEMS**

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

**5.10 SUSPENSIONS / STEERING**

No modifications or omissions are permitted.

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

**5.11 TRANSMISSIONS**

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

**5.12 ELECTRICAL SYSTEMS**

- 5.12.1 The entire electrical system and all wiring looms must remain exactly as supplied and may not be modified or added to in any way in form or function. Repairs can only be carried out by MSV.
- 5.12.2 The Cosworth Electronics DB1 data logging system must remain as supplied during events. No other data logging system or additional instrumentation is permitted.
- 5.12.3 The Cosworth DB1 data logger must be functioning at all times and be writing data to the CF card reliably. The Championship Organiser may require access to data and any time. Any competitor who fails to supply suitable data will be liable to a penalty. Penalties will be in accordance with NCR Ch. 2 App. 2 Art. 1 and infringements may also be reported to the Championship Stewards for further sanctions.
- 5.12.4 With the exception of 3.1.4, both the use of radio communication to and from the driver and the use of "car to pits" telemetry for data logging purposes is prohibited other than the EM motorsport equipment specified in 2.14. Lap time data logging beacons are permitted.

### **5.13 BRAKES**

5.13.1 The braking system must remain as standard and as specified in the MSV GB4-025 Technical Manuals and parts list.

### **5.14 WHEELS / STEERING**

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

### **5.15 TYRES**

#### **5.15.1 Slick Tyres**

- a) Championship event tyres - Qualifying, Race 1, Race 2 and Race 3. To be nominated for use at the start of each event. These tyres must be new tyres. Each Competitor may not nominate more than three front and three rear slick tyres per driver at each event of the Championship.
- b) Official test day: To be nominated for use at the start of each test day. The maximum quantity of tyres that can be nominated per driver is
  - For less than 2hr track time six front and six rear made up of new and used, but the maximum number of new tyres is two front and two rear.
  - For 2hr or more track time 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 driver has not previously participated in a Championship Event or Official test day, the competitor will be allowed to nominate a full allocation of new tyres for that driver.

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

For the first official test day of the calendar year the competitor will be allowed to nominate a full allocation of new tyres for all drivers.

#### **5.15.2 Wet Tyres**

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

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

5.15.4 Competitors must nominate all of the tyres they wish to use for the duration of the Championship event (Qualifying, Race 1, Race 2, Race 3) via Pirelli and Championship Eligibility Scrutineer by email a minimum of 1 hr before Qualifying.

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

5.15.5 Pirelli will electronically hold and manage tyre nominations on behalf of the Series Eligibility Scrutineer. In the event of the Series specifically notifying teams a completed 'Tyre Record Form' as shown in TECHNICAL APPENDIX Two shall be used in lieu of using Pirelli's electronic system.

5.15.6 Any competitor found during or post Championship event – Qualifying, Race 1, Race 2 and Race 3, to have used a tyre not recorded as nominated on the Pirelli system will be excluded from the results and may be subject to further penalties.

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5.15.7 Any competitor found during an official test day to have used a tyre not recorded as nominated on the Pirelli system will be reported to the Championship Steward and may be subject to penalties.

5.15.8 During event Qualifying, Race 1, Race 2 and Race 3 wet tyres can only be used if the track is declared 'Wet' by the Clark of the Course.

At any time when the car is running on wet-weather tyres the car's rear light must be illuminated at all times. It shall be at the discretion of the Clark of the Course to decide if a driver should be stopped because their rear light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied.

5.15.9 Dry weather tyres – FRONT: Pirelli 200/540-13 DMA  
REAR: Pirelli 250/575-13 DMA

Wet weather tyres – FRONT: Pirelli 200/540-13 WSA  
REAR: Pirelli 250/575-13 WSA

5.15.10 Only tyres supplied by the MSV nominated supplier may be used. Tyre serial numbers printed on the tyre sidewall under the barcode will be recorded as they are issued and must be used when recording with Pirelli (or on the Tyre Record Form from Appendix THREE as per 5.15).

5.15.11 During an event it is not permitted to turn tyres on their rims in order to change the direction of rotation, unless for safety reasons and then only with the written approval of both the Championship Eligibility Scrutineer and the nominated representative of the Tyre Supplier.

5.15.12 If a competitor has damaged a quantity of their nominated tyres to the extent that continued participation in the event is impossible, and in the opinion of the Championship Eligibility Scrutineer the damage was not caused intentionally, supplementary front and/or rear tyres may be nominated and used by that competitor. Such supplementary tyres will be selected from the pool of discarded tyres at the discretion of the Championship Eligibility Scrutineer.

5.15.13 The action of artificially raising the temperature of tyres, use of tyre heating/heat retention devices, use of tyre treatments and compounds are all prohibited. Such compounds must not be brought to the event, be in team vehicles or the pit area.

5.15.14 Dressing of any part of the surface of the tyre using tools or heat guns is prohibited. In the event that any surface matter needs to be removed on grounds of safety this must be done with the agreement of the Eligibility Scrutineer.

5.15.15 Tyres may only be inflated with compressed air.

5.15.16 The Championship Eligibility Scrutineer may require competitors to place some or all of their nominated slick tyres in overnight Parc Fermé during an event.

## **5.16 WEIGHT**

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

5.16.2 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.

5.16.3 After taking the Chequered Flag cars must not stop in the pit lane and must go directly to Parc Fermé except podium cars on instruction from officials. Any cars in the pit lane when the Chequered Flag is shown fall immediately under Parc Fermé.

5.16.4 Immediately following the conclusion of Qualifying all drivers are to be weighed in the tec centre. The Championship Scrutineer will then tell the Driver the measured weight and once the Driver leaves Parc Fermé this will be deemed implicit acceptance of the figure. This figure will then be used as the recorded drivers weight for the rest of the event.

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

## **5.17 FUEL AND LUBRICANTS**

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

**5.18 SILENCING**

- 5.18.1 Vehicles must at all times conform to NCRs. 108 dBA at ¼ maximum rpm at 0.5m as set out in NCR Ch. 7 App.8 Art. 3. See the MSV GB4-025 Technical Manuals.

**5.19 NUMBERS AND CHAMPIONSHIP DECALS**

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

Front numbers are to be positioned as per the NCRs. Side numbers are to be positioned as per the NCRs on each rear wing end plate. The minimum height for numbers should be 160mm, they should have a stroke width of 35mm, and they should be on a contrasting background.

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.

Any numbers that are not satisfactory must be changed on instruction from the Championship Eligibility Scrutineer.

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

To ensure cars are easily distinguished from one another whilst on track, the on-board camera structure located above the principal roll structure will be predominantly coloured as per below.

The Entrant's car with the lowest car number: Black

The Entrant's car with the second lowest car number: Fluorescent Yellow

The Entrant's car with the third lowest car number: Fluorescent Red

- 5.19.2 Permanent numbers will be issued to all registered competitors by the coordinator on a 'first come, first served' basis according to the date of receipt of a valid Championship Registration. The number 'ONE' is reserved.
- 5.19.3 Championship decals which are mandatory will be supplied via the Coordinator. These must be positioned on temporary pit garage walling in locations agreed with the Championship Co-ordinator and on the car in accordance with Appendix ONE.
- 5.19.4 MSVR decals and other Championship decals must be displayed on each side of the car the rear wing end plate position shown in Appendix ONE.
- 5.19.5 An MSVR logo and other Championship logos must be displayed on the drivers' race suit as shown in Appendix ONE.

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- 5.19.6 In the event that decals and logos are not displayed the competitor will not be eligible for awards, trophies or prizes.
- 5.19.7 If a competitor has a sponsor or wishes to display any branding that may conflict with a Championship sponsors' business activities, then this issue should be raised with the Championship coordinator in writing and an agreeable solution will be sought. Any agreement to vary Championship branding must be obtained from the organisers in writing.

## **6 COMMERCIAL UNDERTAKINGS**

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

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

#### **Race Organising Club**

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

#### **Nominated Tyre Supplier**

Pirelli Motorsport  
Omega One  
Collett  
Didcot  
Oxfordshire OX11 7AW

##### Sales:

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

##### General & Technical:

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

#### **Nominated Fuel Supplier**



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

Enquiries & Sales:

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

## **6.2 COMMERCIAL UNDERTAKINGS**

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

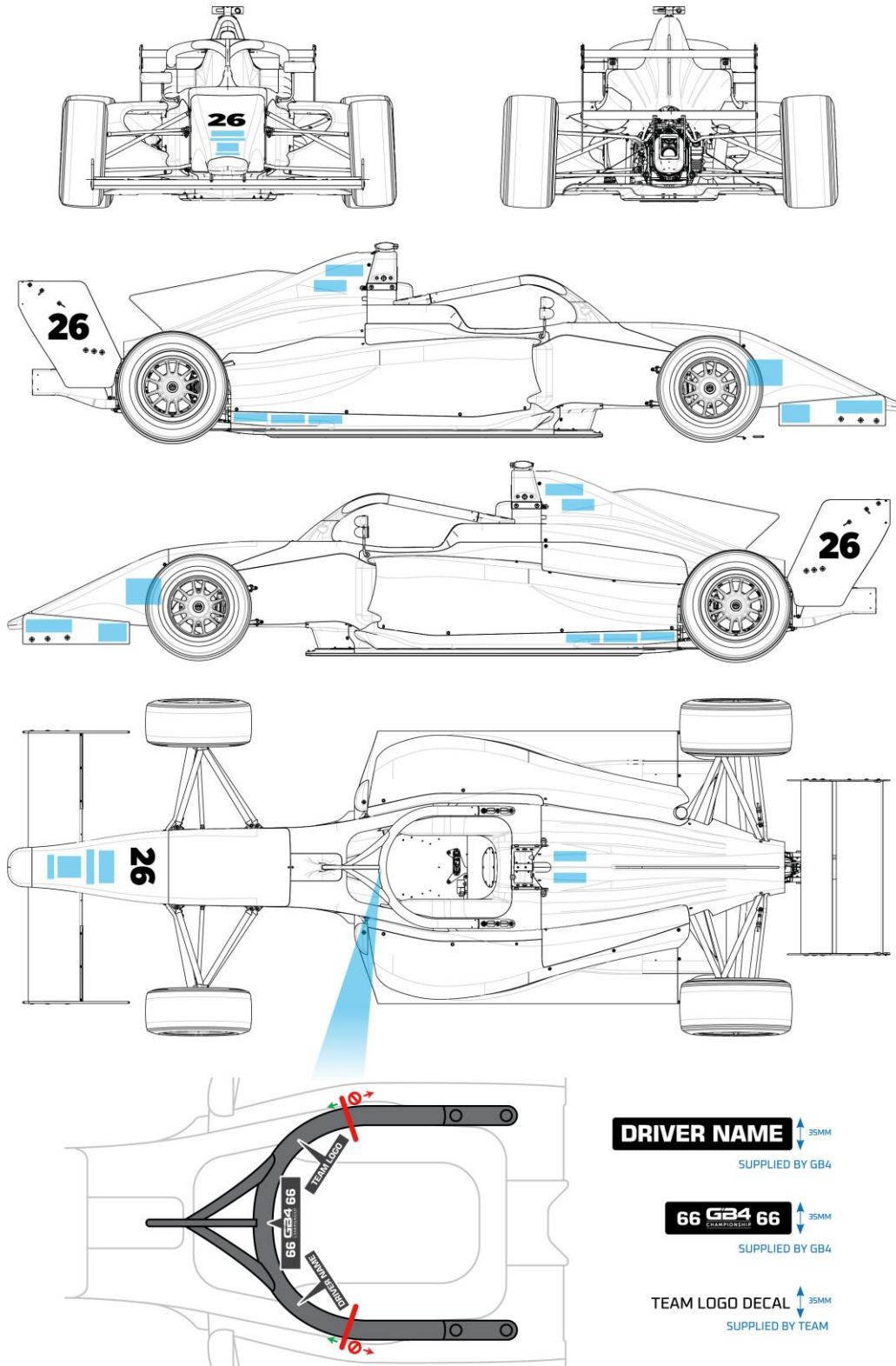
Good presentation extends to team personnel, transporter and allocated paddock location. The maximum number of cars that may be operated by any one team is three without written permission from MotorSport Vison Ltd.

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

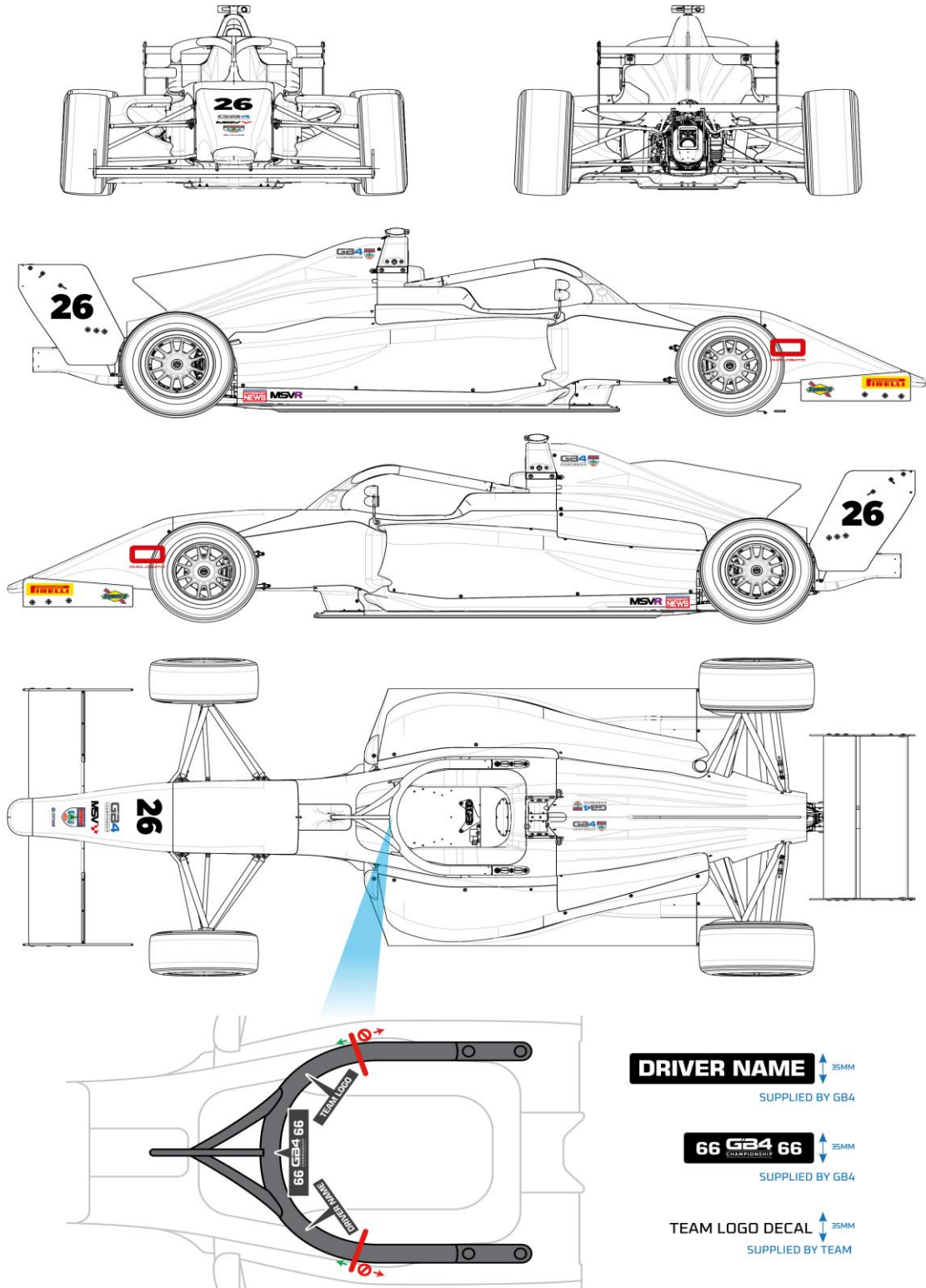
## 7 APPENDICES

### Appendix ONE Championship Decals

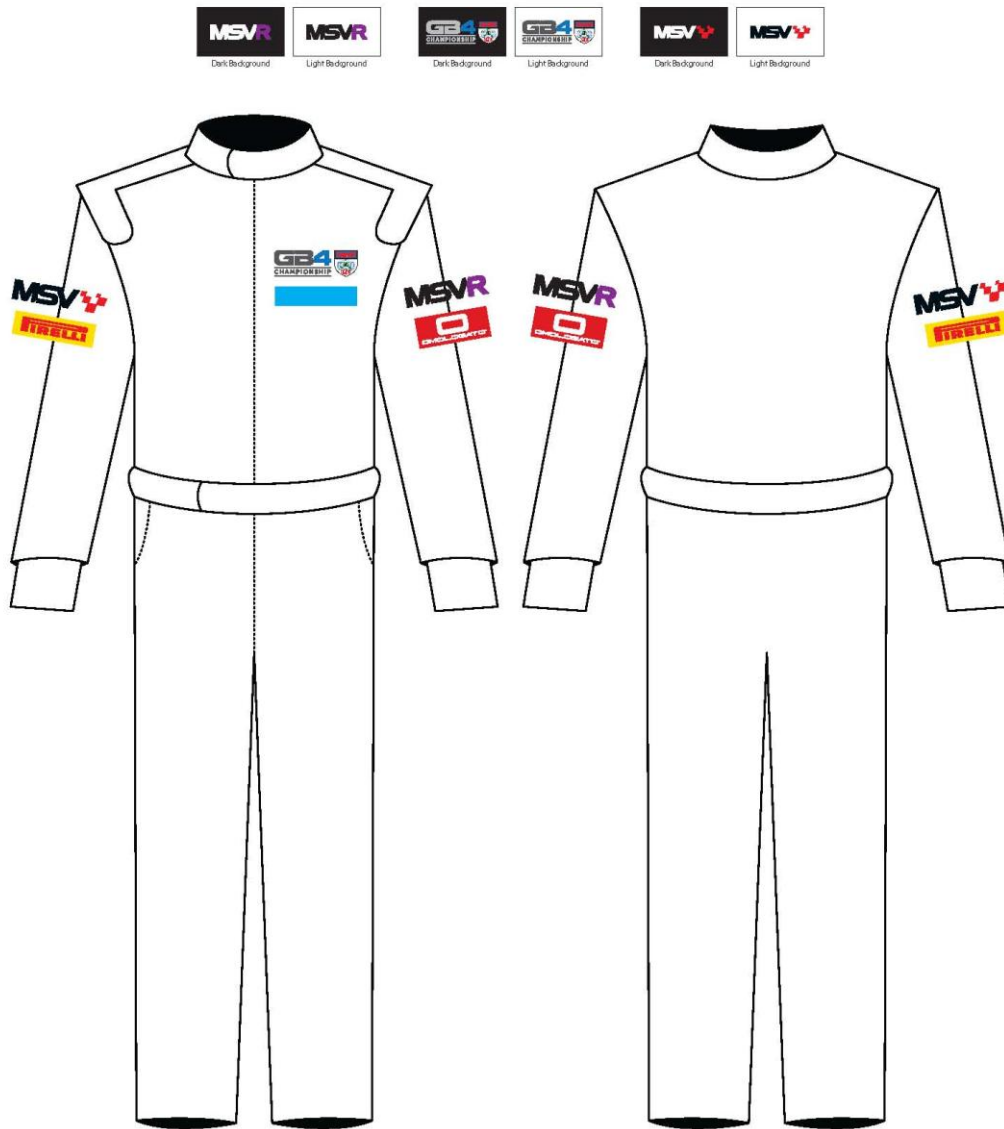
Areas in the blue boxes are reserved for Championship decals



Representation of Championship decals



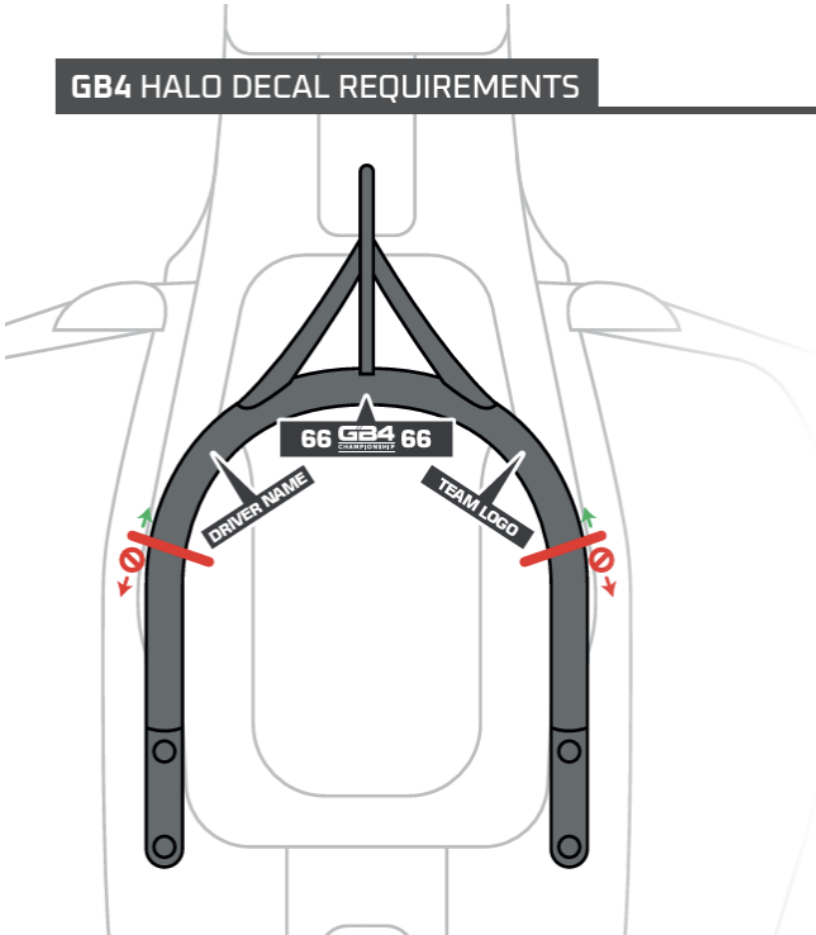
**Race Suit Championship decals**





### HALO Decal Requirements

#### GB4 HALO DECAL REQUIREMENTS



**DRIVER NAME**

35MM

SUPPLIED BY GB4

**66 GB4 66**  
CHAMPIONSHIP

35MM

SUPPLIED BY GB4

TEAM LOGO DECAL

35MM

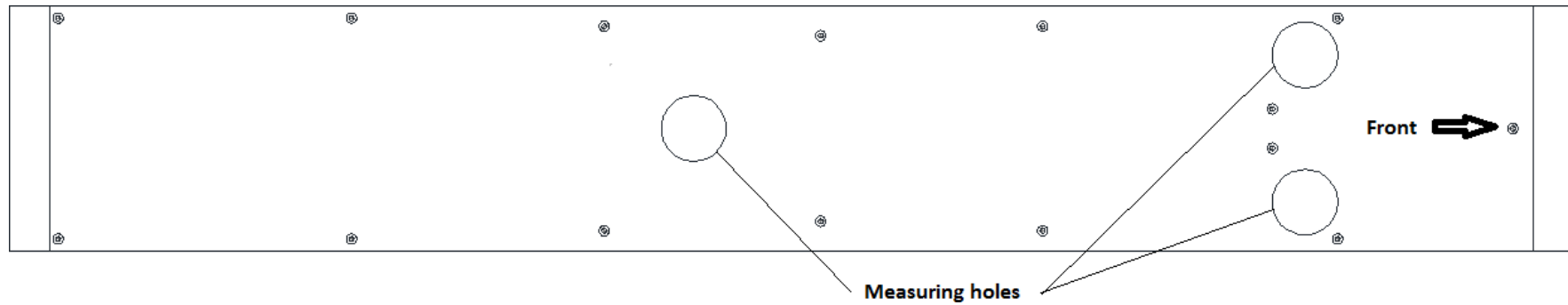
SUPPLIED BY TEAM



**Appendix TWO Skid Plank Wear Measurement Location**

Wear measurement holes are located on the Wooden Skid Plank

Fig. 1 – Wooden Skid Plank





Appendix THREE Tyre Registration 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

Appendix FOUR Technical Query Form



**TECHNICAL QUERY FORM**

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

COMPETITOR QUERY	

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

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



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Appendix FIVE Pre-Event Scrutineering Form



**Pre-Event Scrutineering Form**

Date:

Event:

Car No:

Team:

Drivers Name:

Transponder Number:

Smart Marshalling Number:

Chassis Serial Number:

Engine Serial Number:

ECU Serial Number:

Gearbox Serial Number:

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



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



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**Appendix SIX - Testing Ban**

Private testing on the circuit which will host the next Championship Event is forbidden 2 weeks preceding that event. For avoidance of doubt, this period begins 14 days preceding the start of the event. Private testing means any testing (with the exception of official GB4 Test days) by any team and/or driver entered for the relevant GB4 Championship event.

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### Appendix SEVEN Race with Respect

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



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

<http://Motorsportuk.org/racewithrespect>

#RaceWithRespect

#### The Values

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

I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action