

# Sporting and Technical Regulations 2026



## EnduroKA Series

## **1 SPORTING REGULATIONS - GENERAL**

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

The MSV Trackdays Enduro KA Series is organised by MotorSport Vision Racing (MSVR) and administered by MSV Trackdays (MSVT) in accordance with the National Competition Rules (NCR) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

Series Permit: RS2026/033

Race Status: **Interclub**

### **1.2 OFFICIALS:**

1.2.1 Series Co-ordinator: **Stuart Garland**

1.2.2 Series Eligibility Scrutineer: **Graham Bahr** or his appointed deputy

1.2.3 Series Clerk of the Course: **Ian Denyer** or his appointed deputy

1.2.4 MSVT Eligibility Advisors: **Stuart Garland, and Daniel Bennell**

### **1.3 GENERAL SERIES REGULATIONS:**

1.3.1 These races are deemed to be “endurance races” and hence in compliance with NCR Ch.12 App.2 Art.3 except where specified in these regulations

### **1.4 COMPETITOR ELIGIBILITY:**

1.4.1 Entrants must:

- (i) be fully paid up members of MSVR and
- (ii) be Registered for the Series and
- (iii) be in possession of a valid Motorsport UK Entrants Licence

1.4.2 Drivers and Entrant/Drivers must:

- (i) Be current Members of MSVR and
- (ii) Be Registered for the Series and
- (iii) Be in possession of valid Competition Race Club status Licence, as a minimum or:
- (iv) Be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN’s written consent ([NCR Ch.6 App.3 Art.1.6] and FIA ISC Article 2.3.7.b applies)
- (v) 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.
- (vi) The organisers reserve the right to refuse to issue a guest invitation and/or accept the registration of any applicant on reasonable grounds such as car being of the wrong type or level of modification.

- 1.4.3 All necessary documentation must be presented for checking at all rounds when signing-on.
- 1.4.4 The minimum age for a Driver is 16 (sixteen) years old.
- 1.4.5 Membership of MSVR is free on entry into an event.
- 1.4.6 Each car must have a minimum of two and a recommended maximum of four drivers for an event of less than 12 hours. For events of 12 hours or more, each car must have a minimum of three and maximum of six drivers.
- 1.4.7 A driver may drive a maximum of 2 cars during any event provided that they are properly entered and qualified in each car.

## 1.5 REGISTRATION:

- 1.5.1 All teams must register to compete in the series online at:  
<https://entries.msv.com/enduroka-2026>
- 1.5.2 The Registration Fee is £250 - payable via the EnduroKA Series website.
- 1.5.3 Registrations for the series will be accepted from 5th January 2026 until the closing date for entries to the final round.
- 1.5.4 Acceptance or rejection of registrations is entirely at the discretion of the series officials.

## 1.6 ROUNDS:

**EnduroKA** will be held over multiple races at a selection of 2026 MSVR race meetings. Full details and a race calendar can be found at [www.enduroKA.co.uk](http://www.enduroKA.co.uk).

## 1.7 AWARDS:

- 1.7.1 All awards are to be provided by MSVT  
Per Event: Trophy to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>
- 1.7.2 Bonuses:  
The Series Organising Club will endeavour to obtain sponsored awards or bonuses during the series and reserves the right to introduce same at any time without any obligation to distribute such awards retrospectively.
- 1.7.3 Presentations:  
Winners Caps and Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Prize money and bonuses, if any, shall be posted to the Entrants within 10 days of the results of each round being declared final.
- 1.7.4 **Entertainment Tax Liability:**

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

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, MSV

Racing is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

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

For further information contact:-

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

1.7.5 Title to all Trophies:

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

**1.8 PUBLICITY**

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

1.8.2 All Drivers who are required for the podium presentations shall attend the podium ceremony and conduct all post-race interviews wearing their official Series podium cap, if provided.

1.8.3 In completing a Series Registration, Competitors agree that the Series (and those so authorised) and sponsors of the Series may make use of their activities and successes in motorsport for any advertising, publicity, public relations and merchandising purposes.

**2 SERIES EVENT MEETINGS & RACE PROCEDURES:**

**2.1 ENTRIES:**

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance

of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.

- 2.1.3 Any withdrawal or Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. NCR Ch.3 App.11 Art.1.1.applies.
- 2.1.4 The Entry Fee for each event shall be specified on the entry system.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin. All Reserves will practice and replace withdrawn or retired entries in reserve number order. If Reserves are given Grid Places prior to issue of the first Grid Sheets, the times set in Practice 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.

## **2.2 CANCELLATIONS AND REFUNDS:**

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

No refunds or credits can be offered for EnduroKA registration packs.

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

## **2.3 BRIEFINGS:**

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

## **2.4 QUALIFICATION PRACTICE:**

- 2.4.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session, the decision of the Clerk of the Course shall be final.
- 2.4.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (NCR Ch.12 App.6 Art.3.1). The Clerk of the Course and/or Stewards of the Meeting shall have the right to disqualify any driver whose practice times or driving are considered to be unsatisfactory - as per NCR Ch.12 App.6 Art.3.1.

## **2.5 RACES:**

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (NCR Ch.12 App.6 Art.9).

- 2.5.1 The standard minimum scheduled race distance shall be 180 minutes whenever practicable, but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full round.

## **2.6 STARTS:**

- 2.6.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

- 2.6.2 The start will be via rolling start. The organisers may vary the start procedures at any point prior to a race by issuing a bulletin.

The minimum Countdown procedures/audible warnings sequence shall be:-

Rolling Starts:

- (i) 1 minute to start of Green Flag Lap - Start Engines/Clear Grid
- (ii) 30 Seconds - Visible and audible warning for start of Green Flag
- (iii) Green Flag Lap - Complete one lap of the circuit behind a pace car, forming into grid order prior to the final corner of the circuit

The Pace car will pull off the circuit at the end of the pace lap. The cars will continue on their own with the pole position vehicle leading at a minimum speed of 70 kph and a maximum of 90 kph. A judge of fact may monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90 kph) before the start is given may result in a stop and go penalty.

- (i) Red Lights on – maintain grid position
  - (ii) Red Lights off – race start signal. No car may overtake another one before the starting signal is given
- 2.6.3 In the event that the starting lights fail the Starter will revert to using the National Flag.
- 2.6.4 Any cars still in the pits when the pit lane closes or taken to the pits prior to the start may join the race from the pit lane after the last car has crossed the start line or pit lane exit, whichever is later, after the start of race signal is given.
- 2.6.5 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car has passed the start line or pit lane exit, whichever is the later to take the start from the grid.
- 2.6.6 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. In addition, any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid.

- 2.6.7 **Aborted Start:** If the start is aborted prior to the pace car pulling off, the pace car will lead the field around the circuit for an additional lap and a new start will be attempted. The race will not start until the pace car pulls off the circuit, at which point the two leading vehicles maintain speed and position approaching the start line. If the start signal is not given, the grid will proceed around the circuit maintaining speed, and position to attempt another start. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly following aborted starts.

**Any change in the above procedure will be detailed in Final Instructions, by bulletin or by drivers briefing.**

## **2.7 SESSION RED FLAG:**

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

Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

Cars in the Pits may not re-join the grid.

When the race is restarted the duration of the restarted race will be specified by the Clerk of the Course and the two (or more) parts of the race will be combined to produce an aggregate result. It is not permitted to change drivers during the course of the stoppage unless specifically authorised by the Clerk of the Course. The period of time that the race is stopped will count towards the driving times of the drivers in question. Under these conditions the Clerk of the Course may revise certain driving time criteria for individual drivers.

All Competitors who are able to take part in any restarted race may do so in accordance with NCR Ch.12 App.6 Art.9.

## **2.8 PITS, PADDOCK AND PIT-LANE SAFETY:**

- 2.8.1 Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. The onus shall be on all drivers to ensure safe working practices are adhered to (in line with the event supplementary regulations) both in the pit lane and paddock during the course of the race weekend.
- 2.8.2 All "hot" work i.e. welding, grinding must be done inside the garage with a suitable fire extinguisher to hand.
- 2.8.3 A maximum of 4 people may work on the car at any one point in time while the car is in the pit lane. Working on the car is defined as any person touching the car. High visibility vests must be worn by all personnel working on the car in the pit lane. When the car is removed from the pit lane into a garage there is no restriction. In the interest of safety drivers exiting/entering the vehicle may assist each other in/out and with belts and not count as a person working on the vehicle.

The refueling personnel do not have to wear a high visibility vest during refueling, but must put one on if they undertake any other work.

- 2.8.4 There must be no more than 3 people on the pit wall, per car at any time. High visibility vests must be worn by all personnel on the pit wall.
- 2.8.5 Speed Limit: Pit Lane Speed Limit will be **60 km/h**, unless otherwise specified in the Final Instructions/event bulletin.
- 2.8.6 In all cases seat belts must not be loosened or unfastened before the car comes to a complete stop and must be securely fastened before the car moves off.
- 2.8.7 It is not permitted to drive a car in the pit lane by using reverse gear at any time under any circumstances.
- 2.8.8 It is not permitted to cross the solid white blend line at the exit of the pit lane, nor to exit the pit lane while the light at the pit exit is red.
- 2.8.9 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in pit lanes. Cars in the fast lane have priority over those leaving the working area.
- 2.8.10 In all sessions, cars may only stop on the pit lane apron, out of the active lane and nose in at a clearly visible 45-degree angle from the pit garages or equivalent. Cars must face the same direction as the flow of traffic. Cars must be pushed back before continuing down the pit lane.

## **2.9 REFUELLING:**

- 2.9.1 Re-Fuelling will be defined as being from when fuel filler flap is opened, to when it is closed again. On safety grounds, it must be the refueler, and NOT the fire extinguisher holder that removes and refits the fuel cap.
- 2.9.2 Refuelling must be carried out using only the VP Racing System All items must be present, functioning and used as intended during the refuelling process.

Re-fuelling equipment must be:

- VP Racing System:
- VP Racing Jug
- VP Racing Cap & Trigger hose

- 2.9.3 No modifications to any part of this system are permitted, save for the removal of the top metal clamp and grey spout nozzle, both must be removed before use. Teams may also chose to glue the VP Trigger Hose internal air return pipe in place, but must not block the normal use of the hose or return pipe in so doing.

All parts of the system must be present and used during refuelling. Failure to use any part of the system mandated will be considered as non-conformance.

Refuelling equipment may be given to the Eligibility Scrutineer for eligibility assessment, subject to it being able to conform to the requirements of this regulation (2.9.2).

- 2.9.4 The filler cap shall be securely in place at any time the car is on the circuit, failure to ensure this could result in the car being black-flagged.

2.9.5 The only permitted fuel to be used is that purchased from a service station as pump fuel, Super Unleaded with an octane rating of up to 99 (ninety-nine) octane. This is to be used as purchased with no additives whatsoever.

Anglo American, Sunoco, aviation fuel and/or any special mix fuels are not permitted.

2.9.6 During refuelling the engine must be turned off, and the car must have all four wheels on the ground. The driver must be out of the car, with the driver's door, and all windows, closed before refuelling commences. No work may take place on the car during refuelling and the engine must be switched off

2.9.7 Refuelling equipment may not be used in such a way as to increase the fuel flow rate over that engendered by gravity and non-assisted airflow. The Organisers reserve the right to instruct the team to modify their refuelling procedures and failure to comply with such instruction may lead to disqualification from the event.

2.9.8 No additional items may be placed in the ripper valve, fuel jug, or in the filler neck of the vehicle during refuelling. No rags, cloths, mats, trays or similar item/device of any kind may be used, nor placed in/on any refuelling equipment at any point during the refuelling process. This includes placement behind the filler flap during and after refuelling.

2.9.9 A maximum of two people may be in the pit lane during refuelling, these must be 1x refueller (the person with the jug) and 1x fire extinguisher attendant (the person with the fire extinguisher).

2.9.10 The team member who actually refuels the car during a pit stop must wear fireproof overalls, gloves, balaclava and have goggles or a helmet to protect their eyes. Fireproof shoes/socks are also recommended. In addition, a fire extinguisher must be adjacent to another team member also dressed in fireproof overalls, gloves, balaclava with goggles or a helmet to protect their eyes during the refuelling process in case it needs to be used. It is strongly recommended that 100% coverage be achieved, with no gaps between gloves/boots and overalls.

2.9.11 Smoking is not permitted in the garages, pit lane or on the pit wall at any time during the event. This rule also applies to electronic cigarettes. All team members and guests must be made aware of this restriction and failure to comply will lead to immediate disqualification for the car concerned.

2.9.12 Each team must provide a foam or dry powder fire extinguisher with a minimum capacity of 6 litres. (Dry powder is preferred)

2.9.13 All four wheels must be on the ground while the vehicle is being refuelled.

2.9.14 Re-fuelling is not permitted in any practice or qualifying session.

2.9.15 In-race refuelling may only take place in the Pit Lane. Unless a specific area is specified in the Final Instructions /event bulletin.

2.9.16 All re-fuelling equipment must be of good condition, complete, free of any holes or cracks. When full, all refuelling jugs must be able to be rotated 360 degrees, without leaking any fluid.

## **2.10 DRIVER CHANGES & PIT STOPS:**

2.10.1 For races scheduled for three hours or less duration, two mandatory driver change pits stops must be made.

2.10.2 For races scheduled to be over three hours, but six hours or under in duration, three mandatory driver change pits stops must be made.

- 2.10.3 For races scheduled to be over six hours in duration regulation 2.11 below applies.
- 2.10.4 For a pit stop to class as a mandatory driver change, the incoming and outgoing drivers must be different people.
- 2.10.5 All drivers must enter and exit the car via the driver's door. Seat belts must be fully replaced and tightened before moving off.
- 2.10.6 Driver change pit stops are not permitted on the first lap of the race.
- 2.10.7 Driver changes may only take place in the Pit Lane or Pit Garages

## **2.11 DRIVING TIME:**

- 2.11.1 No driver may drive for longer than two hours and twenty minutes continuously
- 2.11.2 Drivers must rest for a minimum of 30 minutes between driving stints.
- 2.11.3 For races of more than six hours duration, no driver may drive for more than 60% of the race duration in total.
- 2.11.4 Where a driver change occurs "Driving" time will be measured from the official time the car crosses the pit exit control line, to the time the car crosses the pit entry control line.
- 2.11.5 Where no driver change occurs "Driving" will be deemed to include any time spent in the pits when a driver brings a car in and then re-joins the race.

## **2.12 RACE FINISHES:**

After taking the Chequered Flag drivers are required to:

- (i) Progressively and safely slow down
  - (ii) Remain behind any competitors ahead of them,
  - (iii) Return to the Pit Lane Entrance/Paddock Entrance as instructed,
  - (iv) Comply with any directions given by Marshals or Officials
  - (v) Keep their helmets on and harnesses done up while on the circuit or in the pit lane
- 2.12.1 Parc Ferme: After each qualifying session and race all vehicles must be presented directly for scrutineering. Any area deemed by the licensed Eligibility Scrutineer and/or his nominated representative will be subject to Parc Ferme conditions with no exceptions. This will include the track from the track to the finish line to the scrutineering area, the waiting area in front as well as the track from the scrutineering area to the Parc Ferme, but all areas may be used as necessary. Team personnel must not enter Parc Ferme unless invited by the Series Eligibility/Safety Scrutineer.

At the time of an end of race signal is given all cars in any pit area will be under Parc Ferme conditions.

## **2.13 RESULTS:**

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

**2.14 CLASSIFICATION:**

- 2.14.1 All starters in the race will be classified in the results according to the number of completed laps.

**2.15 TIMING MODULES:**

- 2.15.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. It will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Timing Modules are available to hire from MSVT. Competitors will be charged for replacement of the Modules due to damage or loss.
- 2.15.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

**2.16 OPERATION OF SAFETY CAR:**

- 2.16.1 The Safety Car will be brought into operation and run in accordance with NCR Ch.12 App.8 Art.2.
- 2.16.2 The Clerk of the course reserves the right to close the pit lane exit, during the safety car period in order to control the release of cars from the pit lane to join the vehicle train behind the safety car, and not join the circuit alone

**2.17 ON-BOARD CAMERAS:**

- 2.17.1 Competitors must fit cameras that should capture an image that provides a “drivers eye” view that should include the steering wheel, dashboard and a view of the circuit ahead with a field of vision approximately 100 degrees. Taking a power feed from the original 12v socket is permitted but with no other modifications to wiring.
- 2.17.2 The choice of system is free but playback must be possible at the event by regular means such as a laptop.
- 2.17.3 Where no judicial process has been instigated the competitor may not review the footage until the protest time (see NCR Ch.2 App.9 Art.1.14.a) has elapsed without the express permission of the Clerk of the Course.
- 2.17.4 In the event that no images are available upon request (other than due to a proven defect with the equipment), sanctions may be applied in accordance with NCR Ch.2 App.2 Art.1. The burden of proof to establish the cause of such failure shall lie with the competitor. The Clerk of the Course may also refer the matter of lack of recorded images to the Stewards of the Meeting for further sanctions.
- 2.17.5 It is the responsibility of the competitor to ensure that a clear memory card is fitted to the camera, and that it has suitable space available for filming the session the car is taking part in.
- 2.17.6 All rights including copyright in relation to footage captured by on board cameras, no matter that the camera is owned by the competitor, will belong to the Organiser and/or Venue

Owner/Operator and may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without permission of the Organiser and/or venue owner/operator.

- 2.17.7 Where it is necessary for the Clerk of the Course to review footage after an event that such footage should normally be reviewed within a period of 7 days of the event.
- 2.17.8 Any breach of camera regulations should be subject to penalties provided for in NCR Ch.2 App.2 Art.1 an option to report any matters to the Series Stewards.
- 2.17.9 In the event of judicial action, all relevant on board footage must be retained until the time period for all judicial matters has elapsed. The competitor is responsible for carrying and fitting an alternative memory card should one be needed whilst this activity is completed.
- 2.17.10 No streaming of video, audio, or still images is permitted (with or without time delay) at any time for any purpose, unless written permission is obtained by MSVT Racing. Teams, drivers or cars found streaming footage or audio from the car may receive a penalty for infringements of the regulations including, but not limited to a stop-go penalty to allow the stopping of the stream, or disqualification from the meeting.

## **2.18 QUALIFICATION RACES:**

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races details of which will be published in Final Instructions for the event.

## **2.19 TOW BACK:**

- 2.19.1 Tow back is defined as towing a vehicle back to the pit lane, or paddock, or to the team
- 2.19.2 Cars that stop on circuit may only be worked on by the driver alone using only the tools carried in the car. Maximum total weight of any tools is 2kg. These must be fixed in the car by straps. No jacks allowed. However, cars may be towed back to the pits by the Organisers, if requested by the driver to do so, where they may be worked on as required. Tow backs may be prioritised by the Organisers, at their sole discretion, after if necessary, consulting the Clerk of the Course as they occur for the overall good of the event or they may decide to refuse a tow back if the car is too badly damaged or too difficult to move.
- 2.19.3 Cars towed back will be subject to a three lap penalty which will be subtracted from the total completed up to that time. All cars will be towed back to the pit lane, or paddock, or to the team.
- 2.19.4 These tow back rules will only apply up until the final hour of the race when the Organisers will only tow cars to the nearest place of safety. Cars that are clearly able to continue under their own power, may be pushed by the marshals back onto the circuit in the final hour at the sole discretion of the Clerk of the Course.

## **2.20 ELIGIBILITY SCRUTINEERING:**

- 2.20.1 The Organisers reserve the right to select any car for additional eligibility scrutineering on the morning of the race in accordance with series regulations. Any failure to comply with the technical regulations during this scrutineering process may result in the car not being allowed to start the race or being allowed to start under certain conditions that the Clerk of the Course

may in his sole discretion see fit to determine, such as by imposition of a weight penalty. A minimum of two hours before the start of the race will be allowed to reassemble any components that may previously have been stripped during this process.

- 2.20.2 Race cars may not leave the venue during the meeting unless, formally withdrawn via the Secretary of the Meeting, or given permission by the Scrutineer / Clerk of the Course.
- 2.20.3 Any car leaving and returning to the venue during the meeting without permission will receive a penalty, including but not limited to, removal of session times, and/or disqualification.

### **2.21 TEAM RADIOS:**

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

### **2.22 DATA LOGGERS:**

- 2.22.1 Vehicles are allowed to run a functioning data logger. If present, the data collected can only be from the standard vehicle systems, with no aftermarket and/or additional sensors being fitted to the car or the electronics. All data gathered must be available to the series organisers and Clerk of the Course on request and must be available for inspection for a minimum of 5 full days after the event.
- 2.22.2 The Series Organisers reserve the right to supply and fit a specific data loggers to competitor's cars. Once fitted, the device must remain in place and operational until removed by the Series Organisers or Series Scrutineer and must not be modified/removed. The data will belong to the Series Organisers and may be made available to the competitor at the Series Organisers discretion.
- 2.22.3 Data loggers may only display lap times, speed, RPM, and water temperature, within the car. No other information may be displayed to the driver. Should other data be found to be displayed to the driver, that car may be disqualified from that session, with all results removed. Shift lights are not permitted. Volt meters are not permitted.
- 2.22.4 For the avoidance of doubt nothing within these regulations overrides regulation 11.2.9, or regulation 11.2.10 below.

## **3 SPECIFIC SERIES REGULATIONS:**

- 3.1 One official qualifying session of no less than 45 minutes duration will be scheduled at each meeting.
- 3.1.2 Qualification for the race will be based upon the fastest qualifying time recorded during the official Series qualifying session.
- 3.1.3 In the event of a double header, qualification for the second Series round of an Event will be based upon the fastest qualifying time recorded during the official Series qualifying session, but with the top ten reversed.

- 3.1.4 Cutting the chicane at Oulton Park will receive a drive through penalty. Penalties for repeat offences will increase to a stop go and then increase incrementally as Stop-Go Penalties, as per the table shown in 4. Specific series penalties.

### 3.2 Motorsport UK Respect Code

By registering for the Series all competitors and their associates commit to positively promote and demonstrate the Motorsport UK Race with Respect code (see Appendix 1).

- 3.2.1 Where any reports of disrespectful conduct are judged to be well founded the Series organisers may issue warnings or require remedial actions and/or report the matter to the Series Stewards who may impose appropriate penalties which can include race bans through to Series Expulsion and referral to Motorsport UK.
- 3.2.2 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 Series 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.

## 4 SPECIFIC SERIES PENALTIES:

In accordance with Chapter 2 of the current National Competition Rules, and these Regulations.

Infringement	Penalty
Working on, or refuelling the car, in an unsafe position	20 lap penalty, plus cumulative total of any specific infringement listed here x2
False or Jump Start	Drive Through penalty
Overtaking under Yellow Flags	1 minute Stop/Go penalty
Failure to sufficiently slow for yellow flag signals	In Qualifying – 10 place grid penalty In Race – 5 lap penalty (per offence)
Overtaking under Safety Car	1 minute Stop/Go penalty
Overtaking the Safety car without Instruction	1 minute Stop/Go penalty
Causing Avoidable Contact	1 minute stop/go penalty
Unsporting or aggressive driving	1 minute stop/go penalty
Unsporting or aggressive behaviour outside of practice and races during a meeting	Disqualification and referral to the Motorsport UK Stewards
Pushing another vehicle	Stop/Go penalty

Not Respecting track limits	1st Free 2nd Black & White Flag 3rd Final Warning & Team Manager to Race Control 4th Drive Through 5th Stop/Go 6th Thirty-second Stop/Go 7th One-minute Stop/Go 8th Three-minute Stop/Go 9th Five-minute Stop/Go 10th Ten-minute Stop/Go 11th Thirty-minute Stop/Go 12th Black Flag/disqualification
More than three laps under the black flag	Called in to see a race official via Stop/Go penalty
Excess Speed in the pit lane	1 minute stop/go penalty
Reversing under power in pit lane	Drive Through penalty
Pit stop Infringement	2 lap penalty
No in car camera footage available upon request	In Qualifying – 2 place grid penalty In Race – 2 lap penalty (per offence)
Breach of refuelling rules	2 lap penalty
More than four people working on the car	1 minute stop/go penalty
Illegal work while refuelling	2 lap penalty
Possession of illegal tyres in pits	10 lap penalty
Using illegal tyres on track, including in practice	disqualification
Replacing any part during actual practice or the race	All parts must be immediately given to the scrutineer or pit marshal
Lights not working	Black Flag
Exiting pit lane under red light at exit	2 lap penalty
Removing or loosening driver seat belts before the car has come to a complete stop	1 minute stop/go penalty
Exiting Pit Lane following a driver change and not informing TSL of the new driver	1 minute stop/go penalty
Exceeding driving time (continuously / total)	10 lap penalty
Tow back to the team	3 lap penalty

Using telephone in the car	Disqualification
Use of a Spare (qualified) car, in the instance of significant structural damage only	20 lap penalty
Not completing the required number of driver change pit stops	5 lap penalty
Fuel spills unable to be covered entirely by a standard A5 piece of paper (typically 148 x 210 millimetres)	2 lap penalty
Failing/Refusing breathalyser test	Disqualification plus a £1,000 fine
Penalties should increase for repeat offences as follows	Stop/Go penalty / 1 minute stop/go penalty 1 minute stop/go penalty 3 minute stop/go penalty 5 minute stop/go penalty 10 minute stop/go penalty 30 minute stop/go penalty Black Flag and possible disqualification

**Safety breaches not listed in the table above may lead to disqualification and a £1,000 fine.**

**The table above is a guideline. Depending on the situation the Clerk of the Course may choose to escalate any penalty in accordance with the NCR's.**

#### **4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS:**

##### **4.1.1** Arising from post practice Scrutineering or Judicial Action:

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

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

Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.2.

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of NCR Ch.2 App.8 Art.2.5.

#### **4.2 ADDITIONAL SPECIFIC SERIES PENALTIES:**

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

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

- 4.2.3 Further reports may be referred to the Series Stewards for consideration of further sanctions including but not limited to possible refusal of further race entries or other sanctions as seen fit.
- 4.2.4 The Clerk of the Course may impose a Stop & Go or Drive Through penalty for infringements of the regulations in accordance with NCR Ch.12 App.10 Art.2. Driver changes, refuelling and any other work on the car is not permitted during such a penalty.
- 4.2.5 The Clerk of the Course may impose a grid position penalty for the next race or races of the Series for infringements of the regulations.
- 4.2.6 The Clerk of the Course may impose such penalties as appropriate according to the powers granted to him in NCR Ch.5A App.5 Art.2,
- 4.2.7 In the event that adverse behaviour is not reported during the meeting, video footage may be sent to the Series Organisers who can request that the appointed Standards Committee perform a review. Footage may only be submitted within three days of the meeting.
- 4.2.8 On review of the footage, the Driving Standards Committee may request that the Series Organisers issue either: a warning letter stating that driving behaviour is to be specifically observed at future race meeting; or a formal warning.
- 4.2.9 The Driving Standards Committee may also request that the Organisers issue a single or multiple race ban in cases of severe adverse behaviour on or off track. This process is supplementary to the standard Motorsport UK judicial process and does not replace, overrule or amend it in any way.
- 4.2.10 Methanol in/on the car or at the meetings is prohibited, due to the difficulty of identifying it's flame once ignited. Any Competitor found to have Methanol in/on the car, or at the meeting will be disqualified from the meeting immediately.

## **5 TECHNICAL REGULATIONS:**

### **5.1 INTRODUCTION:**

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

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

Exceptions to the Technical Regulations may be made providing they are:

- Approved by the series organisers and scrutineers in advance.
- In keeping with the spirit of the series, modifications made during the course of the season that give a significant performance advantage, or are at a high financial cost will almost certainly be illegal.

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

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

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

In any case, all Motorsport UK safety requirements must be adhered to as specified in the current National Competition Rules.

## **6 DESCRIPTION:**

The MSV Trackdays EnduroKA Series is designed for competitors participating in a Ford KA Mk1 1300cc (produced between 2002 and 2008) it does not include the Sport KA or Street KA variants. It is a series where driving skills and car control are of paramount importance and where technical development is prohibited.

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

All entries are at the discretion of the Series Organisers.

## **7 Presentation**

Cars must be presented to a high standard. Unpainted panels, unrepaired damage or cars not achieving a satisfactory level of preparation and presentation, as judged by the series scrutineer, may receive a warning and may ultimately result in disqualification.

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

It is expected that all EnduroKA cars will be presented in full racing livery, at all times.

## **8 SAFETY REQUIREMENTS:**

8.1 The following Articles of NCR Chapter's 7 and 9 are highlighted as being applicable (but not to the exclusion of any other) Motorsport UK General Regulations that automatically apply):

- NCR Ch.7 App.3 Art.3, – ROPS (Roll over protection systems) as defined in 8.1.3 below
- NCR Ch.7 App.4 Art.2 - Fuel tanks & fillers
- NCR Ch.7 App.5 Art.5- Circuit Breakers
- NCR Ch.7 App.5 Art.6 - Red warning light
- NCR Ch.7 App.6 - Fire extinguisher
- NCR Ch.7 App.7 Arts.2-3 - Seats
- NCR Ch.7 App.7 Art.4, - Head restraints
- NCR Ch.7 App.7 Art.6 - NCR Ch.7 App.7 Art.10- Seat belts, 4, 5 and 6 point harnesses

NCR Ch.9 Art.3 – Race Overalls (in particular, NCR Ch.9 Art 3.3.c)

NCR Ch.9 Art.5 – Crash helmets

A link to the current National Competition Rules can be found here:

<https://www.motorsportuk.org/resource-centre/>

**8.1.1 Safety Harnesses:**

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

**8.1.2 Seats:**

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

**8.1.3 Roll Cage:**

In the interest of safety, the control roll cage must be Item number RCK1001KA, available from Burton Power (Anthony Mitchell – [Anthony.mitchell@burtonpower.com](mailto:Anthony.mitchell@burtonpower.com) or: 0208 554 2281 x 211). ALL components of the cage kit, as supplied, must be correctly fitted to the car.

**9 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS:**

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

9.1.1 Competitors registering in this Series do so in the full knowledge that the organisers reserve the right to require the Series Scrutineer to carry out, record and enforce eligibility checks which may include the sealing of component(s) for subsequent checking. The costs of such checking shall be borne by the series organisers but the organisers shall not be liable for the costs of stripping or reassembly or rebuilding of vehicles after the checks have been carried out.

9.1.2 Advertising on vehicles is subject to requirements set out in NCR Ch.12 App.13 Art.2.3 - 2.4 and NCR Ch.6 App.1 Art.9 in particular. For the avoidance of doubt, use of the side windows of the vehicle for advertising is strictly prohibited.

9.1.3 All vehicles must comply with the National Competition Rules and especially, the relevant parts of the NCR's except where specified below.

9.1.4 Engines may be sealed at any time by a Licensed Eligibility Scrutineer. These seals may only be broken with Series Scrutineers permission.

9.1.5 The Car Specification elements of the Series Registration documents must be fully completed and will form part of a declaration of the cars suitability to align with this series. This document should be with the car when presented for scrutineering.

**9.2 DEFINITION OF TERMS:**

9.2.1 STANDARD: The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Chapter 1, Appendix 1 of the NCR's. Checking will be by comparison to spare parts supplied by the manufacturer's official

agent, comparison to standard parts or by any other means necessary to ensure compliance. This includes all surface finish of components

Standard Part: Is a part, the specification, features, location and method of operation of a part are as provided when new by the motor manufacturer for the model and date of car as shown on the entry form.

- 9.2.2 **STANDARD PATTERN:** The phrase 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Pattern Part' defined in Chapter 1, Appendix 1 of the NCR's. Checking will be by comparison to standard pattern part or any other means necessary to ensure compliance.

Standard Pattern Part: A replacement part that has a similar form shape and features as the standard part and is made using similar materials and manufacturing processes e.g. a standard part manufactured by a non-original equipment supplier that is fully interchangeable with the standard part.

- 9.2.3 **COMPONENTS:** The phrase 'component' used within these technical regulations shall be considered to be ANY individual part or assembly of parts used in the construction of the vehicle.
- 9.3 The car must be of sound construction, in good mechanical condition and well maintained in accordance with the NCR's (Chapters 7 & 12) as appropriate. It must be presented in good order. All inspection areas e.g. engine, gearbox, suspension components, etc. must be in a clean condition.
- 9.4 All cars must have a series log book and this must be presented at Scrutineering at every race meeting. These will be filled in and updated throughout the year. Defects need to be rectified on a timescale to be agreed with the Scrutineer and/or the Series Organisers.
- 9.5 The Series Organisers reserve the right to require the exchange of any part or assembly of parts on the car for standard ones at any time during a race meeting on any competing car.

## **10 CHASSIS:**

- 10.1 A standard MK1 1300cc Ford KA 3 door vehicle must be used
- 10.2 No part of the monocoque shell shall be removed, modified or added to. For the avoidance of doubt this includes any welding to stiffen or otherwise modify the shell. Repairs to corrosion are allowed on the strict condition that no welding or repair adds no additional stiffening to the car.

## **11 BODYWORK:**

### **11.1 GENERAL:**

- 11.1.1 It shall be the intention, at all times, to preserve a standard external appearance to the cars.
- 11.1.2 It is permitted to apply paint, decals, stickers or wraps to the car with the exception that the areas reserved for sponsorship are not covered.
- 11.1.3 All doors must be fitted with original lock fittings and operating mechanisms, and must be kept unlocked during any practice or competition. If the vehicle is fitted with central locking, the central locking fuse must be removed. The rear hatch key operated release mechanism may be replaced by the push button mechanism.

11.1.4 Cars are required to come into the pit lane to replace missing bumpers and bodywork and may be called in to do such at the scrutineers sole discretion.

## **11.2 INTERIOR:**

11.2.1 No part of the interior which is an integral part of the monocoque shell may be removed.

11.2.2 The front bulkhead must comply with the requirements of the NCR's. Two holes may be drilled to allow the cable pulls to pass through. Two holes may be drilled to allow the battery to master switch cables to pass through. These 4 holes must be fitted with grommets and ensure the fire protection integrity of the bulkhead. A further hole may be drilled to accommodate the fire extinguisher pipe.

11.2.3 Interior trim, fittings, courtesy light and passenger seats may be removed except as specified below. The dashboard must remain fitted. A close-fitting slot cut-out in the dashboard is permitted to facilitate the fitting of the roll cage.

11.2.4 The standard internal front door trims must be fitted but may be modified to facilitate clearance around the roll cage door bars.

11.2.5 The standard driver's seat shall be replaced with a racing seat approved to FIA 8855-1999 as a minimum and must be fitted in the manufacturers intended position.

11.2.6 Transverse seat mounting/bracing rails may be fitted under the driver's seat only, and solely for the protection of the driver and the floor under the driver's seat. No other bracing is permitted. All additions are subject to MSUK compliance.

11.2.7 Adjustable seat rails may be fitted. They must comply with NCR Ch.7 App.7 Arts.2.2-2.6.

11.2.8 The original pedal box with original pedals must be fitted in its original position, using the standard mountings. It is permissible to add extension plates to the pedals. The maximum size of the pedal extensions is 120mm high x 80mm wide x 4mm thick. These must be attached directly to the pedals. The use of spacers between the pedals and plates is prohibited.

11.2.9 A working and accurate tachometer (rev counter) may be fitted to all vehicles whether one was present as standard in the vehicle or not. The tachometer must not display any other information.

11.2.10 A working and accurate water temperature gauge may be fitted to all vehicles whether one was present as standard in the vehicle or not. The temperature gauge must not display any other information.

11.2.11 It is recommended that all interior sound deadening is removed.

11.2.12 A FIA compliant window net, or racing net, must be fitted. To the driver's side of the roll cage in the case of a window net, or driver's seat in the case of a racing net.

11.2.13 The optional use of ducting is permitted to remove heat from the standard heater vents in the side of the dashboard only, to the rear of the vehicle. Ducting must be routed down the relevant side of the car and not centrally. No additional holes may be made in any part of the vehicle to accommodate this ducting.

**11.3 EXTERIOR:**

- 11.3.1 No panel may be cut, drilled or in any other way modified other than those detailed in these regulations.
- 11.3.2 Front wings may be removed and refitted, to allow the panel to be fitted as per the original but with suitable bolts in lieu of spot welds to aid their safe repair during events. For the avoidance of doubt no strengthening or other modifications to the front wings or mounting is permitted.
- 11.3.3 Three rear view mirrors must be fitted as a minimum (one interior and two exterior).
- 11.3.4 A wide angle rear view interior mirror is mandatory.
- 11.3.5 External mirrors must all be standard unmodified Mk1 Ford KA mirror assemblies fitted in the manufacturers intended position.
- 11.3.6 Transparent coloured film may be fitted to rear view mirrors to reduce glare. This must not reduce the effectiveness of the rear view mirrors in daylight.
- 11.3.7 All elements of the standard front and rear bumper assemblies must be present. The front bumper may have a slot cut into it on each side to facilitate the fitting of the optional spot lights detailed below in 15.2.3. It may also have a slot cut into it on each side to facilitate fitting wire tow straps under NCR Ch.12 App.13 Art.1.
- It is permissible to secure the side of the front and rear bumpers, where it overlaps the wing by means of a screw type mount and countersunk bolt/captive nut. This must be done on the bumper directly above the centre line of the wheel in the first location and directly behind the wheel, above the sill in the second location. No strengthening to these mounting points is permitted.
- 11.3.8 The bonnet must be secured by 2 locking pins conforming to NCR Ch.12 App.13 Art.3.4.
- It is permissible to drill 2 holes through the bonnet and engine bay front cross member to install bonnet pins. It is permissible to drill a maximum of 4 holes of maximum diameter 6mm in the bonnet outer skin and 4 holes of maximum diameter 6mm in the bumper to install bonnet straps.
- 11.3.9 The windscreen must be of HPR laminated glass.
- 11.3.10 The standard toughened glass side and rear windows must be retained.
- 11.3.11 The standard window winding mechanism (electric or manual) must be retained and must be fully operational.
- 11.3.12 All body panels must be standard or standard pattern parts.
- 11.3.13 The mandatory TSL lap timing transponder must be fitted on the Offside inner chassis leg, behind the front crash bar.
- 11.3.14 The scuttle panel below the windscreen may be modified in the following ways:
- Two holes may be made in the scuttle panel to allow pull cable handle fittings to be mounted. A reinforcing plate may be used on the underside of the scuttle panel to strengthen it. One pull cable must operate the fire extinguisher and one to operate the master cut-out switch
- 11.3.15 Sound deadening materials may be removed from the engine bay and underside of the bonnet.

11.3.16 An optional GRP4 roof scoop, part number MP1241 (available via Burton Power), may be fitted in accordance with Appendix 4, for the purpose of ventilation for the driver's cockpit. No additional ducting or trunking is permitted.

**11.4 SILHOUETTE:**

11.4.1 The original silhouette must be maintained, except the variation caused by the fitment of approved front driving lights, optional roof scoop (when fitted in the approved location), and/or the fitting of wire towing straps in accordance with NCR Ch.12 App.13 Art.1.

**11.5 GROUND CLEARANCE:**

11.5.1 Ground clearance must comply with the requirements of the NCR's. For the purposes of this regulation the exhaust is considered to be part of the car and is subject to the same ground clearance rules. The minimum ground clearance is 70mm.

**12 ENGINE:**

This series is intended to be 'budget motorsport', it is not in the spirit of these regulations to blueprint or build engines with the sole intention of maximising power. Any engine found to have multiple dimensions on the tolerance limit, will be deemed non-compliant.

**12.1 GENERAL ENGINE REGULATIONS:**

The engine must be a standard 1300cc, 2002 – 2008 Duratec Engine, Engine Code BAA (60PS) and A9A, A9B (70PS). No engine modifications are allowed whatsoever. The fitting of standard pattern parts is not allowed unless expressly allowed in the following regulations.

The organisers reserve the right to power test vehicles during a meeting, without prior notice. Persons in control of any power testing equipment, or any electronic systems analysis, may be appointed "judges of fact" under the NCR's.

**12.2 CAMSHAFT:**

No modifications to the standard camshaft are allowed.

**12.3 CRANKSHAFT:**

No modifications to the standard crankshaft are allowed. Due to age the following tolerances are allowed; 0.025 reduction on crankpin and main bearing to allow for wear. No changes to the surface finish or metal treatment are allowed. The head must be kept as standard.

**12.4 FLYWHEEL:**

No modifications to the standard flywheel are allowed.

**12.5 CLUTCH:**

The standard or standard pattern Ford clutch and pressure plate must be used.

**12.6 CYLINDER DIMENSIONS:**

No modifications to the standard cylinder block are allowed. With pistons at TDC they must be a minimum of 0.3mm below the top deck face of the cylinder block. This has been changed from the previous 0.6mm to allow for production tolerances, and not a "build tolerance" if any engine is found to be on both minimum piston height and minimum head thickness it will be deemed non-compliant.

**12.7 CYLINDER HEADS:**

No modifications to the standard cylinder heads are allowed. Cylinder head minimum thickness 109.7mm. This is an absolute minimum.

**12.8 VALVE GEAR:**

No modifications to the standard valve gear are allowed.

**12.9 PISTONS:**

No modifications to the standard pistons are allowed. Manufacturers etched markings must remain visible on piston crowns

**12.10 LUBRICATION SYSTEM:**

No modifications to the standard lubrication system are allowed.

**12.11 ENGINE INSPECTION SEAL:**

All cars must be presented with, 2 bolts at the front of the sump and 2 bolts at the front of the rocker cover that are drilled bolts for the purpose of wire sealing. The 2 sump bolts may be wired together and sealed by the Eligibility Scrutineer. The 2 rocker cover bolts may be wired together and sealed by the Eligibility Scrutineer. The engine will be made available for inspection as prescribed by the NCR's.

**12.12 AIR CONDITIONING:**

If fitted as standard the air conditioning compressor and associated pipework may be removed.

**12.13 LOCATION:**

The engine must be located in the manufacturer's original position by the manufacturer's intended method and parts.

**12.14 COOLING SYSTEMS:**

12.14.1 No modifications to the standard cooling system are allowed.

12.14.2 The water pump must be a standard or standard pattern part, must not be modified in any way and the impellor must be present and working as the manufacturer intended.

12.14.3 The auxiliary belt must have the following part numbers:

Auxiliary Belt (without aircon) – part number XS6E-6C301-BB, FINIS 1089877 (6PK1700)

Auxiliary Belt (with aircon) – part number 3S5Q-6C301-BA, FINIS 1303929 (6PK2193)

**12.15 INDUCTION SYSTEMS:**

No modifications to the standard induction system are allowed. The use of free flow type filters is not permitted. Only standard or genuine ford or pattern replacements may be used. Filters must be OE type drop in paper elements. Drilling or making holes in the standard air box, or piping system is not permitted, the filter element must be complete and undamaged, any gaps holes or splits in the filter element will render it non-compliant.

**12.16 EXHAUST SYSTEMS:**

12.16.1 No modifications to the standard exhaust system are allowed, save for an additional mount on the back box at the end of the straight section and just ahead of the rear axle.

12.16.2 The tailpipe may shortened in order to avoid excessively extending beyond the rear bumper, however in all cases must not be shorter than the minimum length of 6 inches.

12.16.3 Only the Ford KA Mk1 2002 - 2008 OEM or the following part numbers may be used:

Catalytic converter including manifold - Klarius 321999 (Euro 3) and 322232 (Euro 4)

Centre pipe - part number 1S5J-5230-A1A, FINIS 1457191 (Klarius FE938E)

Rear silencer - part number 1S5J-5K244-A1A, FINIS 1457192 (Klarius FE604W)

The catalytic converter must remain internally intact and fully functional

12.16.4 Exhaust rubber mounts may be upgraded to Powerflex

12.16.5 Cars are required to come into the pit lane to replace missing/broken exhausts and may be called in for inspection at the scrutineers sole discretion.

**12.17 IGNITION SYSTEMS:**

12.17.1 No modifications or additions to the standard ignition system are allowed whatsoever.

12.17.2 It is mandatory to use spark plugs with the following part numbers; TR5B-13 (NGK), T16VR-U10 (Denso), 0242229785 (Bosch)

**12.18 FUEL DELIVERY SYSTEMS:**

12.18.1 The manufacturer's entire fuel delivery system must be retained unmodified.

12.18.2 The use of alternative fuel pumps or pressure regulation equipment is prohibited.

### **12.19 PROHIBITED MODIFICATIONS:**

With the exception of the items detailed it is expressly forbidden to machine, mill, grind, polish, weld, modify or otherwise adapt parts in any way.

## **13 SUSPENSIONS:**

### **13.1 PERMITTED MODIFICATIONS:**

13.1.1 Suspension must be:

GAZ suspension kit (2x front strut, 2x rear struts 4x spring set) part number GFH345KA, purchased from Burton Power.

13.1.2 Suspension kits should be serviced with GAZ Shocks directly ([sales@gazshocks.com](mailto:sales@gazshocks.com) / 01268 724 585), every 24 calendar months. For the avoidance of doubt, this can be after the final round of the season, to be refreshed for the following season.

13.1.3 Organisers may require suspension kits to be tested at the circuit via a suspension dyno. Organisers may also require sets to be sent to GAZ for dyno testing and/or servicing, which must be completed within 3 weeks (21 days) of the request, and will be at the competitors own expense.

13.1.4 Bushes must be the following:

Powerflex:

PFF19-601 FRONT wishbone front Bush 46mm  
PFF19-602 FRONT Wishbone rear Bush 54mm  
PFF19-603-15 FRONT Anti roll bar mounting Bush 15mm  
PFR19-707 Rear beam mounting Bush 63mm.

13.1.5 No other modifications are allowed.

### **13.2 PROHIBITED MODIFICATIONS:**

13.2.1 No other modifications to the suspension, mounting points, shock absorbers, springs or wheel alignment geometry are allowed other than from the consequences of changes by those specified in 13.1.1 to 13.1.3 above.

## **14 TRANSMISSIONS:**

14.1 The transmission must be the standard OEM fitment with type code IB5. It must be housed (in the case of clutch and gear train) within the standard alloy OEM gearbox housing/bell housing and mounted in the manufacturer's intended position.

14.2 A standard Ford KA Gearbox must be used without modification of any kind (save for the edition of a strengthened selector pin). The accepted part numbers are:

3.61 Final Ratio:

3S5R-7002-AA, 3S5R-7002-AB, 3S5R-7002-AC, 3S5R-7002-AD, 3S5R-7002-AE

4.06 Final Ratio:

3S5R-7002-BA, 3S5R-7002-BB, 3S5R-7002-BC, 3S5R-7002-BD, 3S5R-7002-BE

Part numbers may also be preceded by the following:

P (eg P3S5R-7002-AA) for a gearbox supplied as a new for old exchange part

RM (eg RM3S5R-7002-AA) for a gearbox supplied as a remanufactured exchange part

14.3 OEM gear ratios must be used:

3.15 / 1.93 / 1.28 / 0.95 / 0.76 with a final drive ratio of either 3.61 or 4.06

**14.4 PERMITTED MODIFICATIONS:**

14.4.1 No modifications or changes are allowed to the transmission assemblies or components, save for the addition of a Powerflex gearbox mount item number PFF19-620P

**15 ELECTRICS:**

**15.1 GENERAL:**

The standard Mk1 Ford KA electrical system must be retained. It is not permissible to modify the wiring loom or its ancillaries except for the following:

- Air bag firing mechanism must be removed.
- Wires for the additional optional front spot lights
- Wires for optional identification lights as defined in 15.2.4 below
- The fitment of a Master Switch circuit breaker.
- A centrally mounted rear rain light
- Wires for the function of the data logger, solely to collect the data defined in 2.22.3 above

15.1.1 The Engine Management Systems (ECU) must be totally standard.

15.1.2 All ECUs must hold the Series control map, with no modification, must have the ignition signal ring repositioned to the ECU, and hold an intact Hyper-Tune seal.

The cars EOBD diagnostic port must remain fully functional, and Eligibility Scrutineer or nominated judge of fact may plug into the diagnostic port to use scan tools to check correct function of the engine management system, including but not limited to the catalytic converter.

The series control map, and ECU signal ring repositioning is available via Hyper-Tune only, who shall be judge of fact.

Hyper-Tune (info@hyper-tune.co.uk)  
Shane Lelliot  
18 Green Walk  
Northgate  
Crawley  
West Sussex  
RH10 8HX

- 15.1.3 The riveted security cover protecting the engine ECU must be removed to allow scrutineers access to the ECU. The ECU may be repositioned to the underside of the dashboard.
- 15.1.4 Scrutineers may apply Motorsport UK numbered seals to ignition key transponder readers and or engine ECUs. These numbers may be logged against vehicle VIN number. Any car which has had seals removed or transponder/key reader or Engine ECU replaced without prior written permission from series organisers, or eligibility scrutineer, will be deemed to be non-compliant.
- 15.1.5 Scrutineers may at any point of a meeting and without prior warning, require the removal of engine ECUs, Key transponder reader coils, ignition barrels, and keys, from a competing car. This may be for checking purposes, or substitution with units from another competing vehicle. Refusal to do so will be regarded non-compliance.

## **15.2 EXTERIOR LIGHTING:**

- 15.2.1 All standard lights (front and rear side lights, 3 brake lights, front and rear indicators, dip and main beam headlights) must all be present and working.
- 15.2.2 Standard or standard pattern light units must be used. Upgraded bulbs are permitted, but the use of HID kits is prohibited.
- 15.2.3 Up to two additional spot lights for the purpose of night time running may be fitted. These additional lights will activate at the same time as the standard main beam bulbs and no additional or independent operation is permitted. Additional internal switches are not allowed. These spotlights must be mechanically mounted (no suckers or sticker mounts) on either side of the front facing area of the front bumper or bonnet equal distance from the centre line of the vehicle.  
  
Any light fitted to the bonnet must not impede the full opening range of the bonnet in any way, or slow the opening of the bonnet.
- 15.2.4 Where present, additional spot lights must be fitted throughout all events where night running takes place, including qualifying. Lights should not be removed/replaced during events with night running in any other than forced majeure scenarios.
- 15.2.5 A maximum total number of two additional spotlights (either two extra single bulb lights, or two LED clusters) are allowed.
- 15.2.6 If additional lamps have glass lenses, they are required to have transparent clear (not tinted) covering film in place at all times.
- 15.2.7 Identification lights are permitted, in the form of a coloured undercar “neon” (or led) light. Power must be supplied by the side light circuit. The identification lights will activate at the same time as the standard side lights and no additional or independent operation is permitted. Additional internal switches are not allowed. All undercar lights must be firmly fitted in a secure manner with a back-up mount should the original one fail.
- 15.2.8 Identification lights should not flash red, yellow or blue. Solid red or yellow lights on the rear bumper/boot lid or on the aerial are also not permitted. Any LED numbers displayed in the front window and rear quarter windows, should be yellow.

## **15.3 RAIN LIGHT:**

- 15.3.1 A Motorsport UK compliant high intensity rear light or “rain light” as defined in NCR Ch.7 App.5 Art.6 is required.

**15.4 BATTERIES:**

- 15.4.1 The vehicles battery must be equivalent in size, weight and amp hours as the original manufacturer’s battery, fitted in the standard position and must be firmly secured.

**15.5 ALTERNATOR:**

- 15.5.1 A functioning standard OEM specification alternator must be fitted. No modifications are allowed to the alternator, its drive mechanism or electrical circuits.
- 15.5.2 The auxiliary belt must have sufficient tension to make the alternator function as intended by the manufacturer.

**15.6 WINDSCREEN WIPERS:**

- 15.6.1 Standard or standard pattern front and rear windscreen wipers and washers must be fitted and fully operational. No modifications are allowed to the windscreen wiper blade, windscreen wiper mechanism or windscreen washer system.

**16 BRAKES:**

- 16.1 Mintex front brake pads part number MDB2059M1144 or MDB2059KA must be used.
- 16.2 If present, the ABS system must be permanently (and not temporarily) disabled. Cars must remove two ABS sensors where present (this must be either both front sensors, or one front one rear sensor); the eligibility scrutineer may at their sole discretion request their removal during the event. Failure to comply will result in disqualification.
- 16.3 The brake system should be standard, with the exception of the control brake pad detailed (16.1):
- Callipers (part numbers: Calliper LH - RMYS6J-2B302-AA/1478498, Calliper RH - RMYS6J-2B294-AA/1478471)
  - Front discs (size: 240 x 20mm, and part number - YS6J-1125-CC/1524589)
  - Rear drums (size: 180mm, and part number - 7S51-1113-AA/1499061)
  - Rear shoes (part number YS5J-2200-AB/1473062)
- Brake discs with any friction surface grooves, holes, slots or other performance enhancing features are prohibited.
- 16.4 It is not permissible to modify the brake pipes, however standard rubber brake hoses may be replaced by braided hoses. In the event of damaged hard brake lines e.g. damaged end fittings or accident damage, it is permissible to repair the hard brake line via reflaring with a new fitting. For the avoidance of doubt, no change in pipe diameter or position of pipe run is permitted.
- 16.5 The standard handbrake must remain in the manufacturers intended position and be fully operational.

**17 WHEELS / STEERING:**

- 17.1 No modifications of any kind are allowed to the steering system, save for the following:
  - 17.1.1 Power steering systems may be removed, on the condition that the OEM pump and pulley is retained
  - 17.1.2 A non-power steering rack may be fitted
  - 17.1.3 It is advised to remove the steering lock
- 17.2 The standard steering wheel may be used. A Motorsport UK approved alternative steering wheel and either quick release or fixed boss is permitted.
- 17.3 The passenger airbag must be completely removed, the steering wheel air bag will be completely removed when fitting an alternative steering wheel but when retaining the standard steering wheel the explosive charge must be removed to completely disable the airbag but retain the function of the horn operation.
- 17.4 All Wheel Spacers are prohibited. Hub to rear beam spacers are also prohibited.
- 17.5 The control alloy will require a M12 1.5 63mm Ford fit stud and nut to be fitted.
- 17.6 The control wheel is a Compomotive Alloy: COMPMOTIVE ML1357 13x5.5 et30 4x108, which must be used at all times. Use of the Compomotive Alloy will require a new stud and nut per regulation 17.5.

**18 TYRES:**

**18.1 SPECIFICATIONS:**

- 18.1.1 The permitted tyre size is 185/60R13
- 18.1.2 Control tyres for the KA Endurance Series are Toyo Proxes R888R for dry & wet conditions. It is prohibited to cut the tyres in any manner and the original tread pattern must remain visible at all times. Four tyres of Toyo Proxes R888R must be fitted at all times.
- 18.1.3 All tyres must be purchased via the official tyre distributor, SCP Tyres ([www.scptyres.co.uk](http://www.scptyres.co.uk) 07860 471256). Tyres will be supplied branded for identification.
- 18.1.4 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 18.1.5 Tyre planing/shaving/buffing is prohibited.

**19 WEIGHT:**

- 19.1 Cars must have a minimum weight of 950kg, inclusive of driver at all times during qualifying and races.
- 19.2 If ballast is required it must be securely attached within the vehicle and attachment bolts predrilled for the purpose of attaching scrutineers wire seals. The total weight of ballast carried, must be declared in the scrutineering log book and be in position at all times during practice and racing. All ballast must be clearly labelled, securely fitted by at least four M8 bolts in the

passenger foot well or passenger seat position and be visible for inspection at any time – (References NCR Ch.7 App.2 Art.19.1 - 19.4).

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

## **20 FUEL TANK / FUEL:**

### **20.1 FUEL TANK:**

- 20.1.1 The fuel tank must be a Ford KA Mk1 standard production item with a maximum capacity of 40 litres fitted in the manufacturer's original position.
- 20.1.2 Modifications to the fuel tank, sender unit, fuel pump and pressure regulator are not permitted.

### **20.2 FILLER CAP:**

- 20.2.1 A filler cap must be fitted that complies with NCR Ch.7 App.4 Arts.1.7-1.9.
- 20.2.2 Removal of the internal assembly (the silver flap and green funnel) just inside the filler cap is allowed to facilitate the safe insertion of the refuelling jug.
- 20.2.3 The external fuel filler flap must be present and functional at all times.

### **20.3 FUEL:**

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

## **21 NUMBERS AND SERIES DECALS:**

### **21.1 POSITIONS:**

- 21.1.1 Race numbers must be located in the rear side windows, and windscreen as required by NCR Ch.12 App.4 Art.5. An additional reflective yellow car number, a minimum of 100mm high is required in the top right hand corner of the rear windscreen.
- 21.1.2 All vehicles must display the series advertising material associated with a series sponsor as required by the series. These stickers will be provided in your Registration Pack and replacements can be purchased at each round if required.
- Toyo sticker in the front and rear number plate position
  - Sponsor roundel sticker on the left and right front doors under the door mirror

- Burton Power stickers on both front wings
- Uncle Lukes front screen top

Further sponsors may be added at a later date

- 21.1.3 Competition numbers will be obtained at the competitor's expense. One full set of series decals will be supplied by MSVT. Replacement stickers are available at the cost of £5 per individual sticker (or pair of number plate stickers).
- 21.1.4 It is recommended that cars run LED numbers on the front screen and rear quarter windows for events with night time running. These should turn on with the vehicle side lights.

## **22 MISCELLANEOUS:**

- 22.1 Towing eyes must be fitted front & rear and must comply with the NCR's.
- 22.2 Electronic pit boards are not allowed. These include any device that is attached by cable or wirelessly to a computer for the purpose of passing messages from the pit wall to a driver. Motorised pit board deployment mechanisms are not allowed. It is permissible to illuminate a manual pit board at night.

## **23 APPENDICES:**

- 23.1 Race Organising Contacts:

23.2 Race Organising Club:  
**MotorSport Vision Racing**  
Brands Hatch Circuit  
London Road  
West Kingsdown  
Sevenoaks, Kent  
TN15 6FS  
Tel: 01474 875263  
Email: [info@msvracing.com](mailto:info@msvracing.com)

23.3 Series Promoter:  
**MotorSport Vision Trackdays**  
Brands Hatch Circuit  
London Road  
West Kingsdown  
Sevenoaks  
TN15 6FS  
Tel: 0344 225 4424  
Email: [msvtracing@msv.com](mailto:msvtracing@msv.com)

23.4 Series Coordinator:  
**Stuart Garland**

Tel: 0344 225 4424

Email: [msvtracing@msv.com](mailto:msvtracing@msv.com)

23.5 Series Eligibility/Safety Scrutineer:

**Graham Bahr**

Email: [regs@msv.com](mailto:regs@msv.com)

23.6 Commercial Undertakings:

None

23.7 Agreed Waivers:

None

23.8 Log Books:

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

## Appendix 1: Race with Respect



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

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

[Motorsportuk.org/racewithrespect](https://motorsportuk.org/racewithrespect)  
[#RaceWithRespect](https://twitter.com/RaceWithRespect)

### The Values

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

I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action.

## Appendix 2: Sprint Races



### 1 RACES

- 1.1 The standard minimum scheduled race distance shall be 15 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting; it shall still count as a full round.

### 2 STARTS

- 2.1 All cars will be released to form up on the grid prior to the start in formation, as specified on the grid sheet.
- 2.2 The start will be via rolling start. The organisers may vary the start procedures at any point prior to a race by issuing a bulletin.

The minimum Countdown procedures/audible warnings sequence shall be:-

#### Rolling Starts:

- i. 1 minute to start of Green Flag Lap - Start Engines/Clear Grid.
- ii. 30 Seconds - Visible and audible warning for start of Green Flag.
- iii. Green Flag Lap - Complete one lap of the circuit behind a pace car, forming into grid order prior to the final corner of the circuit

The Pace car will pull off the circuit at the end of the pace lap. The cars will continue on their own with the pole position vehicle leading at a minimum speed of 70 kph and a maximum of 90 kph. A judge of fact may monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90 kph) before the start is given may result in a stop and go penalty.

- i. Red Lights on – maintain grid position
  - ii. Red Lights off – race start signal. No car may overtake another one before the starting signal is given
- 2.3 In the event that the starting lights fail the Starter will revert to using the National Flag.
- 2.4 Any cars still in the pits when the pit lane closes or taken to the pits prior to the start may join the race from the pit lane after the last car has crossed the start line or pit lane exit, whichever is later, after the start of race signal is given.
- 2.5 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car has passed the start line or pit lane exit, whichever is the later to take the start from the grid.
- 2.6 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. In addition, any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid.

- 2.7 Aborted Start: If the start is aborted prior to the pace car pulling off, the pace car will lead the field around the circuit for an additional lap and a new start will be attempted. The race will not start until the pace car pulls off the circuit, at which point the two leading vehicles maintain speed and position approaching the start line. If the start signal is not given, the grid will proceed around the circuit maintaining speed, and position to attempt another start. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly following aborted starts.

Any change to the above procedure will be detailed in Final Instructions, or by bulletin.

#### SPECIFIC EVENT REGULATIONS

### **3 REFUELLING**

May only be carried out in accordance with the NCR's, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting. Refuelling is not permitted during qualifying or race session. Refuelling in session will result in disqualification from that session.

### **4 DRIVER CHANGES**

Driver changes are not permitted during the races.

### **5 DRIVING TIME**

EnduroKA is scheduled for one 60-minute qualifying session and four 15-minute races at this event.

### **6 RACE FINISHES**

The chequered flag will be used to signal the race end.

### **7 QUALIFICATION AND GRID FORMATION**

- 7.1 Qualification will set the grid for the first EnduroKA race of the meeting.

- 7.2 Grids for all subsequent EnduroKA races will be determined by the result of the preceding EnduroKA race, as published by the official timekeepers and authorised by the Clerk of the Course. Competitors not classified as finishers in the preceding race will be placed on the starting grid behind the last classified competitor in the preceding race, according to number of laps covered.

- 7.2.1 For the avoidance of doubt: The grid allocations in 7.2 above apply even if a different driver is in the car for the subsequent race. All drivers MUST have completed at least three laps in the qualifying session.

- 7.2.2 In the case of multiple drivers, teams must notify the organisers of each race's driver prior to the meeting

### **8 TECHNICAL REGULATIONS**

Technical Regulations will be as per the current EnduroKA Series Sporting and Technical Regulations, including any Bulletins at the time of the event. These apply in full.

### Appendix 3: MSVT Racing Driving Standards Guidelines



These are **GUIDELINES** and **NOT REGULATIONS**

Many incidents require subjective judgement, and the Clerk of the Course is guided by their experience in combination with these guidelines, and the Motorsport UK National Competition Rules (NCRs).

If it has been established from points A and B below, that an overtaking driver has priority, it is the responsibility of the defending driver to avoid a collision or forcing off the overtaking driver.

Attention is also drawn to the important note in Point F, for defending drivers who leave the track whilst defending a position.

#### **A. Overtaking on the INSIDE of a corner:**

To be entitled to be given room when overtaking on the INSIDE, the overtaking car must:

- i) Have its front axle **AT LEAST ALONGSIDE THE MIRROR** of the other car **PRIOR TO AND AT THE APEX**
- ii) Be driven in a fully controlled manner particularly from entry to apex, and not have “dived in”
- iii) In the Clerks’ estimation, have taken a reasonable racing line and been able to complete the move whilst remaining within track limits

#### **B. Overtaking on the OUTSIDE of a corner:**

**Overtaking on the outside will always be viewed as a more difficult manoeuvre to accomplish.**

To be entitled to be given room, including at the exit, when overtaking on the OUTSIDE, the overtaking car must:

- i) Have its front axle **AHEAD OF THE FRONT AXLE** of the other car **AT THE APEX**
- ii) Be driven in a controlled manner from entry, to apex, and to exit
- iii) Be able to make the corner within track limits

#### **C. Chicanes and S-Bends:**

- i) The above guides for INSIDE and OUTSIDE may apply for each element of the combination. Generally, priority will be given to the first corner element.

### **IMPORTANT NOTES**

**All Clerks’ decisions will be made following the rules**, especially, the Series Sporting Regulations, and the Motorsport UK NCRs.

Racing is a dynamic process. Although these guidelines indicate specific relative positions of the cars at various points, the Clerk of the Course will always look at how the situation played out in total when reviewing an incident. For example:

- i) How did the cars get to the incident? (E.g. late braking, diving in, or moving under braking.)
- ii) Was the manoeuvre late or “optimistic”?
- iii) What could the drivers reasonably see, know, or anticipate?
- iv) Do we believe the manoeuvre could be completed on the track?
- v) Was there understeer / oversteer / locking?
- vi) Did someone position / handle their car in a way that contributed to the incident?
- vii) Did the type of corner contribute to the incident? (e.g. camber, kerbs, curve, apexes)

#### **D. Track Limits:**

It is considered that respecting track limits is important for both, racing fairness and safety, thus:

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

*No part of the contact patch of any tyre of the vehicle may transgress beyond the limit of the track, defined by the white line or kerbing”*

#### **Note(s):**

In the case of an infringement in Qualifying, the lap time will be deleted.

For the Race, acknowledging that racing is a dynamic process, a scale of penalties will be applied as follows:

- First Infringement - 1st Free
- Second Infringement - Black & White Flag
- Third Infringement - Final Warning & Team Manager to Race Control
- Fourth Infringement - Drive Through
- Fifth Infringement - Stop/Go
- Sixth Infringement - Thirty-second Stop/Go
- Seventh Infringement - One-minute Stop/Go
- Eighth Infringement - Three-minute Stop/Go
- Ninth Infringement - Five-minute Stop/Go
- Tenth Infringement - Ten-minute Stop/Go
- Eleventh Infringement - Thirty-minute Stop/Go
- Twelfth Infringement - Black Flag/disqualification

For the avoidance of doubt any track limit violations will be counted as an infringement with the following EXCEPTIONS:

1. If a driver exceeds track limits following an obvious loss of control
2. If a driver exceeds track limits in order to avoid a collision
3. If a driver has been considered to be “forced off” by another car (in a decision of the Clerk of the Course)

**E. Impeding:**

**Drivers are reminded:**

*“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”*

**F. Giving back a lasting advantage:**

*“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 Clerk of the Course a driver may be given the opportunity to give back the whole of any advantage they gained by leaving the track”*

**Note(s):**

If, while defending a position, a car leaves the track (or cuts a chicane) and re-joins in the same position, it will generally be considered by the Clerk of the Course as having gained a lasting advantage and therefore, generally, the position should be given back. It will be the sole discretion of the Clerk of the Course to determine if the driver of a car is “defending a position.”

**G. Moving on the Straight:**

*“More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner. “*

*“However, 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 strictly prohibited. Any driver who appears guilty of any of the above offences will be reported to the Clerk of the Course.”*

**Note(s):**

In this context, moves intended to break the slipstream of a following car when the following car is a safe distance behind, considering relative speeds and position on the track, may be acceptable.

**H. Moving under Braking:**

When defending, there must be no change in direction by the defending car, after the deceleration phase has commenced, except to follow the racing line.

**I. Re-joining the Track:**

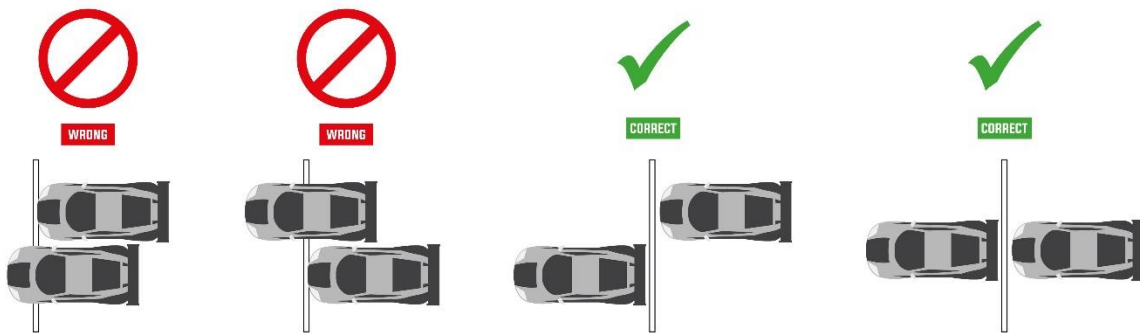
Maintaining racing speeds in the run-off area is not acceptable. Cars on track must not be forced to change speed or line to avoid a re-joining car.

**J. Safety Car:**

To avoid the likelihood of accidents while the Safety Car is circulating, cars must create a single file train behind the Safety Car in a controlled manner as quickly as possible. Cars impeding others from joining the train behind the Safety Car may be removed via a Black Flag at the absolute discretion of the Clerk of the Course.

To avoid the likelihood of accidents before the Safety Car returns to the pits, **the image as shown below will be enforced:**

*“In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out, drivers must proceed at a pace which involves no erratic acceleration or braking nor any manoeuvre which is likely to endanger other drivers or impede the restart”.*



**Note(s):**

The actions of the lead driver in particular can have a significant impact on the safety of the restart procedure. Although the leading driver has both the right to dictate pace as well as to choose the point at which to accelerate, this does not relieve them of their responsibility to avoid creating a potentially dangerous situation.

**K. Rationale:**

- i) Overtaking should be incentivised and defending a position unfairly or dangerously is not acceptable.
- ii) It is imperative to reiterate that the guidelines will be applied during the entirety of the event. The Clerk of the Course will be available to clarify any questions that drivers may have with regards to the guidelines.
- iii) Application of the guidelines should be enforced throughout the event, with particular attention to respect of yellow flags and track limits.
- iv) Regarding track limits, the Clerk of the Course will always satisfy themselves that any breaches are clear. Drivers will be given the benefit of the doubt when any breach is not clear.

**Appendix 4: Approved Roof Scoop Location Images:**



**External:**



**Internal:** internal scoop fitting leading edge must be positioned against the strengthening bar

