



Regulations

1 SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

1.1.1 The Classic Marques Speed Challenge is organized and administered by the Classic Marques Sports Car Club in accordance with the General Regulations of the Motorsport UK Association Limited (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. **CH2024/S026**
Status: **InterClub**

1.2 Officials:

1.2.1 Championship Coordinator: Bob Adams, 225 Old Road, Meriden, Coventry, CV7 7JP.

Tel: 07766541429, Email: bobadams29@btinternet.com

1.2.2 Eligibility Scrutineer: Mr. Tony Freeman, Coniston, Watery Lane, Weymouth, Dorset, DT3 5QD

Tel: 01305 520829 tony.freemanv8@gmail.com

1.2.3 Championship Stewards (contact via the Championship Coordinator):
Mr. Barry Guess, Mr. John Riseley, Mr. Norman Redhead

1.2.4 Safeguarding Officer: Emma Ali, The Pleck, British Camp Road, Malvern WR13 6HR

Tel: 07748 396971 emmajali@yahoo.co.uk

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid-up members of Classic Marques Sports Car Club and in possession of a valid, current MOTORSPORT UK Entrants Licence.

1.3.2 Competitors must be fully paid-up membership card holder members of Classic Marques Sports Car Club, be registered for the Championship and in possession of a valid Motorsport UK Competition License (minimum RS InterClub)

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

1.3.3 All necessary documentation must be presented for checking either physically or electronically as directed by the organizing club's entries secretary when signing-on for each event.

1.4 Registration:

1.4.1 Competitors register for the Classic Marques Speed Challenge by first joining the Classic Marques Sports Car Club (www.cmscc.co.uk), and then returning the completed Championship Registration Form to the Championship Coordinator. Registration is complete when written acceptance, in the form of a Registration Card has been issued by the Membership Secretary. The registration card does not imply acceptance of an entry in any event.

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- 1.4.2 Classic Marques Sports Car Club membership fee is £20. Championship registration costs £40 for each car / driver combination.
- 1.4.3 There is no closing date for entry to Classic Marques Speed Challenge.
- 1.4.4 Membership to Classic Marques Speed Challenge is limited to 120 entrants.
- 1.4.5 The information provided on the registration forms is used to calculate a timing algorithm for competitors' cars. If, during the year, a competitor changes cars or makes any modification to the entered car which affects the car's timing algorithm, the changes must be notified to the Championship Coordinator before the competitor's next event so that future points scoring can be based on the correct timing algorithm.

Once a BHP value for a car is established at the Classic Marques approved rolling road provider(s) the engine, ecu and any forced induction pressures will be regarded as "sealed". Any remedial work or engine upgrade must be advised to the Championship Coordinator who may require a new engine power assessment to be submitted.

Any engine power assessment must be in the form of an original document provided by an approved Classic Marques rolling road provider. Current providers are listed below, others may be added to after assessment by the Technical Committee:

Northampton Motorsport (NN4 8JD), RGS Motorsport (NN8 1RT), Chipwizards (BB4 7NY) and Interpro Automotive (BS35 3US)

- 1.4.6 Failure to notify the Championship Coordinator as specified by section 1.4.5 will result in points gained on an incorrect timing algorithm being null and void.

1.5 Championship Rounds:

- 1.5.1 The Classic Marques Speed Challenge will run at InterClub status and will be contested over 33 rounds. Dates and events will also be published separately via the club's electronic media channels.
- 1.5.2 If a championship round is cancelled for any reason, there shall be no substitute round and no change to the number of rounds which qualify for each contender's championship total.

Rd	Day	Date	Event	Organising Club	Rd	Day	Date	Event	Organising Club
1	Sunday	24-Mar-24	Mallory Park	Sheffield & Hallamshire MC	19	Sunday	14-Jul-24	Prescott	Bugatti Owners Club
2	Saturday	27-Apr-24	Wiscombe	Woolbridge MC	20	Saturday	03-Aug-24	Gurston Down	BARC SW
3	Sunday	28-Apr-24	Wiscombe	Woolbridge MC	21	Sunday	04-Aug-24	Gurston Down	BARC SW
4	Saturday	04-May-24	Goodwood	Brighton & Hove MC	22	Saturday	10-Aug-24	Shelsley Walsh	MAC
5	Saturday	18-May-24	Lydden Hill	B19	23	Saturday	10-Aug-24	Blyton	Sheffield & Hallamshire MC
6	Saturday	18-May-24	Loton Park	Hagley & District LCC	24	Sunday	11-Aug-24	Blyton	Sheffield & Hallamshire MC
7	Sunday	19th May	Loton Park	Hagley & District LCC	25	Sunday	18-Aug-24	Curborough	Scimfest
8	Saturday	25th May	Aintree	Liverpool MC	26	Sunday	01-Sep-24	Three Sisters	Longton & District MC
9	Saturday	01-Jun-24	Shelsley Walsh	MAC	27	Sunday	08-Sep-24	Hethel	B19
10	Saturday	08-Jun-24	Abingdon 'CAR-nival'	Sutton & Cheam MC	28	Saturday	14-Sep-24	Wiscombe	MGCC
11	Saturday	08-Jun-24	Harewood	BARC Yorks	29	Saturday	14-Sep-24	Pembrey	BARC Wales
12	Sunday	09-Jun-24	Harewood	BARC Yorks	30	Sunday	15-Sep-24	Pembrey	BARC Wales
13	Saturday	15-Jun-24	Epynt	Brecon MC	31	Saturday	28-Sep-24	Goodwood	TWMC/B19
14	Sunday	16-Jun-24	Epynt	Brecon MC	32	Sunday	29-Sep-24	Debden	Herts County Auto & Aero Club
15	Sunday	23-Jun-24	Mallory Park	Sheffield & Hallamshire MC	33	Saturday	05-Oct-24	Anglesey	Longton & Distict MC
16	Sunday	30-Jun-24	Curborough	NSCC	34	Sunday	06-Oct-24	Anglesey	Longton & Distict MC
17	Saturday	13-Jul-24	Castle Combe	Bristol MC	35	Saturday	19-Oct-24	Castle Combe	Bristol Pegasus MC
18	Saturday	13-Jul-24	Prescott	Bugatti Owners Club					

1.6 Scoring:

- 1.6.1 The scoring system is based on the (algorithm adjusted) performance of championship entrants by multiplying their competition times by the percentage timing algorithm allocated to each car.

The timing algorithm values for each car are calculated from the power/weight/tyre/technology information provided by each entrant for each car they have entered to the championship.

1.6.2 The Timing algorithm

The timing algorithm car is calculated from each entered car's power/weight ratio, based on BHP at the flywheel (BHP) and Race weight* (kg). The Technical Committee will appoint one or more approved rolling road providers and opportunities will be provided for contenders to have power runs on such rolling road(s) at organised Power Weigh sessions. No other rolling road data will be admissible except under the approval of the Championship Coordinator in writing. Should other rolling road data be accepted with a "BHP at the wheels" value provided by an alternative rolling road, the figure will be converted to a "BHP at the flywheel" equivalent by using the calculation BHP at the wheels +15% +10 BHP.

It is a mandatory requirement that all competitors will attend the Power Weigh sessions at the Classic Marques approved rolling road provider every three years to ensure power and weight data remains up to date.

Should a competitor experience a technical issue at a Power Weight session that means that their data is invalid or incorrect, then they are expected to return to a Classic Marques approved rolling road provider once the issue is resolved.

Race weight will be validated for all entered cars once per season. *Race weight is defined as the weight of the car, including driver (in race overalls, helmet, shoes and gloves), in the condition it is presented to the start-line ready for competitive timed runs. It is assumed the car will be carrying 15 litres of fuel. The base timing algorithm is defined by the following formula:

$$\text{LOG}(350*\text{BHP-per-tonne})/\text{LOG}(350*500)$$

The handicap derived from the algorithm will be limited to 2 decimal places prior to use in calculations as the source data accuracy means it is illogical to use further decimal places to separate competitors.

1.6.3 Tyres:

Each competitor must nominate a tyre category on their entry form when registering with Classic Marques Speed Challenge. The tyre category determines the types of tyre the competitor is permitted to run during the year. The timing algorithm is adjusted to reflect the tyre category as follows:

Standard Cars (S11)

List 1A tyres +0%

Road Cars (S12)

Category 1: 1A: "OE style" cross-ply tyres OR List 1A tyres +0%

Category 2: 1B: Option to run List 1A and List 1B tyres +2.0% of base timing algorithm

Modified Cars (S13)

Category 1: 1A: "OE style" cross-ply tyres OR List 1A tyres +0%

Category 2: 1B: Option to run List 1A and List 1B tyres +2.0% of base timing algorithm

Category 3: 1C: Option to run any List 1A and List 1B and in addition 1C tyres. +2.5% of base timing algorithm.

Category 4: Race: Option to run any List 1A, List 1B, and List 1C in addition to slicks and race wets. +3.0% of base timing algorithm.

Sports Libre Cars (S14)

Category 1: 1A: "OE style" cross-ply tyres OR List 1A tyres +0%

Category 2: 1B: Option to run List 1A and List 1B tyres +2.0% of base timing algorithm

Category 3: 1C: Option to run any List 1A, List 1B in addition to 1C tyres. +2.5% of base timing algorithm.

Category 4: Race: Option to run any List 1A, List 1B and 1C, in addition to slicks and race wets. +3.0% of base timing algorithm.

NOTE 1: For Road Cars (S12) List 1A and List 1B tyres are as defined in the current Motorsport UK Blue Book. Road legal tyres, which do not appear in List 1A and List 1B in the current Motorsport UK Blue Book 2023 are not permitted.

NOTE 2: For Modified Cars (S13) Tyres that do not appear in Motorsport UK lists 1A, 1B or 1C shall be classified as “Race” for Classic Marques algorithm purposes.

NOTE 3: For Modified Cars (S13) wishing to use 1C or race tyres must ensure that their car complies with current MS UK Yearbook section ‘S: paragraph 13 for Modified Cars Series or Specialist Production.

NOTE 4: For Sports Libre Cars (S14) wishing to use 1C or race tyres must ensure that their car complies with current MOTORSPORT UK Yearbook section ‘S: paragraph 14 for Sports Libre Cars.

NOTE 5: Tyres from List L4 and L6, are not permitted.

NOTE 6: Tyres listed as 1B as valid for cars first homologated pre 1/10/1990 are valid in 1C were fitted to cars first homologated after 1/10/1990. Such tyres will receive a 1B tyre handicap penalty when fitted to the older car and 1C tyre handicap when fitted to later cars.

NOTE 7. Period Defined vehicles, registered with MOTORSPORT UK using either Motorsport UK Period Defined Vehicle Identity Form, an FIA Historic Technical Passport, or an approved Vehicle Identity Form issued by a Motorsport UK Registered Club can run tyres from Lists L1A, L1B or L1C tyres with +2.5% of base timing algorithm. An approved Vehicle Identity application form can be submitted to Classic Marques at the beginning of the season for processing.

The percentage change for tyres other than 1A is factored by the baseline handicap, so only competitors with a handicap of 100% would receive the full 1B or 1C tyre additional weighting. The same logic applies to the 3.0% assigned to drivers running slick tyres.

Competitors are allowed **one upward** tyre category change per season.

Competitors wishing to change to a higher tyre category mid-season must notify the Championship Coordinator in advance as specified in section 1.4.5.

If competitors change to a lower tyre category than the one, they used at their first event of the season, their tyre handicap shall not be reduced.

1.6.4 Entry to the Classic Marques Speed Challenge will be refused if information tendered in an application form (regarding power, race weight, tyres or technology) is inaccurate.

Membership of the Classic Marques Speed Challenge will be rescinded if it is discovered that information relating to power, race weight, tyres or technology has been misrepresented.

For the purpose of allocating championship points, the classes at each event shall be regarded as combined and points will be awarded based upon timing algorithm results taking all registered contenders at the event into consideration.

1.6.5 Motor clubs organizing events that are qualifying rounds of the Classic Marques Speed Challenge are requested but not required to offer a separate class for our cars – all data will be extracted from official event results (irrespective of the classes in which contenders run) in order to calculate points from the event.

Points awarded to contenders listed as classified finishers in the Final Results of each event as follows:

Drivers with equal times to 2 decimal places will receive equal points and a shared finishing position. A shared first place with 25 points each will be possible.

At events where the winner’s adjusted algorithm time is under 50 seconds there will be no adjustment for course length and the calculation of points shall be: The Contender with the lowest algorithm time at each event will be awarded 25 points. All other Contenders will be awarded 25 points minus their adjusted algorithm time difference from the winner. Contenders whose adjusted time difference is equal to (or greater than) 15 seconds will be awarded 10 points.

1.6.6 Classic Marques uses a normalized 50 second lap in order to calculate event points i.e., at those events where the event winner’s algorithm time is equal to or over 50 seconds, the difference between each contender’s algorithm time and the winning car’s algorithm time will be adjusted to take the length of the course into consideration. The adjusted algorithm time is as follows: (Contender’s algorithm time minus Winner’s algorithm time) * (50 / Winner’s algorithm time). The Contender with the lowest algorithm time at each event will be awarded 25 points. All other Contenders will be awarded 25 points minus their adjusted algorithm time difference from the winner. Contenders whose adjusted time difference is equal to (or greater than) 15 seconds will be awarded 10 points.

Example of adjusted algorithm times and associated points scoring:

Note 1:

Place	Time	Timing Algorithm %	Algorithm time	Algorithm Time Difference	Adjusted Algorithm Time Difference	Points	Points calculation
Win	97.95	91.41%	89.54	-	-	25.00	25 points for win
2nd	95.05	96.50%	91.72	2.19	1.22	23.78	25-((91.72-89.54)*50/89.54)=23.78 points
3rd	105.00	96.79%	101.63	9.91	5.53	19.47	25-((101.63-89.54)*50/89.54)=19.47 points
4th	135.00	98.50%	132.98	31.35	17.50	10.00	25-((132.98-89.54)*50/89.54)=7.50. Score min 10 points

* For the purpose of calculation, the track length is deemed to be equal to the winning car's algorithm time.

For the purpose of calculating points, scoring is based on the results of registered championship contenders only.

Note 2: Points scoring is based on the results of all registered Classic Marques Speed Challenge contenders at an event, regardless of the class entered.

Note 3: A contender’s best time achieved from the first **five** qualifying timed runs offered by the event organizing club will count for championship points, irrespective of the number of practice runs.

Note 4: if two separate courses constitute a single event, the algorithm times for both courses shall be aggregated prior to the computation of adjusted algorithm times and calculation of points for that event.

1.6.7 The eight highest event scores will be aggregated to produce each entrant's championship score.

Each competitor’s eight highest scores must include points from at least one sprint and one hillclimb.

Competitors wishing to run more than one car in the series may do so on the following terms:

- i) Points for each car / driver combination will be maintained separately.
- ii) Each car entered is subject to the annual £40 subscription fee per driver.

The Championship scores will be maintained by the Championship Coordinator.

Notification of intermediate and final results will be by email or other appropriate electronic media channels.

The publication of event regulations shall be via email or other appropriate electronic media channels. The Championship Coordinator will advise contenders of the location of regulations for each event.

1.6.8 In the event of a points tie for Overall Championship Winner, the tie will be resolved in favour of the contender whose points total was achieved **last**.

1.6.9 Championship Points Appeal

Resolved in accordance with Section C6.5 in the current MOTORSPORT UK Yearbook and through the Championship Coordinator.

1.7 Awards:

1.7.1 All “end of season” championship awards will be provided by the Classic Marques Sports Car Club.

1.7.2 At the conclusion of the season, Championship award Trophies will be presented as follows:

To the Overall Championship Winner and Runner Up

Individual British Sports Car and Sports Saloon Car Class awards will be presented “Per Marque” where 5 drivers or more scored points in cars of the same marque during the season. Where less than 5 British cars of the same marque scored points, trophies will be presented to entrants in the combined Britsports Class.

Individual International Sports and Sports Saloon Marque Class awards will be presented “Per Marque” where 5 drivers or more scored points in cars of the same marque during the season. Where less than 5 non-British cars per marque scored points, trophies will be presented to entrants in the combined Intersports Class.

1.7.3 Note 1: The Overall Championship Winner does NOT qualify for any other class winner’s award.

1.7.4 The location, date and time of the awards presentation will be notified to all award winners by personal invitation and to all contenders via electronic media channels. Entertainment Tax Liability: CMSCC accepts no responsibility for any taxes payable.

2 SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Rounds:

2.1.1 In accordance with Section C in the current MOTORSPORT UK Yearbook, and the Supplementary Regulations for the event.

2.2 Championship:

2.2.1 In accordance with Section C in the current MOTORSPORT UK Yearbook, and the Classic Marques Speed Challenge Regulations.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK’s Respect Code which is appended to these regulations (Appendix 1).

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

3.1.2. 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 Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

3.2 Due to both safety and environmental concerns, vehicles must not be left unattended under any circumstances when the engine is running

4. TECHNICAL REGULATIONS

Eligible Vehicles:

- 4.1.1 Rear Wheel drive – Sports cars and sports saloon cars.
- 4.1.2 Vehicles must comply with MOTORSPORT UK general technical and safety regulations as per current MOTORSPORT UK yearbook as appropriate.
- 4.1.3 The Classic Marques Speed Challenge requires Standard Cars (S11) and Road Cars (S12) to have MOT & Tax in line with MOTORSPORT UK yearbook regulations in S12 regarding the classification of roadgoing and non-roadgoing vehicles as follows:

Standard Cars (S11)
 Road Cars (S12)
 Modified Cars (S13)
 Sports Libre Cars (S14)
 As per current MOTORSPORT UK Yearbook
 Standard Cars and Road Cars must be taxed, insured and have current MOT. (S10.11)

4.1.4 ALGORITHM ADJUSTMENTS FOR TECHNOLOGY and CHASSIS

Cars which utilize automatic systems for controlling engine, transmission and/or brakes are eligible for Classic Marques but are subject to additional algorithm loading of up to 4% (max) depending upon software fitted.

Older cars with chassis limitations and engines with less than 150bhp can gain an algorithm assistance of up to 4% (max) depending upon vehicle specifics.

Table of adjustments below:

Adjustment for Technology*				
	OEM fitted double clutch gearbox (e.g. PDK)		4.00%	Y/N
	Non-OEM sequential gearbox		4.00%	Y/N
	Traction Control (if fitted - applies whether switched on or off)		0.50%	Y/N
	Stability Control (if fitted - applies whether switched on or off)		0.50%	Y/N
	Less than 150bhp at flywheel		-0.50%	Y/N
	Less than 100bhp at flywheel		-1.00%	Y/N
	Live (solid) axle with coil springs		-1.00%	Y/N
	Live (solid) axle with leaf springs		-1.50%	Y/N
	Single transverse leaf spring (Triumph etc)		-2.00%	Y/N
	Live (solid) axle with two Quarter elliptical leaf springs		-2.50%	Y/N

4.1.5 EXCLUSIONS

- Front wheel drive vehicles
- Four wheel / All-wheel drive
- Motorcycle engines
- Caterham, Westfield, Locust type cars (except original Lotus 7)
- Space frame replicas of sports or sports saloon cars
- Sports Libre cars – may be eligible by arrangement where engine has been changed in a production sports car

Hybrid and electric vehicles are not eligible at this time owing to absence of data required for timing algorithm calculation.

Cars manufactured after 1st January 2020 will be individually reviewed by the Technical Committee for eligibility and the Technical Committee's decision is final.

Cars fitted with 'any other types of automatic gearbox' will be individually reviewed by the Technical Committee for eligibility and potential adjustment for technology in line with 4.1.4. The Technical Committee's decision is final.

Irrespective of event class entered, the categories of Classic Marques Speed Challenge entrants' cars must comply with the Motorsport UK class requirements specified in the regulations issued by the organising clubs throughout the season.

4.2 Classes

4.2.1 British Sports and Sports Saloon Cars

Comprising cars manufactured by AC, Allard, Aston Martin, Austin, Austin Healey, Clan, Elva, Ford, Gilbern, Ginetta, Jaguar, Lotus, Marcos, MG, Morgan, Proteus, Reliant, Sunbeam, Triumph, TVR and Vauxhall. Note this list is a guide and there are some smaller manufacturers not listed.

Single Marque Classes will be allocated where five drivers (or greater) in cars of the same marque score points during the current season.

Where insufficient British sports and sports saloon cars of a single marque have entered to form a single marque class, they will be combined into the mixed Britsports Class.

4.2.2 International Sports and Sports Saloon Cars

Comprising sports and sports saloon cars manufactured by Alfa Romeo, Alpine Renault, BMW, Ferrari, Fiat, (non-UK) Ford, Honda, Lancia, Mazda, Nissan, Porsche, Renault, Toyota and Volvo. Note this list is a guide and there are some smaller manufacturers note listed.

Single Marque Classes will be allocated where five drivers (or greater) in cars of the same marque score points during the current season.

Where insufficient international sports and sports saloon cars of a single marque have entered to form a single marque class, they will be combined into the mixed Intersports Class

4.2.3 Pre 1990 Cup

All vehicles registered before the end of 1990 will be automatically entered in to a new class the 'Pre 1990 Cup'. This is additional to any other classes stated in 3.2

4.3 Temporary Car Substitution

4.3.1 If a competitor is not able to drive his/her own Classic Marques Speed Challenge registered car at an event owing to mechanical failure, breakdown or damage, or, if a competitor brings a car to an event and it breaks down before or during practice, it is permissible to temporarily drive another car which also complies with the Classic Marques technical regulations and has a current, valid timing algorithm as per 1.6.2 to complete the event. The Championship Coordinator will calculate an algorithm for the competitor and will add points won at the event to the competitor's total for the year. The algorithm will be calculated as described in 1.6.1. The originally entered car must be reinstated at the earliest opportunity. Only 1 vehicle substitution is permitted in a season.

4.3.2 If a competitor's car is out of commission for an extended period of time owing to failure or damage, the competitor may substitute another championship compliant car until the registered competition car is repaired. If the car does not have a current, valid timing algorithm as per 1.6.2 then no points will be awarded until the car has undergone power and weight testing at an approved rolling road provider. If the substitute car is of the same class as the original CM registered car, the points will be aggregated. If the car is of a different class, the points will accrue separately. The originally entered car must be reinstated at the earliest opportunity.

4.4 **Changing Classes**

If a competitor changes car mid-season and, as a result, moves to a different class, the points earned in the initial class are not carried over to the new class. There is no penalty for changing car or class but totals for both cars will be shown separately in the leaderboard until end of season. The points will not be aggregated for the purposes of “place in class” or awarding trophies.

5. **ENVIRONMENTAL CONCERNS**

Motorsport UK are exceedingly concerned of the impact of single-use plastic tyre wrapping and with reusable alternatives available competitors are encouraged to reduce plastic usage in this regard. The use of these plastic wraps is prohibited.

A handwritten signature in blue ink, appearing to read 'Bob Adams', with a horizontal line underneath.

6th January 2024
Bob Adams
Classic Marques Sports Car Club



APPENDIX 1

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

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

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

The Values

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

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.