



SPORTS 1000 CHAMPIONSHIP

1 SPORTING REGULATIONS: GENERAL

1.1 TITLE & JURISDICTION

The **SPORTS 1000 CHAMPIONSHIP** is organised and administered by the 750 Motor Club Ltd in accordance with the National Competition Regulations (NCR's) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

1. **MOTORSPORT UK Championship Permit No: CH2026/**

2. **MOTORSPORT UK Championship Grade: C.**

3. **Race Status:** Interclub.

1.2 OFFICIALS

1. **Co-Ordinator:** G.Groombridge, Donington Park, Castle Donington, Derbyshire, DE74 2BN

① 01332 814548; ② giles@750mc.co.uk).

2. **Eligibility Scrutineer:** S. Dockray, Deputy B. Blackmore

3. **Championship Stewards:**

C. Emmerson T. Gregory I.Sowman T. Stevens

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward. NCR Ch.4 App.1 Art.1.2. The Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published Championship Regulations. They are also empowered to consider any request from the Championship Coordinator to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 C.2.1.1 subject to the rights of Appeal to the National Court.

1.3 COMPETITOR ELIGIBILITY

1 Entrants must:

- (a) be fully paid up valid members of the 750 Motor Club and
- (b) be registered for the Championship and
- (c) be in possession of a valid MOTORSPORT UK Entrants Licences.

2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the 750 Motor Club and
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition (Racing) Race Club Licence, as a minimum
- (d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. Motorsport UK National Competition Rules (NCR) Ch.6 App.3 Art.1 applies)

(e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

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

1.4 REGISTRATION

1. All competitors must register for the championship by either returning the registration form with the registration fee to the Coordinator prior to the final closing date for the first round being entered, or completing the registration and payment online at <https://www.750mc.co.uk/registration>.

2. The registration fee for the season is **£145 £150** payable upon registration. For competitors wishing to enter a single event a registration fee of £35 is payable and points will be awarded for this event. If further races are entered the balance of the **£145 £150** fee must be paid.

3. Registration numbers will be the permanent Competition number for the Championship

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4. If any competitor wishes to change to a different car from the one originally registered for the championship, a completed registration form with registration fee must be sent to the Co-ordinator. If the vehicle is in the same class as the one originally registered then, with the approval of the Co-ordinator, championship points already scored may be transferred. If the new vehicle is in a different class, then points will not be transferred.

5. Teams comprised of two drivers sharing a car may register for the Championship. Drivers who register as a team will both use the same race number, and their accumulated combined score will be used to determine their championship position. It is not compulsory to use both of a team's registered drivers at each round of the championship. A driver may not transfer points accumulated under a different race number and registration towards the score of a team entry. If two drivers are sharing a car at an event, they must nominate which driver is participating in each race a minimum of 1 hour prior to the start of practice. The driver who is participating in the first race of a double header must drive first in practice (see 3.3). At triple header races the driver participating in the second race must also participate in the third race.

1.5 CHAMPIONSHIP ROUNDS

The SPORTS 1000 CHAMPIONSHIP will be contested over the following rounds:

Date	Circuit	Round/s
11/12 April	Croft	3
30/31 May	Silverstone GP	3
27/28 June	Anglesey	2
8 August	Brands Hatch	2
30/31 August	Snetterton 300	2
26 September	Thruxton	2

1.6 SCORING

1. Championship points will be awarded to non-invitation competitors in both the Sports 1000 and Cup 200 categories, listed in the final results for each race as follows:

- ~~30, 27, 24, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 25, 22, 20, 18, 16, 14, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3~~
- All other finishers - 2.
- Starters who are classified as not finishing (DNF) will be awarded the points as if they had finished immediately behind the final finisher.
- Sports 1000 Fastest lap in each race - 1-point subject to a minimum of 2 starters.
- Cup 200 Fastest lap in each race - 1-point subject to a minimum of 2 starters
- Sports 1000 Fastest lap in qualifying - 1-point subject to a minimum of 2 starters.
- Cup 200 Fastest lap in qualifying - 1-point subject to a minimum of 2 starters

2. Additionally, all finishers shall score points in the **Sports 1000 Sporting Cup**. The Sporting Cup points scored in each race shall be identical to the championship points awarded to the driver. Any driver who, in the course of the year, finishes in the top 3 of a Sports 1000 race overall will become immediately ineligible for Sporting Cup points in that year and all points that they have scored to that point, and subsequently, will be removed. Cup 200 drivers are not eligible for the Sporting Cup.

3. The totals from all qualifying rounds (excluding any abandoned races that are not replaced) less ~~2~~ 3 will determine the final championship points positions. Similarly, the totals from all qualifying rounds (excluding any abandoned races that are not replaced) less 2 will determine the final Sporting Cup points positions

4. Ties for end-of-season award winning places shall be resolved, when more than one competitor have equal totals, by taking into account the highest number of 1st places, 2nd places etc from the races they are counting as their best total (i.e. their finishing position in dropped rounds do not get taken into account). If that fails to find a winner their highest or subsequent highest dropped scores will be added to their existing total score until a conclusive result is found.

1.7 AWARDS

1. All awards are to be provided by the Organising Club unless agreed otherwise.



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2. Per Round:

- Awards for 1st, 2nd and 3rd placed Sports 1000 cars on the track will be given, subject to the number of starters as follows: 2 to 4 starters - 1st only; 5 to 7 starters - 1st and 2nd only; 8 or more starters - 1st, 2nd and 3rd.
- Awards of 1st, 2nd and 3rd in the Sporting Cup will be given, subject to the number of starters as follows: 2 to 4 starters - 1st in only; 5 to 7 starters - 1st and 2nd only; 8 or more starters - 1st, 2nd and 3rd.
- Awards for 1st, 2nd and 3rd placed Cup 200 specification cars (see Appendix 2.)
- Driver of the Day, selected by the Sports 1000 committee or their nominated representative for the driver or team member who, regardless of finishing position, most impressed the committee or their representative.
- Highest placed pre-2016 car.

3. End of year trophies to:

- 1st, 2nd, 3rd, 4th, 5th and 6th placed Sports 1000 specification cars. in the overall championship.
- 1st, 2nd and 3rd in the Sports 1000 Sporting Cup.
- 1st, 2nd and 3rd placed Cup 200 specification cars (see Appendix 2.)
- The Sports 1000 Masters Trophy awarded to the highest placed driver in the championship who was aged 50 or over on 1st January of the championship year and who competed in at least 5 rounds of the championship.
- The Sports 1000 Novice Trophy awarded to the highest placed driver in the championship who was required to wear a novice cross in at least one of the season's championship rounds.
- Highest placed pre-2016 car.
- Best prepared car.

4. Bonuses: Not applicable

5. Presentations: Garlands and trophies are to be provided for presentation at the end of each race. Prize money and Bonuses shall be posted to the Entrants within one month of the results being declared final after each season.

6. Entertainment tax liability: Not applicable.

7. Title to all trophies: In the event of any provisional results or championship tables being revised after any provisional presentations and such revisions affecting the distribution of any awards the Competitors concerned must return such awards to the 750 Motor Club Competitions Secretary in good condition within 7 days.

2 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES

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. 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.
3. Any withdrawal of 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.
4. The Entry Fee for each event shall be specified in the SRs and on the entry form.
5. Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS

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

2.3 QUALIFICATION PRACTICE

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

2.4 RACES

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race NCR Ch.12 App.6 Art.9 (1.6.4. above applies).

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2.5 STARTS

1. All cars will be released to form up on the grid prior to the start information as specified on the grid sheet.
2. The start will be via standing start. The minimum countdown procedures/audible warnings sequence shall be:
 - I. 1 minute to start of green flag/pace lap - start engines/clear grid.
 - II. 30 Seconds - Visible and audible warning for start of green flag lap.
 - III. A five second board will be used to indicate that the grid is complete.
 - IV. The red lights will be switched on five seconds after the board is withdrawn.
3. 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 pitlane and may start the race after the last car has passed the start line or pitlane exit, whichever is the later to take the start from the grid.
4. Any driver unable to start the Green Flag Lap or start are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. In addition, any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
5. In the event of any starting lights failure the starter will revert to use of the national flag.

2.6 SESSION RED FLAG

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the start line and RED Light Panels / FLAGS will be displayed at the start line and at all marshals signalling posts 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.

2.7 PITS, PADDOCK & PITLANE SAFETY

- 1 Pits & Paddock: Competitors must ensure that the MOTORSPORT UK, circuit management and organising club safety regulations are complied with at all times.
2. Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and respect the pit lane speed limits.
3. Refuelling: May only be carried out in accordance with the MOTORSPORT UK NCRs, the organising club regulations, circuit management regulations and the SRs or final instructions issued for each circuit/meeting.
4. Speed Limit: Pit lane speed limit will be 60 km/h or as notified in the Final Instructions for the Event/Meeting

2.8 RACE FINISHES

After taking the chequered flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the pit lane entrance or paddock entrance as instructed,
- IV. comply with any directions given by marshals or officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.9 RESULTS

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

2.10 TIMING MODULES

The 750 Motor Club utilises transponder-based timing and competitors must have a compatible transponder fitted and working and advise the race organisers of its number prior to the event. Compatible transponders include the AMB TRANX 260 and MyLaps X2 & TR2 models.

2.11. QUALIFICATION RACES

If any event is oversubscribed the organising club may at their discretion run qualification races.

2.12 OPERATION OF SAFETY CAR

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



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2.13 ONBOARD CAMERAS

All competitors are required to carry an on board, in car camera that records to an SD (or micro-SD) card that must be capable of recording HD footage that can be played back on a standard laptop. Recordings from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation.

It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with Motorsport UK National Competition Rules and be approved by the Chief Scrutineer in accordance with NCR Ch.7 App.9.

Cameras must be mounted in a position such that the steering wheel and track in clear view. The unit must always be switched on and be recording when the car is on track during any official free practice, qualification session and race.

The onus is on the competitor to ensure that the camera unit battery is charged, the camera switched on to record and ensure the SD card has enough capacity to record the above-mentioned sessions. The SD card must ONLY contain the files from the event in question

In the event that no recording is available when requested by the Organisers or Clerk of the Course for judicial purposes then the following penalties will be applied by the Clerk of the Course.

- First offence – ~~Championship Reprimand~~ ~~Championship Points Deduction – Equivalent to a 10th place finish.~~
- Second Offence - Championship Points Deduction – Equivalent to ~~a 5th an 8th~~ place finish.
- Third Offence - Disqualification.

2.14 TYRE CHANGING

1. No changes of tyre are permitted once the car has entered the assembly area (the exception being a puncture). For the avoidance of doubt this extends to practise/qualifying and races. Once the car has entered the assembly area the same set of tyres must be used throughout the session until the chequered flag is shown.

2. In the event of a puncture, only the damaged tyre may be changed. Scrutineers may wish to examine the changed tyre for damage.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

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 4).

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.

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.

2. In the event of any rounds being oversubscribed the organising club may, in liaison with the Championship Coordinator, at their discretion run qualification races as per 2.11 of these regulations. Alternatively, at double header race meetings, should there be sufficient space within the timetable, the organising club may divide the grid after qualifying into 3 separate groups. The groups will then form 3 races whereby each competitor participates in two races. All 3 races will be eligible for full championship points.

3. At each round of the championship grid positions will be determined as follows:

- Race 1 – Fastest lap time in practise/qualifying.
- Race 2 – ~~Fastest lap time in race 1. Second fastest lap time in practice / qualifying. Where a car is being shared (see 1.4.5), the fastest lap of the second driver will be used.~~
- Race 3 (where applicable) – ~~Fastest time from race 2. Finishing positions from Race 2 with the Top 5 Sports 1000 cars and the Top 5 Cup 200 cars reversed.~~



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4. Grids will be formed with the Cup 200 cars starting in order (see 3.3) behind ALL of the Sports 1000 cars with three rows of the grid left vacant between the two groups.

4 SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with Chapter 2 of the current MOTORSPORT UK regulations and additionally:

4.1 INFRINGEMENT OF TECHNICAL REGULATIONS

1. Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of NCR Ch.2 App.8.
2. Arising from post-race Scrutineering or Judicial Action: Minimum Penalty: The provisions of NCR Ch.2 App.8.
3. For infringements deemed to be of a more serious nature the Clerk of the Course ~~will~~ may invoke the provisions of NCR Ch.2 App.8 Art.2

4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

1. In the case of a driver being disqualified from a race, the Clerk of Course will impose the penalties set out in NCR Ch.2 App.8 and may impose the penalty set out in NCR Ch.2 App.8 Art.2.
2. In order to maintain standards of conduct, the championship organisers will monitor all officials/observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season the championship organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.
3. The Clerk of Course may impose a "Stop-Go" or "Drive through" penalty during a race in accordance with NCR Ch.12 App.10 Art.2.
4. Any Competitor who is penalized under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race license in accordance with MOTORSPORT UK regulations, will receive a Championship points deduction equal to the number of penalty points which were allocated. Should the same competitor receive penalty points at another round of the Championship then the number of Championship points deducted will be double the number of penalty points applied. If penalty points are applied at a third round, then the Championship points deducted will be triple this number, and quadrupled at the fourth occurrence of such a penalty etc. This may result in a driver receiving a negative score.
5. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations and, after holding a formal hearing if they deem it necessary, to impose a penalty in accordance with NCR Ch.2 App.2 Art.4 (subject to the rights of appeal provided for in NCR Ch.2 App.5 Art.1)
6. One or more of the following may be imposed by the championship stewards as appropriate:
 - a) Reprimand.
 - b) Fine. This may be also applied in the case of a driver receiving three reprimands from the Championship Stewards in one season.
 - c) Time or Grid Penalties.
 - d) Suspension from all or part of the championship. This may also be applied in the case of a driver receiving two fines from the championship stewards in one season.

5 TECHNICAL REGULATIONS

5.1 INTRODUCTION

The following technical regulations are set out in accordance with the MOTORSPORT UK specified format and it must be clearly understood that if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot. The fact that some modifications are mentioned as prohibited does not imply that others are allowed.

5.2 GENERAL DESCRIPTION

The **SPORTS 1000 CHAMPIONSHIP** is for competitors participating in either Cup 200 specification MK cars (see Appendix 2) or two-seater (not tandem) cars powered by a series-production four-stroke motorcycle engine as detailed in 5.7 of these regulations and having a capacity of up to 1000cc.

The engines must have been fitted to production motorcycles manufactured by Honda, Kawasaki, Suzuki or Yamaha and produced prior to:

1/1/17 – Honda and Suzuki(*)

1/1/11 - Kawasaki

1/1/09 – Yamaha



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* Due to the very limited availability of suitable Suzuki engines, parts from the Suzuki GSX-S1000 engine (2015-2021) may be fitted to an eligible GSX-R1000 engine and conversely K7/8 GSX-R1000 parts may be fitted to a 2015-2021 GSX-S1000 engine in order to build a compliant engine. However, it is mandatory to inform the Championship Coordinator prior to doing so:

Engines may be fitted in the front or rear of the car, providing that the car is compliant with the rest of these regulations.

In addition, subject to the specific approval of the championship coordinator, the club will permit the entry of drivers in an invitation class. Cars in this class, for example "seven" style cars, would comply with the majority of these regulations but they:

1. may use any standard, unmodified, bike engine,
2. may use any list 1A/1B/1C tyre and
3. must not use any wings, as defined in 5.6.

5.3 SAFETY REQUIREMENTS

All cars must comply with the technical regulations listed in NCR Ch.7.

The roll over structure fitted to the car shall provide equivalent protection for both driver and passenger. It is permitted to fit a petty strut that impinges on the space otherwise reserved for the passenger.

Extinguishers must comply with NCR Ch.7 App.6.

Seat belts must be FIA homologated and as per NCR Ch.7 App.7 Art.8-9.

Towing eyes must have a minimum internal diameter of 60mm; (note that the towing eye may be of either a suitable rigid or flexible material bolted to the chassis).

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

All cars must comply with the requirements of the current NCR Ch.7 and NCR Ch.12..

All vehicles must be of sound construction, using materials and components deemed fit by the scrutineers for motorsport use. The car must be in good mechanical condition and be well maintained.

STANDARD: The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in NCR Ch.1 App.1. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

As a minimum, two mirrors must be fitted, each with a minimum surface area of 50cm² and giving a clear view to the rear, one on each side of the centreline of the vehicle.

5.5 CHASSIS

Chassis must be constructed either of a tubular steel spaceframe or an aluminium or steel monocoque. Composite monocoques, or spaceframe chassis which depend on composite panels for their rigidity, are not permitted.

5.6 BODYWORK

a. Maximum overhang of front bodywork from front wheel axis is 890 mm. Maximum overhang of rear bodywork from rear wheel axis is 850 mm.

b. Wings are prohibited, where a wing is defined as a separate part of the bodywork of a car positioned above, behind or in front of the main bodywork and in such a position that air may flow both above and below the part. Dive planes are prohibited.

c. The cockpit area must be enclosed on both sides, floor and bulkheads front and rear. 'Spats' may be fitted in order to comply with NCR Ch.7 App.2 Art.6.9.

d. Any forward facing front spoiler/splitter within 15 degrees to the horizontal whether integral with or additional to the original bodywork may not project more than 50mm beyond the plan form of the bodywork where that bodywork is part of the static structure of the car and rises to a height of at least 25mm above the top surface of the floor of the car. A front spoiler/splitter may not exceed the +width of the car across the front wheel arches. In addition, it must form a continuous part of the bodywork.

e. For the purposes of these regulations the following terms shall have the following meanings:

- i. 'floor' shall mean the lower surface of the chassis together with any other part of the car which is visible from a point on the ground immediately beneath that point and which is less than 300mm from ground level when the car is resting on the ground at its normal attitude but excluding mechanical components
- ii. 'front floor' shall mean any part of the floor ahead of the front axle line
- iii. 'centre floor' shall mean any part of the floor between the front axle line and the lower edge of the rear bulkhead where it meets the floor



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- iv. 'rear floor' shall mean any part of the floor behind the lower edge of the rear bulkhead where it meets the floor
- v. 'mechanical components' shall mean any device which is present on the car for a purely mechanical purpose and is not present and is not designed or shaped in order to have an aerodynamic effect and shall include, but not be limited to, exhaust systems, bolts, nuts, sumps and suspension components
- vi. 'aerodynamic advantage' means the generation of or contribution towards an increase in downforce or a reduction in lift.

The purpose of these regulations is to ensure that Sports 1000 cars have simple floors and do not rely upon the underside of the car to provide an aerodynamic advantage. For the avoidance of doubt, diffusers, vortex generators and any other device attached to the underside or topside of the floor (save as specifically permitted by these rules) which provides or is intended to provide an aerodynamic advantage is not permitted. Your attention is drawn to regulation 5.1 of these regulations.

f. The front floor, centre floor and rear floor must be flat laterally (that is, side to side) subject to a tolerance of 10mm. The tolerance permitted of 10mm is to allow for manufacturing tolerances and must not be used to shape any part of the floor to provide an aerodynamic advantage. Any part of the floor shall be treated in this regulation as flat provided that, moving from the centreline of the car to the outer edge of the plan form of the car in a lateral direction, the height of the floor increases or remains constant.

g. The centre floor must be flat longitudinally subject to a tolerance of 10mm. The tolerance permitted of 10mm is to allow for manufacturing tolerances and must not be used to shape any part of the floor to provide an aerodynamic advantage.

h. The height of the rear and front floors is free (subject to the minimum ride height restriction in paragraph 5 of 'Modifications Permitted') save that they must be flat laterally.

i. It is not mandatory to panel the whole or any part of the floor of the car but where any part of the floor is not panelled no part of the floor as defined above may be shaped or designed to provide an aerodynamic advantage. For the avoidance of doubt, any ducts or holes, the purpose of which is to divert air from or to the underneath of the floor of the car, will be treated as part of the floor and are therefore not permitted.

j. It is permitted for mechanical components to extend below the floor of the car (subject to the minimum ride height restriction in paragraph 5 of 'Modifications Permitted') but in this regard your attention is drawn to the definition of mechanical component above.

5.6.1 Modifications Permitted

1. General: The cockpit perimeter seen in plan view must be symmetrical about the longitudinal axis of the car.

Tandem seating is not permitted.

Cockpit opening must measure at least 81.3cms (32") wide x 71.1cms (28") long.

The bulkhead at the rear of the cockpit and in front of the rear axle shall be a solid panel that, at all heights between the centre floor (as defined in 5.6.e) and the top of the driver's backrest, shall form a continuous horizontal straight line across the width of the driver/passenger compartment. In plan view the bulkhead shall be perpendicular to the longitudinal centreline of the car. A backrest for the passenger side of the car may be fitted in front of the bulkhead. In plan view this backrest shall, at all heights between the floor and the top of the passenger side bulkhead, be parallel with the bulkhead. In side view the backrest shall be parallel with the bulkhead or slanted further backwards.

No part of the driver's seat may be behind the bulkhead. Cables, harnesses, pipes, linkages and (in front engined cars) the transmission/propshaft tunnel may pass through the bulkhead, but all holes into the driver/passenger compartment through the bulkhead and passenger backrest must be sealed with a fireproof sealant.

The length of the space for both driver and passenger shall be measured at the height of the floor along a line parallel with the centre line of the car. The length of the driver's space shall be the distance between the rear bulkhead and the position of a vertical line dropped from the footpad of the undepressed brake pedal to the floor. The length of the passenger space shall be the distance between the front of the space usable by the occupant's feet and the rear bulkhead or backrest, whichever is the shorter. The length of the passenger space must be at least 75% of that provided for the driver. The width of the space for the passenger's feet shall be at least 150 mm.

Only a fire extinguisher, battery, roll bar bracing and other minor components may impinge on the passenger space. For the avoidance of doubt a fuel tank is not a minor component.



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The perimeter of all lateral sections of the chassis between, and including, the rear bulkhead (as defined above) and the forward end of the passenger space shall, with the exception of any roll-over or safety related structure intended to limit intrusion into the car, be symmetrical about a vertical plane that extends the longitudinal centre line of the car. A tolerance is allowed here in that when a measurement is made on one side of the centre line of the car then a similar measurement on the other side of the car shall be the same within a given tolerance. This tolerance shall be +/- 25mm with the single exception of the top parts of the chassis adjacent to the driver's outer shoulder for which the tolerance shall be +/- 50mm.

The centreline of the driver's seat must be at least 25.4cms (10") from the longitudinal centreline of the car. The centreline of the seat is defined to be that line along the floor of the car which is a vertical projection of the line from the centre of the top of the seat to a point midway between the two crotch straps as they penetrate the seat when the driver is seated and strapped in.

2. Interior: It is permissible to remove interior trim and passenger seat.

3. Exterior:

ALL VEHICLES: The engine and transmission must be fully enclosed. It is permitted for the air exit from a front-mounted radiator to exhaust through the top surface of the bodywork without any covering but the ducting between the bodywork and the radiator must ensure that the radiator hoses and piping are fully shielded from this ducting.

Tonneau covers are not permitted.

Sports 1000 is an open-top formula only.

FRONT ENGINED CARS: Air filters may protrude through the bonnet without the need for any cover but must have an effective seal between them and the bonnet; any other holes in the upper surface of the bodywork forward of the steering wheel plus any holes in the side surfaces of the bodywork forward of the steering wheel above a longitudinal line joining the top of the front and rear wheel rims ("engine cover holes"), must be covered with solid bodywork having only a forward facing opening, forward facing louvres or with a metallic gauze with a maximum hole size of 1mm. Holes solely for the exhaust system do not require any cover/gauze but must be a reasonably close fit. The total area of non-forward-facing engine cover holes (excluding properly ducted radiator exhausts as described in this section) must not exceed 400 cm².

4. Silhouette:

5. Ground Clearance: For the purposes of these regulations 'test conditions' are defined as: Normal racing trim with fluids and driver aboard in racing attire, as if the car has or is about to take part in a track session and the ride height has not been subjected to external influences. Testing may take place in the pitlane, parc fermé or the scrutineering bay.

During test conditions under no circumstance can any part of the bodywork, or of the suspended part of the car with the exception of the exhaust system, be below a horizontal plane passing 75mm (50mm for exhaust systems) above the ground. A gauge of 75mm or 50mm may be used by scrutineers before or after races or practice to check the ground clearance. There is no negative tolerance to these measurements.

The scrutineers may choose to apply an additional load test to the car in test conditions. A weight of 75Kg or more may be applied to the car's chassis and subsequently removed prior to testing (in practise this will be a scrutineer standing in the passenger space). The car may be moved to allow for suspension stiction to be eliminated, which must be initiated by the scrutineer; no other form of intervention is permitted to allow the vehicle to return to its rest position. Subsequently, the car's ride height may be rechecked.

5.6.2 Modifications Prohibited

1. General: Any in contravention of 5.6.1.

2. Interior. It is not permitted to mount the fuel tank/s within the driver/passenger space.

3. Exterior: No wings are permitted where a wing is defined as in 5.6. No Car must be fitted with a soft-top or hardtop. Closed cockpit vehicles are not permitted.

4. Silhouette:

5. Ground Clearance: Side skirts or bridging devices are not permitted.

5.7 ENGINE

Any production four stroke motorcycle engine manufactured by Honda, Yamaha, Kawasaki or Suzuki and with manufacturer's quoted capacity and date of production as per 5.2. If requested the competitor must supply manufacturer's official literature with registration to prove compliance with this regulation.

Two stroke engines or multi-engine installations are not permitted. Limited Edition engines are not permitted (for example the Honda SP).

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The engine must remain entirely standard – your attention is drawn to 5.1. As the engine is standard preparation of the engine must be restricted to those modifications that do not add or remove metal (including polishing) from the engine internals, other than as specified in 5.7.3. The standard compression ratio must be maintained consequently the skimming of heads and decking of engine blocks is prohibited. Only OEM specification head gaskets are to be used.

5.7.1 Modifications Permitted

As per 5.7.

The wiring loom/harness is free.

Crankcase breathing is free.

5.7.2 Modifications Prohibited

Any other than those permitted in 5.7.

5.7.3 Oil and engine cooling

It is permitted to remove the standard coolant pump and oil/coolant intercooler if fitted as standard.

Any system may be used for oil and engine cooling provided radiators are within the periphery of the vehicle.

Oil hose connectors must be either swaged fittings, 'Aeroquip' – type compression fittings or good-quality high-pressure fittings. (The use of hose-clips on oil pipes is prohibited due to the extreme pressures developed by bike engines).

The lubrication system is free and may have the oil pickups and drain holes modified to suit the installation. Dry sump systems, modified sumps and pick-up pipes are permitted. Oil coolers are permitted provided they are within the overall periphery of the vehicle. The Suzuki GSXR 1000 oilway restriction orifice in the standard oil cooler bypass can be drilled out when using a dry sump system, for the sole purpose of preventing oil starvation to critical engine internals

Coolant is free.

5.7.4 Induction Systems

The induction system must be standard for the engine being used. The boundary between the induction system and the air filtration system is defined to be at the entry to the throttle body or carburettors.

1. Permitted modifications: Air filtration system is free. Carburettor jetting is free. Aftermarket velocity stacks are permitted. The connecting manifold from the throttle body/carburettor may be lengthened and its angle adjusted to suit application installation

2. Prohibited modifications: The throttle bodies/carburettors must remain standard and unaltered.

5.7.5 Exhaust systems

Exhaust systems including manifold are free but must comply with MOTORSPORT UK noise restrictions as per NCR Ch.7 App.8 Art.1-4 inclusive

It is permitted to obscure any ports used on the standard engine for air injection into the exhaust system.

5.7.6 Engine control systems

1. The standard ECU for the engine (non-carburetted engines) must be used as the main system for engine management (fuel and ignition control).

2. The standard ECU's rev-limiter must remain in operation with standard manufacturers settings. Appendix 3 outlines those settings on common engines.

3. The rev limiter must be the only non-mechanical means of controlling maximum engine speed (excluding standard functions of the ECU for the given engine). Ignition-cutting systems other than the standard rev-limiter are not permitted.

4. The ECU configuration, ignition and fuel maps may be modified.

5. The maximum permitted degrees of ignition advance must not exceed the manufacturers original maximum.

6. The disabling of motorcycle specific parameters in the ECU is permitted. This includes but is not limited to: Side stand switch, exhaust gas control servo, steering damper, lean sensor, speed sensor and other geographical ECU restrictions. The aim here is to eliminate the need for "defeat" devices in the running of the car, obtaining full power and to reduce the overall complexity and cost.



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7. The use of a single approved 'piggy-back' device, in conjunction with the standard ECU, to modify fuelling only is permitted provided it does not contravene the remainder of 5.7.7. Approved piggy-back devices are the Dynojet Power Commander PCII, PCIII, PCIIIr, PCIIIusb (fuel module only) and PCV (fuel injection module only). Note that the use of a PCV module that incorporates ignition timing mapping, or any separate ignition mapping module, is not permitted.

8. The 750 Motor Club reserves the right to remove and test ECUs. Failure to comply with such a request will render the car in question ineligible to compete at the meeting in question.

Competitors are required to make their own ECUs available to facilitate these checks. As such it must be straightforward to remove the ECU, along with any item keyed to the ECU such as an ignition key.

9. The standard ECU and any piggy-back device should be easily accessible for scrutineering purposes. Any manufacturer markings on the ECU and any piggy-back device must remain intact and easily visible.

10. The 750 Motor Club reserves the right to install a logging device in any Sports 1000 car during pre-race scrutineering and to access that device in post-race scrutineering, where such a device is intended to check compliance with these regulations.

11. The engine's ignition timing must always be in the control of the ECU and any standard engine components such as trigger wheels and position sensors. The use of a device, such as the Dynojet IRC and wiring so as to convince the ECU that it is always in 6th gear, is permitted if that device merely assists the ECU in selecting sites in the ignition maps.

13. All engines must be fitted with a minimum of two cam cover bolts cross drilled with at least a 2mm hole to allow the official Sports 1000 Championship wire seals to be inserted. These drilled bolts must be such that the bolts and seal are easily visible for inspection by scrutineers.

14. It is mandatory that all cars in a race have engines that are sealed using the drilled bolts and seals as above. These seals will either be applied by the club's scrutineers or their nominated representative.

15. The 750 Motor Club reserves the right to request that competitors (as nominated by club officials) must complete a power run on a dynamometer before a specific upcoming race. The dynamometer in question could either be one provided at the club's expense at a race meeting or one of those nominated in Appendix 1 to these regulations. Failure to comply may result in disqualification from the upcoming meeting. In either case, details of the test results, engine number and seal number will be supplied to the championship co-ordinator.

16. The standard loom's diagnostic connector is required to be available for ease of connection of ECU analysis equipment. An in-car gear indicator may be connected to the diagnostic connector as long as it is easily removable for scrutineering purposes.

17. Any electronic module related to the engine and present in the car is required to be connected to the engine at all times during qualifying and racing.

5.7.7 Fuel delivery systems

Fuel pump and fuel lines are free, subject to NCR Ch.7 App.4

5.7.8 Cam Timing

1. Camshafts, their drive sprockets and connecting bolts must be standard and unmodified. Where slots are provided in camshaft sprockets in addition to circular timing holes, only the holes are to be used for timing the camshaft. The slots must not be used for any location purposes. In engines where the timing is set by the sprocket not having any positive location on the camshaft (e.g. the Suzuki engine), settings must remain as per the manufacturer specification. The 750 Motor Club reserves the right to check these settings.

2. Valve timing and clearances must be in accordance with standard manufacturers' settings. The 750 Motor Club reserves the right to check these settings. For the avoidance of doubt, the specifications are outlined in Appendix 3.

3. Camshaft lift and duration must be in accordance with standard manufacturers settings. The 750 Motor Club reserves the right to check these settings. For the avoidance of doubt, the specifications are outlined in Appendix 3.

5.8 SUSPENSION

5.8.1. Suspension and damping must be provided by coilover damper units only. Damper units must be limited to, at most, 3-way adjustability.

5.8.2. It shall not be possible for any suspension adjustment (for example ARB setting, damping rates or any adjustment that affects ride height) to be made by the driver from within the cockpit.

5.8.3. Ride height must be controlled solely via the coilover unit springs with no other external influence. Adjustment of ride height via a push rod or cam is permitted.

5.8.4. Ride height recovery must be solely achieved using the coilover units.



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5.8.5. Permitted modifications: Suspension systems are free, subject to MOTORSPORT UK regulations.

Dual rate or multiple coil springs; heave spring and damper configurations are permitted.

5.8.6. Prohibited modifications: Active suspension is prohibited. For these purposes "Active suspension" is defined as any means of electronic control or actuation of the suspension system and anti-roll bars.

Suspension components constructed of composite materials are prohibited.

5.8.7. Wheelbase/track: Free.

5.9 TRANSMISSION

The gearbox must be standard to the engine.

5.9.1 Permitted modifications

Drive may be either by propshaft or chain.

Gear position electronic sensor: The gear position sensor to the ECU, if fitted, must be permanently disabled or permanently enabled; it is not permissible for it to be switchable.

Clutch: Clutch plates are free. Steel reinforcing bands may be fitted around the outside of the clutch basket. Clutch springs may be uprated. Clutch operation may be hydraulic or mechanical but must be under direct control of the driver with no electrical assistance.

Gears: It is permitted to replace the third gear sprocket in Honda SC59 (2008-2016) engines with an aftermarket uprated part such as the one provided by Nova. This is in the interest of reliability. The ratio must remain as per Honda specifications.

5.9.2 Prohibited modifications

Gear selection, clutch and throttle operation must be purely mechanical and solely under direct control of the driver. The gear linkage and clutch system must be purely mechanical (hydraulic clutch systems are permitted). No electrical connections, switches or sensors may operate on any part of the clutch or gear controls or linkages. Note that this implies that "flatshifters" are not permitted in any form.

Super polishing, DLC coatings and any other low friction coatings and treatments are prohibited.

Ceramic gearbox bearings are prohibited.

Four-wheel drive is not permitted.

Electronic traction control is not permitted.

5.9.3 Transmission and Final Drive ratios

Gearbox ratios must remain as standard. Final drive ratio is free. A limited slip differential may be fitted and are restricted to a Quaife ATB, a Radical reversing transmission or a Ford Sierra viscous unit.

5.9.4 Reverse

As outlined by NCR Ch.7 App.2 Art.15.2. A reverse mechanism is not required.

5.10 ELECTRICS

5.10.1 Exterior Lighting

This must consist of at least the following:

- a. A pair of red tail lights, clearly visible to following drivers, and positioned at the rear of the car with one on each side of the car.
- b. A pair of red brake lights, clearly visible to following drivers and positioned at the rear of the car with one on each side of the car.

5.10.2 Rear Warning Light

An LED red warning light compliant with NCR Ch.7 App.5 Art.6 is mandatory and must be mounted directly to the rear or the underside of the rear roll hoop, within 10cms of the centreline of the vehicle. Where high bodywork behind the rollcage may prevent the light being fully visible, the light may be fitted to the rear of that bodywork at an equivalent height within 10cms of the centreline of the car. Any manufacturer fitted rear fog light must be disabled.

5.10.3 Battery and starter

A battery and starter motor capable of repetitive starts must be fitted and operable by the driver whilst normally seated.

5.10.4 Charging system

The standard engine's alternator/generator must be fitted and electrically connected so that the standard battery charging function is providing a charge to the onboard battery. All phases of the standard alternator/generator must be fully functional.

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5.11 BRAKES

Brake calipers must have a maximum of 4 pistons and have a body constructed of aluminium or steel.

5.11.1 Parking brake

A parking brake mechanism must be fitted that permits the car to be held in position such as on a sloping race circuit grid.

5.11.2 Construction

Brake rotors must only be of steel or iron construction.

5.11.3 Prohibited Modifications

ABS systems are prohibited.

5.12 WHEELS / STEERING

5.12.1. Prohibited Options: Four-wheel steering is not permitted. The fitment of any 'wheel trims' or similar air deflectors is prohibited.

5.12.2. Construction & Materials: Free

5.12.3 Dimensions: Wheels: Max width 7".

5.13 TYRES

5.13.1. Specifications: The only permitted tyres for the Sports 1000 championship are the Nankang AR-1, Yokohama A539, Yokohama A008 and the Avon CR28 Sport. It is only permitted to use the Nankang AR-1 in the following sizes: 185/60/13 and 205/60/13. Entries to the invitation class are permitted to use any list 1A, 1B or 1C tyre. No alteration to the tyre from the manufacturer's or supplier's specification or pattern is permitted.

5.13.2. Nominated Manufacturers for championship tyres: Nankang, Avon, Yokohama

5.13.3. Suppliers: Tyres will be available, if pre-ordered, at most race meetings from SCP Tyres – 01354 688111.

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

5.13.5. Nankang AR-1 tyres must be barcoded (see example below). Tyres purchased through SCP Tyres will be automatically barcoded, if purchased elsewhere barcodes will be available from SCP Tyres at additional cost. There is no requirement for Avon CR28 or eligible Yokohama tyres to be barcoded.

Drivers will only be permitted to use a total of 12 Nankang AR-1 tyres during the course of the season. The number of Avon CR28 or eligible Yokohama tyres used is not restricted.

Drivers will be required to nominate which Nankang AR-1 tyres they are using at each race weekend when they present the car at scrutineering, this will be done via a tyre information system form listing the barcode identification numbers of the driver's chosen tyres. Any competitor found during post qualifying/race scrutineering, to have qualified or raced with a tyre not declared or to have exceeded their allotted number of tyres will be disqualified from the results and may be subject to further penalties. Tyres are not transferable between drivers.



Example bar code.

5.14 VEHICLE WEIGHT

Minimum weight including driver with helmet, race overalls etc is:

Front engined car: 550kg.

Mid/rear engined car: 580kg.

The 750 Motor Club reserves the right to change any of these minimum weights, after rounds 3, 6 & 9, giving 7 days' notice.

Any ballast needed to satisfy these weight regulations shall be fitted in the car in agreement with NCR Ch.7 App.2 Art.19.4.

5.15 FUEL TANK AND FUEL

5.15.1. Types: Fuel tanks are free but safety tanks are recommended. A non-return valve must be incorporated in the vent system. Fuel tank capacity must be sufficient to allow the car to race for at least 30 minutes plus one lap, after which the car must comply with 5.15.3.



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5.15.2. Locations: Position free subject to MOTORSPORT UK regulations.

5.15.3. Fuel: Only petrol as defined in NCR Ch.8 App.1 Art.1.7 and complying with BS4040, BSEN228 or BS7800 may be used; fuel which exceeds the stated RON (max) levels in NCR Ch.8 App.1 Art.1.7a is **prohibited even if it is sold/promoted as being legal for UK Competition** and/or obtainable from 'roadside' pumps. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis.

Compliance with minimum weight for the car will be taken before the petrol is removed

5.16 SILENCING

All vehicles must comply with the relevant maximum noise limits set out in National Competition Rules (NCR) Ch.7 App.8

5.17 NUMBERS AND CHAMPIONSHIP DECALS

These regulations apply to the race numbers and other decals that are required to be carried on cars. Failure to comply with these regulations will render the vehicle and driver ineligible to race.

5.17.1. Race numbers: Race numbers and backgrounds, in accordance with NCR Ch.7 App.10 ~~MOTORSPORT UK regulations~~ J.4 must be displayed on each side of the vehicle alongside the cockpit/.driver and as far forward on the front of the vehicle as possible.

5.17.2. Championship sponsor's decals: Cars will also be required to carry Championship sponsor's decals (where applicable) which must be affixed in or near the positions detailed on any diagram supplied with those decals. 750 Motor Club and Championship Sponsor's decals must take preference to any other decals. Failure to comply will render the vehicle and driver ineligible to race.

5.17.3. Championship decals: If available, championship decals must be displayed on both sides and at the front of all cars.

5.17.4. Suppliers: Sponsors, championship and club decals will be available at the first championship race in which the vehicle is entered.

Appendix 1 - Championship Nominated Dyno Centres

PDQ Motorcycle Developments

Marshgate Trading Estate
Hitcham Road
Taplow
Berkshire
SL6 0LX
01753 730043
sales@pdq1.co.uk
www.pdq1.com

HLM Tuning (Bromsgrove)

Units 1-2
Factory Lane
Bromsgrove B61 7AL
01527 577710
info@hlmtuning.co.uk
www.hlmtuning.co.uk

Daytuner Performance Ltd

Unit 1a Killinghall Stone Quarry
Ripon Road
Harrogate
North Yorkshire
HG3 2BA
01423 523 323
info@daytuner.co.uk
www.daytuner.co.uk



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Appendix 2: CUP 200 TECHNICAL REGULATIONS

6.3.1: INTRODUCTION:

- a)** The following Technical Regulations are set out in accordance with the MOTORSPORT UK specified format, and it should be clearly understood that if the following texts do not clearly specify that you can do it you cannot.
- b)** All competitors are reminded that it is their responsibility to ensure that their car and equipment always comply with the following regulations, and that they have taken account of all the safety requirements of the Championship and Race meeting in which they are participating.
- c)** Cup 200 is a NON-DEVELOPMENT Formula and changes brought in by the manufacturer are generally for reliability, ease of maintenance or safety. It is NOT permissible to modify standard components in ANY way, unless a specific modification is stated in the Regulations: UNLESS IT SAYS YOU CAN, THEN YOU MAY NOT. Attempts to alter the behaviour of the car to gain a racing performance benefit will be dealt with using event and championship processes and Officials.

6.3.2: GENERAL DESCRIPTION:

- a)** The class is for MK Cup 200 cars running a Suzuki Hayabusa Gen2 or Gen3 engines. The engines must be taken to RLM Racing before the first event, to check for compliance and be sealed accordingly.

The Class is intended to provide close racing between drivers and not a technical challenge for preparation experts. The intention of the technical regulations is to create a car that is as safe as possible, fun to drive and yet remain as close to standard as possible. If you are contemplating any modifications about which you are unsure, you should call upon the Championship Eligibility Scrutineer for a decision. Competitors should assume that unless a modification is specifically permitted, that any modification is prohibited.

Cars must be presented to a high standard. Excessive corrosion, poor paintwork or significant bodywork damage may result in exclusion from the race / practice entered

b) Examination of Vehicles

The organisers (in addition to any other powers they may have under these Regulations reserve the right before or after any race in the Championship to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or

Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Championship unless the car is found to be in breach of these regulations and/or

Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor. All costs associated with the stripping and rebuilding of the inspected component shall be the responsibility of the competitor and not Cup 200, 750 Motor Club, MK Sportscars, RLM Racing, organisers or eligibility scrutineers.

The organisers reserve the right to re-inspect vehicles at any time during the season, should there have been a regulation infringement or circuit incident.

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Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers Championship Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

Tests to establish the power output of any car may be carried out by the organisers or their representatives. Such power testing will be carried out using rolling road / dynamometer equipment.

6.3.3: SAFETY REQUIREMENTS:

All entrants, competitors and their vehicles must comply with the relevant articles of NCR Chapters 7 & 9 apply as relevant and the following:

Roll-Over Protection, Head Restraint & Harness: The only permitted Roll-Over Protection System (ROPS) is that manufactured by Caged (Certificate No: 2142) and fitted as per the Motorsport UK ROPS certificate., There must be clearance of at least 5cm between the top of the driver's helmet and the top of the Roll-Over cage.

A suitable FIA approved six-point harness with appropriate mountings must be fitted according to NCR Ch.7 App.7 Art.9

Extinguishers must comply with NCR Ch.7 App 6

The use of arm restraints is highly recommended.

Towing eyes must have a minimum internal diameter of 60mm; (note that the towing eye may be of either a suitable rigid or flexible material bolted to the chassis).

The Safety Scrutineer has the right to refuse a vehicle if presented in sub-standard condition. The Clerk of the Course reserves the right to prevent the vehicle from competition; on the advice from the Safety Scrutineer, if the vehicle remains in sub-standard condition.

6.3.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

- a)** Only MK Cup 200 racing cars fully in compliance with these technical regulations shall be permitted to take part. The over-riding eligibility requirement is that cars comply with the Cup 200 ethos as stated in Paragraph 6.3.1c. It is the Entrant's responsibility to ensure that the car complies and is therefore eligible. MK Sportscars (the constructor/supplier) may run a test car under race conditions and outside of eligibility in which circumstances it will not be for championship points and will start at the back of the grid regardless of times. MK Sportscars reserves the right, on application, to adapt a car to suit an entrant with a medically certified disability. In which case all adaptations will be checked to ensure there are no performance enhancing benefits.
- b)** The design rights and drawings of all components manufactured specifically and purely for Cup 200 are owned solely by MK Sportscars.
- c)** Cup 200 cars and components, including spares manufactured and supplied solely for Cup 200 cars must only be supplied by MK Sportscars.
- d)** It is the Entrant's responsibility to use only eligible components. The Championship Eligibility/Safety Scrutineer on duty has the responsibility for checking that cars comply with the Technical Regulations and may invite a representative of the approved suppliers to assist in verifying the source of components. Thereafter the Scrutineers decision shall be final and binding. Cars found to be in breach of the Technical Regulations will be the subject of a written report by the Eligibility/Safety Scrutineer to the Clerk of the Course for the appropriate action to be taken.
- e)** All references to standard parts, and/or materials in these regulations, shall be interpreted as references to MK Sportscars original specification(s), as appearing on specification sheets and drawing's relative to the Cup 200 formula car, as drawn up by the vehicle manufacturers, the engine manufacturers and the transmission manufacturers. In the case of dispute, reference will be made to these specifications and drawings.



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- f)** The cars must be constructed and assembled in total conformity with the original design, in particular:
- g)** All components used in the construction and assembly of the car must be capable of being identified by MK Sportscars, except where modifications and adjustments are specifically permitted by these regulations.
- h)** The use of additional fastening devices, e.g. bolts, screws, rivets or bonding material (adhesive) is not permitted if it is deemed to either enhance performance or constitute a safety risk.
- i)** The reinforcement of any component or joint by the addition of material either separately or by increase in the gauge or section of the material is not permitted.
- j)** The re-distribution of weight in the car e.g. by reducing the gauge or section of material in any component is not permitted.
- k)** Except where specifically permitted, the structural and aerodynamic performance of the car and performance of the engine must not be changed by modifying the shape of any component e.g. by the addition or removal of any material or by deforming the original material.
- l)** It is emphasised that the aerodynamic shape of the car must remain absolutely standard as supplied by MK Sportscars i.e. all surfaces wetted by the air stream including bodywork and wheel covers must not be modified in any way unless specifically stated in these regulations.
- m)** Random checks on vehicle eligibility, particularly on adjustable features e.g. ride heights, may be made during officially timed practice, Any infringement will result in all lap times set prior to the infringement being removed from the official records and disallowed for the purpose of setting grid positions.
- n)** Log books: The organisers reserve the right to issue log books.
- o)** Repairs: The policy of Cup 200 requires that cars shall be of uniform performance. Any repairs and parts shall be in line with the technical regulations.
- p)** Definitions: Those definitions as detailed in NCR Ch.1 App.1 - Definitions and Nomenclature shall apply.
- q)** NCR Chapters 7 & 9 apply unless otherwise stated by these regulations.

6.3.5: CHASSIS:

Only chassis manufactured by MK Sportscars and bearing the correct chassis plate are eligible. The chassis must be completely standard and unaltered from the MK Sportscars / MK design. Chassis plates are specifically numbered for Cup 200. Only chassis numbers that are prefixed for specific use in Cup 200 are eligible.

The construction type, design and material must remain as standard. Lightening or reducing the chassis strength is prohibited. Additional strengthening of the chassis is prohibited (e.g. seam welding). The chassis as produced by the manufacturer with the original material must be retained in all aspects in respect of material, thickness and contour. For the benefit of doubt, chassis is defined here to include the space frame, bracketry, wishbones, uprights, interior panelling, and floor.

6.3.6: BODYWORK:

1. Permitted Modifications

1.1. General:

Only bodywork supplied by MK Sportscars is permitted and must remain as standard.

It is permissible to bridge bodywork joint lines with adhesive tapes. All applications of tape must follow the original shape of the bodywork and must not be used to modify the standard profile.

Headlamps may be covered with protective tape provided they are not coloured red.



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1.2. Interior: A seat must be fitted in accordance with NCR Ch.7 App.7 Art.2

1.3. Exterior: Bodywork sections must be fitted to the vehicle as supplied using the designed fixings and not set apart from the chassis mounting points by the use of spacers or any other means. Superficial bodywork repairs are permitted as long as the original profile is maintained. Re-manufacture is not permitted. Number Plates may be removed.

1.4. Silhouette:

1.5. Ground Clearance:

Under no circumstance can any part of the bodywork, or of the suspended part of the car with the exception of the exhaust system, sump, bellhousing and in the case of factory modified chassis to accommodate taller drivers, the passenger and drivers side lowered floor section be below a horizontal plane passing 75mm (50mm for the exhaust system, the sump and the bellhousing) above the ground, the car being in normal racing trim with the driver aboard. A gauge of 75mm or 50mm may be used by Scrutineers before or after races or practice to check the ground clearance.

2. Prohibited Modifications:

2.1 General: Any contravention of 6.3.6.1.

2.2. Interior: No Additional coverings to the driver or passenger areas permitted (with the exception of the Vinyl ½ doors supplied by Mk Sportscars which are permitted). For example Tonneau covers.

2.3. Exterior: All spoilers, dams, splitters, aerofoils and diffusers are prohibited. Material, thickness and profile of external body panels may not be changed.

2.4. Silhouette: Silhouette must remain as standard. No alterations/additions are permitted. Plan must be as standard with no extensions to wheel arches permitted.

2.5. Ground Clearance: Side skirts or bridging devices are not permitted.

6.3.7: ENGINE:

1. Permitted Modifications:

NCR Ch.7 App.2 Art.8 applies. General Description (5.2.1) i.e. that the cars are intended to provide the basis of economical competition, both in terms of first cost, cost of ownership and to provide uniform performance. In order to achieve this, - the principle will be over riding that engines will be standard production units. Competitors are forbidden from modifying components in any way except where a specific modification is stated in these regulations. UNLESS IT SAYS YOU CAN, THEN YOU MUST NOT!

1.1. Prior to competition all engines must be subject to Dyno testing and sealing by RLM Racing. All subsequent engine work must be carried out by RLM Racing.

All engines must be fitted with a minimum of two cam cover bolts and two engine blocks bolts cross drilled with at least a 2mm hole to allow the official Cup 200 wire seals to be inserted. These drilled bolts must be such that the bolts and seal are easily visible for inspection by scrutineers.

It is mandatory that all cars in a race have engines that are sealed using the drilled bolts and seals as above. These seals will either be applied by the club's scrutineers or their nominated representative.

1.2. The following engines may be used:

Permitted Engines

- Suzuki Hayabusa 1340cc Gen2 2008 - 2020 [Engine Code: X704]
- Suzuki Hayabusa 1340cc Gen3 2021 onwards [Engine Code: DXA1]

1.3. The standard cylinder head castings must be used.

Removal or addition of material to the cylinder head is prohibited. Skimming the face only allowed if essential and to a maximum of .005" undersize.

1.4. Permitted Valves:





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a) Standard Valves of a type and material, and size as defined by the manufacturer's workshop manual, specific to that engine, type, model and year, will be retained. Valves may not be polished or reshaped in any way.
 a) OEM Gen1 and Gen2 Valves are permitted. Valves may not be polished or reshaped in any way.

1.5. Valve springs

Gen1 OEM valve springs must be used if using Gen1 valves.
 Gen2 OEM valve springs must be used if using Gen2 Valves.

1.6. Valve collets and spring retainers must remain as standard.

1.7. Original manufacturer's standard Gen2 and Gen3 camshafts for the model must be used. Camshaft lift, profile and drive must remain as standard. Changing cam timing is prohibited.

1.8. Over boring is not permitted.

1.9. Standard production motorcycle crankshaft must be used. Standard pistons, conrods, piston rings, gudgeon pins and all associated nuts, bolts. Or RLM Racing supplied OEM Replacement parts.

1.10. OEM Balance weight must remain in place and timed as per the OEM Manual.

1.11 Suzuki .014" OEM Base Gasket and .030" OEM Head Gasket must be used. Any other gasket is prohibited.

2. Prohibited Modifications:

Any other than those permitted in 6.3.7.1.

Removal or addition of material to the rotating assembly is prohibited.

3. Location:

Position and mounting method must be as standard for the Cup 200.

4. Oil/Water Cooling:

Oil System

4.1. The type and manufacturer of oil is free.

4.2. Oil coolers must remain the same as supplied by MK Sportscars.

Water System

4.3. Water radiators must remain the same as supplied by MK Sportscars.

4.4. The type and manufacturer of coolant is free. Electric water pumps supplied by MK Sportscars / RLM Racing may be fitted.

5. Induction Systems:

5.1. Permitted Induction systems include the RLM Racing Supplied throttle bodies Or DBW ("Drive By Wire") throttle bodies supplied by RLM Racing /MK sportscars. Cars built from 2025 onwards can also use the Standard Gen2 Suzuki Hayabusa unmodified throttle body with the 50 degree angled adaptor Supplied By RLM Racing.

5.2. The type and manufacturer of air filter is free.

6. Exhaust Systems:

6.1. Exhaust and silencer systems as supplied by MK Sportscars.must remain unmodified and be fitted at all times to comply with NCR Ch.7 App.8 Art.1-4 inclusive.

6.2. Installation must be in accordance with NCR Ch.7 App.8 Art.1

7. Ignition Systems:

7.1. Only MK Sportscars. / RLM Racing supplied LiFE Racing F88RL ignition system or the stock Suzuki Hayabusa Gen 2 ECU may be used. All serial numbers will be logged by the Eligibility Scrutineer and RLM Racing. The ECU calibration cannot be changed and will be locked by RLM Racing prior to first event.

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7.2. ECU's are required to be:

- a) Standard as supplied by RLM Racing.
- b) The serial number of the ECU must be displayed.

7.3. Ignition systems must not exceed the maximum rev limit as stated by Atomic Racing MK Sportscars.

Crankshaft ignition offset can only be standard to Cup 200 specification.

The standard trigger wheel, and crankshaft pickup, to the engine model used must be retained. To be supplied by RLM Racing

7.4. Temporary or permanent seals may be applied. The Eligibility Scrutineer must be notified of or to any change of that ECU before any race. The Life Racing ECU may be checked at any time by championship organisers. Penalties may be applied.

7.5. The ECU may be exchanged, electronically interrogated, or 're flashed' at any time at the request of the Eligibility Scrutineer.

7.6. No devices may be added or modified to provide any form of traction control or launch control.

7.7. Electrical switches can only operate the function for which they were originally fitted into the car for and for no other purpose,

7.8. The Championship Coordinator or the Eligibility Scrutineer will retain the right to substitute an ECU with a standard parts model for the particular engine for the purpose of scrutineering. Parts will be compared against standard parts and standard part numbers.

7.9. The only wiring permitted is that supplied by MK Sportscars / RLM Racing.

7.10. Fuel Delivery Systems:

The entire fuel delivery system must remain as standard as supplied from MK Sportscars.

6.3.8: SUSPENSIONS:

NCR Ch.7 App.2 Art. 9 applies

1. Permitted Modifications:

1.1. Only fabricated suspension components and shock absorbers supplied by MK Sportscars are permitted and must remain unmodified.

1.2. Only the Protech Single Adjustable Dampers supplied by MK Sportscars are permitted.

Protech is the only authorised service agent for the dampers. A competitor found to have any alterations to the standard damper or to have used any other agent other than Protech will be considered to be in breach of these regulations.

1.3. Rod end bearing, spherical bearings, wheel bearings and bushes are not free and must be standard/original specification supplied by MK Sportscars.

1.4. The front/rear camber is free.

1.5. Front/rear toe is free .

1.6. Caster is free.

1.7. Spring rates are free.

1.8. The championship organisers reserve the right to ask competitors to fit an alternative set of championship owned and compliant dampers in order to be able to send a competitor's dampers away for inspection with the authorised manufacturer.



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2. Prohibited Modifications:

- 2.1. No changes to the suspension pick-up points are permitted.
- 2.2. No alterations to the suspension geometry are permitted. Other than those stated above in 5.8.1.
- 2.3. No Anti-roll bars are permitted.

3. Wheelbase/Track:

- 3.1. Wheelbase and track must remain as standard.

6.3.9: TRANSMISSIONS:

1. Permitted Modifications:

- 1.1. The gear box must remain as part of the Bike engine within the engine casing arrangement as per the Bike manufacturer standard configuration. All OEM Suzuki Gears must be retained.

- 1.2. Clutch plates must be OEM.

- 1.3. Clutch springs are free.

- 1.4. Only MK Sportscars produced and supplied output shafts, drive shafts and drive flanges are allowed.

2. Prohibited Modifications:

- 2.1. Machining or Superfinishing is prohibited.

3. Transmission & Drive Ratios:

- 3.1. Gearbox ratios must remain as standard.

- 3.2. The only Limited slip differential permitted is the ATB differential fitted with a 3.38:1 final drive ratio as supplied by MK Sportscars. No other differential is permitted. Differentials may be sealed by the Eligibility Scrutineer or their nominated representative.

- 3.3. Gearshift operation must remain as standard design supplied by RLM Racing. Use of the RLM Racing Flat Shift and Auto-Blip functions are permitted.

4. Reverse:

- 4.1. No reverse gear required.

6.3.10: ELECTRICS

1. Exterior Lighting:

This must consist of at least the following:

A pair of red brake lights, clearly visible to following drivers and positioned at the rear of the car with one on each side of the car.

2. Rear Fog Light:

An LED rear rain / fog light to EU or FIA regulation must be fitted within 100mm of rear centre line. NCR Ch.7 App.5 Art.6 applies. Integral fog lights must be rendered inoperative.

3. Batteries:

The battery size and type is free but must be capable of starting the car unassisted. Battery fitting location is free, but must be clamped and secured.

4. Generators:

Alternators must be standard, fully operational at all times when the vehicle is in use and capable of delivering a suitable charge. Charging systems must be as supplied to the original production motorcycle engine.

5. Routing:

No modifications to the electrical system other than re-routing wiring is permitted.

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6.3.11: BRAKES

1. Permitted Modifications:

1.1. Callipers and brake discs are restricted to those supplied by MK Sportscars.

1.2. Brake friction material is free but dimensions to remain as original equipment.

1.3. Brake bias adjuster is as supplied by MK Sportscars.

1.4. The brake lines used must be as supplied by MK Sportscars.

2. Prohibited Modifications:

2.1. No modifications may be made to the master cylinders, callipers, discs or any other part of the braking system and to remain as supplied by MK Sportscars..

3. Construction & Materials:

3.1. Brake rotors must only be of steel or iron construction supplied by MK Sportscars..

4. Dimensions:

4.1. Must remain as standard as supplied by MK Sportscars.

6.3.12: WHEELS / STEERING

1. Permitted Options:

As per NCR Ch.7 App.2 Art.12 and the following;

1.1. The only wheel permitted ~~is~~ are the Compomotive CXR 7x13" or the Mk VR-1 7x13" Cup200 wheel

1.2. The steering system including rack, tie rods, steering arms and column must remain as standard, supplied by MK Sportscars.

1.3. The steering wheel is free within Motorsport UK regulations.

2. Prohibited Options:

2.1. Wheel spacers are prohibited.

3. Constructions & Materials:

4. Dimensions:

4.1. Must remain as standard and supplied by MK Sportscars.

6.3.13: TYRES

1. Specifications:

~~The only permitted tyres for the MK Cup 200 are the Toyo R888R (GG Compound). Entries to the invitation class are permitted to use any list 1A, 1B or 1C tyre. No alteration to the tyre from the manufacturer's or supplier's specification or pattern is permitted.~~

The only permitted tyres for the MK Cup 200 are the Nankang AR-1, Yokohama A539, Yokohama A008 and the Avon CR28 Sport. It is only permitted to use the Nankang AR-1 in the following sizes: 185/60/13 and 205/60/13. No alteration to the tyre from the manufacturer's or supplier's specification or pattern is permitted.

2. Nominated Manufacturers for Cup 200 tyres: Toyo Nankang, Yokohama, Avon.

3. Suppliers:

SCP Tyres
www.scptyres.co.uk
Email: steve@scptyres.co.uk
Tel: 07860 471256



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

5. All **Toyo R888R Nankang AR-1** tyres must be barcoded (see example below). Drivers will only be permitted to use a total of 12 Toyo R888R tyres during the course of the season.

Drivers will be required to nominate which **Toyo R888R Nankang AR-1** tyres they are using at each race weekend when they present the car at scrutineering, this will be done via a tyre information form listing the barcode identification numbers of the driver's chosen tyres. Any competitor found during post qualifying/race scrutineering, to have qualified or raced with a tyre not listed on the 'Tyre Record Form' or to have exceeded their allotted number of tyres will be disqualified from the results and may be subject to further penalties. Tyres are not transferable between drivers.



6. It is permissible to fit commercial balance weights

7. The use of tyre heating/tyre heat retention devices, tyre treatments and compounds are prohibited as are all tyre inflation mixtures other than compressed air.

6.3.14: VEHICLE WEIGHT:

1. Minimum weight limit is 595kg inclusive of driver.

2. Minimum weights are calculated in the condition in which the vehicle crosses the finishing line or at any other time during the competition and/or qualifying/practice.

3. If ballast is required to achieve the minimum weight, this must be in the form of single lead sheet, formed or moulded lead attached to the floor. The attachment must be with nuts and bolts, which must be drilled to allow MOTOSPORT UK wire seals to be applied by the Formula Eligibility/Safety Scrutineer. As per NCR Ch.7 App.2 Art. 19.

5. The 750 Motor Club reserves the right to change any of these minimum weights, after rounds 3, 6 & 9, giving 7 days' notice.

6.3.15: FUEL TANK / FUEL

1. Types:

1.1. Only fuel tanks and filler assemblies supplied by MK Sportscars are permitted and must remain unmodified. There are two alternative fuel tanks permitted which are the standard option and the endurance option.

1.2. The fuel breather must have a one-way valve fitted.

1.3. Fuel lines and connectors are free but must be equal or better quality to those supplied by MK Sportscars.

2. Location:

2.1. Location must remain as standard i.e manufacturers specification.

3. Fuel:

3.1. Only petrol as defined in NCR Ch.8 App.1 Art.1.7 and complying with BS4040, BSEN228 or BS7800 may be used; fuel which exceeds the stated RON (max) levels in NCR Ch.8 App.1 Art.1.7a is **prohibited even if it is sold/promoted as being legal for UK Competition** and/or obtainable from 'roadside' pumps. The use of additives by competitors which



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boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed..

3.2. Fuel testing may be carried out at any time before, during or after a competition on the instructions of the Clerk of the Course or Scrutineer.

3.3. Where facilities exist to carry out comparison testing at the circuit, a sample will be taken from the car, which will be retained in Parc Fermé until the results are declared. If the test shows any discrepancies, then formal samples will be taken as detailed above.

6.3.16: SILENCING:

1. Specification:

1.1. Exhaust and silencer systems as supplied by MK Sportscars must remain unmodified and be fitted at all times to comply with National Competition Rules (NCR) Ch.7 App.8

1.2. Installation must be in accordance with NCR Ch.7 App.8 Art.1

1.3. Exhaust must remain standard length as supplied by MK Sportscars..

6.3.17: NUMBERS & CHAMPIONSHIP DECALS

1. Positions:

1.1. All cars must be identified by race numbers, as supplied by the competitor, in the following format:

On the nose: black minimum 17.5cm plain font numbers with a minimum stroke width of 3.8cm, with 5cm beyond the outline of the numbers surrounding, on a plain white background, which may be detailed as a square or circle

On the side: black minimum 17.5cm plain font numbers with a minimum stroke width of 3.8cm, with 5cm beyond the outline of the numbers surrounding, on a plain white background, which may be detailed as a square or circle

2. Suppliers:

2.1. Any decals supplied by the 750 Motor Club and Sponsors' must be displayed visibly in the Championship defined positions specified on the car. This includes:

Cup 200 decals, MK Sportscars decals, Sponsor decals, 750 Motor Club decals.

Decals from Championship sponsors no longer associated with the championship must be removed after the final meeting of the season.

2.2. The sponsors' decals will be provided by the Cup 200 Championship organisers, whereas Entrants are responsible for supplying numbers and background. No decal provided by the championship organisers may be defaced, covered, over written or altered in anyway. Decals damaged during the course of the season need to be replaced.

6.3.18: SUPPLIERS

RLM Racing
Unit 2
Fernie Court
Station Rd
Oakham
Rutland
LE15 9US
info@rlmracing.com
01572 510150

MK Sportscars
Unit 5
Kestrel Park
Finch Drive
Springwood Ind. Estate
Braintree
Essex



SPORTS 1000 CHAMPIONSHIP

CM7 2SF

www.mksportscars.com

sales@mksportscars.com

02034322679

A handwritten signature in black ink.



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Appendix 3 – Engine Identification and Parameters

Manufacturer	Model	Year Range	Inlet Cam Spec	Exhaust Cam Spec	Max Inlet valve lift	Max Exhaust valve lift	Maximum Permitted RPM	Engine Notes
Honda	Fireblade RR (SC59)	2008-2016	Open BTDC 21° Closed ABDC 43° Duration 244°	Open BBDC 41° Closed ATDC 14° Duration 235°	9.3mm	8.4mm	13,400	All engine numbers start with SC59. 2008 – Weak crank superseded part no: 13310MFL030 (replaces 13310MFL010) is permitted 2010 on – Flywheel and crank mass change 2012 on – 7 pin digital gear sensor plug, air temp sensor plug change (black in colour from white). 2008-10 – Weak third gear superseded part no: 23461-MGP-000
Honda	Fireblade RR4-RR7	2004-2007	Open BTDC 18° Closed ABDC 46° Duration 244°	Open BBDC 39° Closed ATDC 11° Duration 230°	9.1mm	8.4mm	12,200	Engine numbers start with SC57. Oval exhaust ports, no slipper clutch.
Suzuki	GSXR K7-K8	2007-2008	Open BTDC 40° Closed ABDC 70° Duration 290°	Open BBDC 61° Closed ATDC 39° Duration 280°	9.6mm	8.9mm	13,750	
Suzuki	GSXR K9-L6	2009-2016	Open BTDC 42° Closed ABDC 73° Duration 295°	Open BBDC 60° Closed ATDC 39° Duration 279°	9.7mm	8.9mm	13,750	
Kawasaki	ZX10R	2004-	Open	Open	9.7mm	8.5mm	13,000	



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		2010	BTDC 35° Closed ABDC 77° Duration 292°	BBDC 62° Closed ATDC 38° Duration 280°					
Yamaha	R1	2004-2014	Open BTDC 37° Closed ABDC 67° Duration 284°	Open BBDC 69° Closed ATDC 33° Duration 282°	9.2mm	8.3mm	13,750		

Appendix 4: Race with Respect



A socially-minded standard of behaviour is expected from everyone within the motorsport community. By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code: Motorsportuk.org/racewithrespect, #RaceWithRespect

The Values

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

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my 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.