

MG CAR CLUB NORTH WESTERN CENTRE COCKSHOOT CUP CHAMPIONSHIP 2024

1. SPORTING REGULATIONS – GENERAL

1.1 Title and Jurisdiction:

The Cockshoot Cup Championship is organised and administered by the MG Car Club North Western Centre in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No CH2024/R089 Race Status Interclub

Motorsport UK Championship Grade : D

1.2 Officials :

1.2.1 Co-ordinator : Paul Goodman, 36, Deva Close, Poynton, Stockport, Cheshire, SK12 1HH, 01625 876300

1.2.2 Licensed Eligibility Scrutineer : Reg Tassiker

1.2.3 Championship Stewards : David Rainsbury, Nigel Minay, Paul Hurst (Motorsport UK Regulations (G)2.7, (G)2.7.1, (W)2.2.1)

1.3 Competitor Eligibility :

1.3.1 Entrants must: (a) be fully paid up valid membership card holding members of the MG Car Club and (b) be registered for the Championship and (c) be in possession of a valid Motorsports UK Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must (a) be current members of the MG Car Club (b) be registered for the Championship and (c) be in possession of a valid competition racing interclub licence as a minimum.

1.4 Registration :

1.4.1 All drivers must register as competitors for the Championship by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the final closing date for the first round being entered.

1.4.2 The Registration fee is £80 payable to “MG Car Club North Western Centre Ltd”

1.4.3 Registration numbers will be the permanent competition numbers for the Championship.

1.5 Championship Rounds :

The Cockshoot Cup will be contested over 8 events as follows.

11 th May	Donington Park	MSVR
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3 rd August	Anglesey	SMRC
4 th August	Anglesey	SMRC
7 th September	Oulton Park	MSVR
7 th September	Oulton Park	MSVR
29 th September	Silverstone National	BRSCC
29 th September	Silverstone National	BRSCC

1.6 Scoring

1.6.1 Points will be awarded to competitors listed as classified finishers in the final results as follows: 10, 8,7,6,5,4,3,2 and 1 for all classified finishers in each class plus 1 point for each starter. If there are less than three starters in any class, half points will be awarded.

1.6.2 The totals from the best 7 qualifying rounds will determine final championship points and positions.

1.6.3 Ties will be resolved as follows: - Scores achieved by the respective driver's places in the eighth race will be taken into account. If there is still a tie then the competitor with the most class wins in all events will be the winner. If this fails to resolve the issue then the number of fastest laps will be taken into account. If a tie still exists then the Championship will be jointly awarded.

1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.

1.7 Awards :

- 1.7.1 All awards are to be provided by negotiation.
- 1.7.2 First, second and third in each class A, B, C, F per round.
- 1.7.3 The Cockshoot Cup and replica, the Cockshoot Class Trophies, and second and third in each class will be awarded for the Championship to competitors who have started more than 50% of the races
- 1.7.4 Awards will be presented at the end of each event, and at the end of the Championship at the designated presentation ceremony.
- 1.7.5 Deleted
- 1.7.6 Title to all trophies : In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the MG Car Club in good condition within 7 days.

2 Championship Event Meetings & Race Procedures

2.1 Entries

- 2.1.1 Competitors are responsible for sending correct and complete entries with the correct entry fees prior to the closing date for entries before each event.
- 2.1.2 Incorrect or incomplete entries (including Driver to be Nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 Briefings

Organisers shall 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

- 2.3.1 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.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (Motorsport UK Regulations Q12.4).

2.4 Races

Should any races be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)12.5) (1.6.4 above applies).

2.5 Starts

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via Standing start. The minimum countdown procedures/audible warnings sequence shall be: - 1. 1 minute to start of Green Flag /Pace Lap – Start Engines/Clear Grid. 2. 30 Seconds – Visible and audible warning for start of Green Flag/Pace Lap. 3. A five second board will be used to indicate that the grid is complete. 4. The red lights will be switched on five seconds after the board is withdrawn.
- 2.5.3 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 startline or pitlane exit, whichever is the later to take the start from the grid.
- 2.5.4 Any driver unable to start the Green Flag/Pace Lap or start are required to indicate their situation as per Motorsport UK Regulation (Q) 12.11.2, In addition any driver unable to maintain grid position on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.6 Session Red Flag

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. Cars may not enter the pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

2.7 Pits, Paddock and Pitlane Safety

- 2.7.1 Pits and Paddock: Competitors must ensure that Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and respect the pit lane speed limits.
- 2.7.3 Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.4 Speed Limit in the Pit Lane will be 30mph.

2.8 Race Finishes

After taking the Chequered Flag drivers are required to : 1. Progressively and safely slow down 2. remain behind any competitors ahead of them. 3. return to the pitlane entrance/paddock entrance as instructed. 4. comply with any directions given by Marshals or Officials. 5. 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. (Motorsport UK regulation (D) 26.3).

2.10 Timing Modules

All cars must be fitted with transponders complying with the requirements of TSL Timing.

2.11 Operation of the Safety Car

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General 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 to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

4. SPECIFIC CHAMPIONSHIP PENALTIES

4.1 Infringements of Technical Regulations

4.1.1 Arising from post practice scrutineering or judicial action: Minimum penalty: the provisions of Motorsport UK Regulations C3.3.

4.1.2 Arising from post race scrutineering or judicial action: Minimum penalty: the provisions of Motorsport UK Regulation C3.5.1 (a) and (b). For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

5. TECHNICAL REGULATIONS

5.1 Introduction

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 should work on the principle that you cannot.

5.2 General Description

The Cockshoot Cup Championship is for Competitors participating in MG Cars and A H Sprites in four classes; Class A for MG ZR160, MGZR170 and MGZS 170; Class B for road modified MGB and MG Midgets; class C for modified cars; and Class F for MGF and MGTF . Cars must comply with Motorsport UK General Technical Regulations Motorsport UK Year Book Sections J,K and Q. Q11.4, 11.4.1, and 11.4.2 apply allowing side window numbers.

5.3 Safety Requirements

The following Articles of Motorsport UK Section K Safety Criteria Regulations will apply:- 1.1.1 to 1.6.1,2.1 to 3.3.3,5.1 to 6.8.1 to 8.59.1 to 9.3,10.1 to 11.3,12,13,14.1 to 14.3. Drivers side door bar connected roll cage is recommended.

5.4 Class A

ZR 160 cars conforming to CSCC Trophy Championship Class C Regulations 2024 can compete in Class A. Engines, gearboxes, and ECUs are not required to be sealed by a scrutineer and any make of moulded treaded tyre may be used.

5.5 MG ZR 170 and MGZS 170

- 5.5.1 Bodywork – Modifications Permitted – removal of rear wiper and motor; removal of passenger and rear seat; replacement of interior door panels; removal of spare wheel; deactivation or removal of airbags; modified drivers floor panel; additions to pedals; seam welding; strut braces may be fitted.
- 5.5.2 Engine – replacement steel flywheel, minimum weight 2.8 kgs; cylinder heads may be skimmed to datum point; three screws can be used to locate the main crankshaft seal; valve spring caps can be uprated; oil cooler may be fitted; alternative air filter and induction kit but with original ducting.
- 5.5.3 Exhaust Systems – Internal welding may be removed to a diameter of 35mm at the manifold/head and 40.5mm at the manifold/downpipe; free beyond the catalytic convertor but must exit from the rear of the car at the standard production location.
- 5.5.4 Ignition System – ECU remap permitted to Kmaps 07Z170RA or 7Z170RA; ignition leads and plugs are free.
- 5.5.5 Suspension – Shock absorbers may be changed to adjustable /adjustable platform type; adjustable top mounts; front negative camber must not exceed 4.2 degrees; spring rates are free; rear camber plate may be fitted between rear hub and rear beam to give negative camber maximum 2.2 degrees; rear shock absorbers may be droop restricted; polybushes to replace standard;
- 5.5.6 Transmission – Modification of gear lever; clutch is free but must be single plate and mount to existing flywheel mounting lugs; gear linkage to gearbox is free; alternative material bush in gearbox stabiliser bar;
- 5.5.7 Electrics – data logging and acquisition systems are permitted; battery is free in standard location; inertia switch rendered inoperative;
- 5.5.8 Brakes – Front and rear pads are free; metal braided hoses can be used; ducting to the front brakes may be fitted from the fog light aperture; abs system can be removed; adjustable rear brake fluid pressure limiting valve is allowed; handbrake system or line lock can be fitted.
- 5.5.9 Wheels/Steering – Steering wheel may be replaced, quick release allowed; steering column lock must be removed; for dry weather any 16 inch rim fitted to ZR may be used; for wet weather 17 inch rim is permitted; front wheel spacers permitted up to 10mm with longer studs;
- 5.5.10 Tyres – Any moulded treaded tyre or wet weather racing tyre.
- 5.5.11 Weight – 1040 kg including driver.
- 5.5.12 Fuel Tank – May be baffled or foam filled; the original canister filter may be removed provided a non-vented filler cap with breather and roll over valve is fitted; swirl pots may be fitted, when using a swirl pot the secondary high pressure pump must be mounted after the swirl pot in a leak proof container utilising the original pump as a lift pump.

5.6 Class B

Class B – MGB and Midgets

- 5.6.1 Bodywork – As 5.8.1, but removal of windscreen, hard or soft-top, and side windows is prohibited. Side windows may be of alternative material and quarter lights may be removed.
- 5.6.2 Engine – Permitted Modifications – As 5.8.2, 5.8.3, 5.7.4, 5.8.5.
- 5.6.3 Exhaust System – As 5.8.6
- 5.6.4 Ignition System – Must use a distributor driven by the camshaft. Electronic ignition is allowed, but engine management systems using electronic circuits are not permitted. Advance and retard must be by mechanical means
- 5.6.5 Fuel Pump – As 5.8.8.
- 5.6.6 Suspension – As 5.8.9 except that rear leaf springs must be used, functional and attached to the rear axle with U bolts.
- 5.6.7 Transmission – As 5.8.10, but back axle casing must be original.
- 5.6.8 Electrics – As 5.8.11.
- 5.6.9 Brakes – As 5.8.12.
- 5.6.10 Wheels and Steering – As 5.8.13.
- 5.6.11 Tyres – Any moulded treaded tyre may be used as long as they fit onto the 6 inch rim according to manufacturer recommendations.
- 5.6.12 Minimum Weight Limits – MGB 910 Kg including driver; Midget 690 Kg including driver.
- 5.6.13 Fuel Tank – as 5.8.16
- 5.6.14 Pre- 1965 MGBs can run in Class B using any moulded treaded tyres.

5.7 Class C

MGZR190 conforming to CSCC Trophy Championship Regulations 2024 can run in Class C. MGF and MGTF conforming to “frozen” MGCC Trophy Championship Regulations 2013 can run in Class C, there is no requirement for the engine and gearbox to be sealed and any make of tyre may be used. MGF and MGTF can use Kent Cams LE1815 camshafts and any ECU. MG Midget fitted with K Series engine using fuel injection and alternative gearbox can run in Class C, but must conform to bodywork, cooling, exhaust, ignition, fuel pump, suspension, electrics, brakes, wheels, tyres, weight and fuel tank regulations.

Class C - MGB, MG Midget.

- 5.7.1 Bodywork - Modifications Permitted – Alternative material external panels conforming with the original shape of the car; alternative material doors with lateral door bars; removal of bumpers; replacement of windscreen by aeroscreen; removal of all glass; ventilation holes in bonnet or wings up to 5% of their surface area; flared wheel arches; deforming or partial removal of inner wheel arches; removal of inner front wing (Midget only); replacement of dashboard; removal of carpets, trim, passenger seat; replacement of drivers seat with non original. Modifications Prohibited – removal or deformation of metal from floor pan between front and rear axles; removal of inner body panels including chassis legs and boot floor.
- 5.7.2 Engine – Modifications Permitted – Balancing; gas flowing; removal of metal; replacement of flywheel, pistons, con rods, valves, push rods, valve springs, rocker gear, camshaft and crankshaft with non original parts; boring to free over bore on original centres; Midget can use Ital or Marina block; MGA can use MGB cylinder block and head. Modifications Prohibited – Alteration of stroke; use of non- original cylinder blocks and heads; dry sumping.
- 5.7.3 Engine must be located in original location using original mountings.

- 5.7.4 Oil and Water Cooling – any type of water and oil radiator can be used; electric fan can be fitted; mechanical fan can be removed; thermostat can be removed.
- 5.7.5 Induction System – Any carburettors and manifolds can be used.
- 5.7.6 Exhaust System – Any system can be used; it must run under the car, can exit at the side or the rear and must conform with Motorsport UK noise regulations.
- 5.7.7 Ignition Systems – Any electronic system can be used, distributor may be removed.
- 5.7.8 Fuel pump may be changed to non- - original in alternative location.
- 5.7.9 Suspension – Permitted Modifications – Front Suspension can use telescopic shock absorbers: Midget can use MGB shock absorber or fabricated top arm using the same fixing and pivot points as the standard shock absorber; the wishbone pan can be altered; all bushes can be replaced with alternative material; top trunnions can be non - original; front springs can be non - original; camber angles can be changed; anti roll bars of any dimension can be used; anti roll bar links can be non - original. Rear Suspension – springs can be modified; additional axle locating bars added; rear anti roll bar added; rear shock absorbers can be changed to non - original and used with coil springs. Rear leaf springs may be removed.
- 5.7.10 Transmission – Permitted Modifications – gearbox casing, gears and gear ratios can be non-original, with a non sequential change; bellhousing, clutch and clutch release mechanism can be non- - original; alternative design half shafts can be used; differential and back axle casing can be non original.
- 5.7.11 Electrics – Permitted Modifications – Any type of battery in any location can be used.
- 5.7.12 Brakes – Permitted Modifications – Front discs, pads, calipers and hoses can be non - original; rear drums, shoes, and wheel cylinders can be non - original; brake bias systems are allowed; pedal box and master cylinders can be non - original. Prohibited Modification – rear disc brakes.
- 5.7.13 Wheels/Steering – Any wheels may be used, rim widths are restricted to 6 inches; maximum diameter 15 inch; steering column may be shortened; any steering wheel can be used; track rod ends can be non - original.
- 5.7.14 Tyres – Any racing tyre may be used as long as they fit onto 6 inch rims according to manufacturer recommendations.
- 5.7.15 Minimum Weight Limits – including driver MGB 850 kg; Midget 650 kg.
- 5.7.16 Fuel Tank can be replaced by alternative type in any location.

5.9 Class C MGZS Four and Six Cylinder Saloons

- 5.9.1 Bodywork – Permitted Modifications – Alternative material exterior panels conforming with the original shape of the car; seam welding; alternative material doors; replacement of side and rear glass with alternative transparent material; replacement of dashboard; removal of carpets, trim, passenger seat; replacement of drivers seat with non original. Removal of air conditioning system. Removal of non body coloured part or rear MK2 bumper; removal of inner headlight to provide cold air inlet; reshaping of inner wheel arches to give tyre clearance; removal of spare wheel well; removal of rear wiper and motor, fitting of non-original wing mirrors; forward facing roof vents for ventilation.
- 5.9.2 Engine – Permitted Modifications – Four cylinder engine to ZR190 specification; V6 engine alternative camshafts – duration inlet and exhaust valves 260 degrees, valve lift inlet and exhaust 9.65mm, inlet full lift 110 degrees atdc, exhaust full lift 114 degrees btdc ; vernier adjustment of camshafts; use of non-original valve springs and collars; lightening of flywheel or replacement with non-original; replacement of inlet manifold; replacement of air box; alternative engine mountings at non-original height; sump baffles; modification or replacement with non-original oil pump system; external oil reservoir; sump guard made of metal may be fitted no larger than covering the underside of the engine.
- 5.9.3 Exhaust System – Permitted Modifications – Alternative system, but an operational catalytic converter must be fitted.
- 5.9.4 Oil and Water Cooling – Permitted Modifications – Any type and size of water radiator, water pump, thermostat and thermostat housing; oil cooler may be added.
- 5.9.5 Ignition System – Permitted Modifications – Any ECU may be used.
- 5.9.6 Suspension – Permitted Modifications – Alternative, adjustable front and rear springs, shock absorbers, bushes, ball joints, track rod ends and drop links; adjustable front top wishbones; replacement of front and rear joints with rose joints/spherical bearings; front and rear lower brace; front and rear strut

braces; adjustable rear top arms; strengthening and lightening of rear trailing arms and alternative rear lower arm; reinforcement of rear anti roll bar; removal of front and/or rear anti roll bar.

5.9.7 Transmission – Permitted Modifications – Alternative gears, CWP and differential of any type; alternative clutch operating mechanism: non-original driveshafts made to original specification.

5.9.8 Electrics – Permitted Modification – Any battery type can be used fitted in any location; wiring loom may be modified.

5.9.9 Brakes – Permitted Modifications – Removal of ABS pump; addition of adjustable brake balance bar; alternative material brake pipes; alternative front brake calipers using up to four pistons; alternative material front and rear brake pads; alternative brake discs of any size: addition of brake cooling ducts; addition of brake brace bar; Alternative brake master cylinder STC441 and servo unit GSM 90166.

5.9.10 Wheels/Steering – Alternative steering wheel; any road wheel made to original dimensions with standard offset; front wheel spacers up to 10mm are permitted; replacement of wheel studs with non-original; power steering may be disabled and pipes and reservoir removed but pump must remain in place.

5.9.11 Tyres – Any racing tyre which fits standard sized rims.

5.9.12 Weight Limit – Minimum 1040 kg including driver.

5.9.13 Fuel Tank – Permitted Modifications – Non-original fuel tank; fuel tank may be moved into the boot or rear seat area and must be protected by a firewall; additional fuel pump with swirl pot.

5.10 Class F MGF and MGTF

5.10.1 Bodywork – Permitted Modifications – Alternative material front wings, headlamp body and transparent material, bonnet and boot, front splitter and rear spoiler, side windows, sub frame bushes, seam welding of body and sub-frames and strengthening of suspension mountings using additional metal, alternative sub frame mountings, parcel shelf removal, radio removal, carpets, trim and passenger seat can be removed, window winding mechanism and motor, power steering motor, heater and associated pipes may be removed, pedals can be modified, drivers seat can be replaced. Cars may run open or with any design of hard top. MGTF cross braces may be fitted to MGF front subframe/under dash/engine bay. Ventilation holes may be cut in front bonnet up to 5% of the surface area.

5.10.2 Engine – Permitted Modifications – Cylinder heads may be skimmed but the depth reference datum in the head casting must remain visible, alternative air filter and cold air ducting, oil cooler, alternative clutch cover and plate, lightened flywheel with a minimum weight of 2.8 kg, 52mm throttle body. Sump baffles can be fitted.

5.10.3 Exhaust System – Permitted Modifications – Exhaust system including manifold can be replaced with non-original, but an operational catalytic converter must be fitted.

5.10.4 Ignition System – Permitted Modifications – MEMS2 or MEMS3 can be used. “superchipping” is permitted.

5.10.5 Suspension – Permitted Modifications – front and rear dampers (and springs for MGTF) can be replaced, front and rear suspension knuckles and hydrogas pistons may be modified, front and rear hydrogas restrictor units can be used, interconnecting hydrogas connecting pipes can be removed, spacer may be fitted between the washer and tie bar bush on either side of the rear lower arm, suspension bushes of any material may be used, bump stops may be modified. For MGF, after market springs and dampers can replace the hydrogas units and TF subframes may be fitted.

5.10.6 Transmission – Permitted Modifications – Reduction of length of gear lever, replacement of ball joints with rose joints, alternative material bushes in gearbox steady bar.

5.10.7 Electrics – Permitted Modification – Any battery type can be used fitted in original position.

5.10.8 Brakes – Permitted Modifications – Alternative brake pads; any front brake caliper/disc used during F/TF production or ZR160 283mm discs re-drilled to fit with a modified caliper carrier and alloy spacers; alternative brake shields, ABS can be disabled, alternative hoses, the handbrake mechanism may be removed.

5.10.9 Wheels/Steering – Permitted Modifications – Any standard production wheels, alternative steering wheel, alternative ratio steering rack, EPAS can be disabled by removal of fuse, steering lock must be disabled or removed.

5.10.10 Tyres – Any moulded treaded tyres, except those marked for competition use only.

5.10.11 Weight Limit – Minimum 1,020 kg including driver.

5.10.12 Fuel Tank – No permitted modifications.



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
- 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

