



BELL SPORT CHALLENGE

Series 2023

DRAFT ONE

2023 – Bell Sport Challenge Series

SPORTING & TECHNICAL REGULATIONS

INTRODUCTION

The Bell Sport Challenge Series aims to provide affordable & enjoyable racing for owners of Ferrari Challenge race cars.

Entry is open to all owners of Ferrari Challenge Paddle shift cars, members of MSVR, Ferrari Owners Club GB, & invitation to members of other affiliated Ferrari Owners' Clubs.

A simple class structure caters for the various ages of Ferrari Challenge 360, 430, 458 and 488 (non-Evo) variants, with an invitation also extended to owners of more modified GT specification.

Promoted by:

Supported by:



1 SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The Bell Sport Challenge Series is organised and administered by Motorsport Vision Racing (MSVR), in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA).

Motorsport UK Series Registration No. TBC
Race Status: Interclub

1.2 OFFICIALS:

1.2.1 Series Co-ordinator: Peter Smith
Bell Sport & Classic Ltd, Hillview, Luton Road, Markyate, St Albans AL3 8QE
Tel. **07900 244744** E-mail. **peter@bellsportandclassic.co.uk**

1.2.2 Series Scrutineer: TBC

Tel. E-mail.

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must be fully paid up membership of MSVR, and be in possession of a valid current Motorsport UK Entrants Licence where applicable.

1.3.2 Drivers and Entrant/Drivers must:

- a) be current fully paid up valid membership card holding members of MSVR, and
- b) be Registered for the Series, and
- c) be in possession of valid current Competition Race National Status Licence, as a minimum.
- d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)25.2. and FIA ISC Article 2.3.7.b applies)
- e) If participation in the Series requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- f) be in possession of a valid current Competition Race licence issued in accordance with.

1.3.3 All necessary documentation must be available for checking at all rounds when signing-on.

1.3.4 Guest competitors may be invited to race concurrently with cars racing in the Series.



1.4 REGISTRATION:

- 1.4.1 All drivers must register as competitors for the Series by returning the Registration Form to the Co-ordinator prior to the Final Closing Date for the first round being entered. Following approval, an invitation will be issued on behalf of the Bell Sport Challenge.
- 1.4.2 The Registration Fee for the series is **£295.00**
- 1.4.3 Registration numbers will be the permanent Competition numbers for the Series.
- 1.4.4 Acceptance or rejection of registration is entirely at the discretion of the organisers and promoters.

1.5 SERIES ROUNDS:

The 2023 Series will be contested at the following events:

<u>Date:</u>	<u>Round:</u>	<u>Race:</u>	<u>Circuit:</u>	<u>Club:</u>
02 nd April	1	1 & 2	Donington Park National	MSVR
04 th June	2	3 & 4	Snetterton 300	MSVR
08 th July	3	5 & 6	Brands Hatch GP *	MSVR
13 th August	4	7 & 8	Brands Hatch Indy	MSVR
30 th September	5	9 & 10	Oulton Park International	MSVR
08 th October	6	11 & 12	Snetterton 300	MSVR

Each round will consist of 1 x 20 min qualifying session & 2 x 30 min races.

Full details can be found at www.bellsportchallengeseries.co.uk

***REQUIREMENTS:** In order to join us at Round 3 (Brands Hatch GP) we ask that you compete in the 2 previous rounds prior to Brands GP, in order to support the Series.

1.6 SCORING:

- 1.6.1 This is a series of individual races with no accumulative scoring or awards.

1.7 AWARDS:

- 1.7.1 All awards are to be provided by the Bell Sport Challenge organisation.

1.7.2 PER RACE

Trophies to 1st, 2nd & 3rd overall and/or 1st in each class, subject to a minimum number of starters (2).

1.7.3 Bonuses:

The organisers/sponsors/promoters reserve the right to introduce awards or bonuses during the series without any obligated to distribute such awards retrospectively.

1.7.4 Presentations:

Winners Trophies are to be provided for presentation at the end of each Race. Prize money and bonuses, if any, shall be posted to the Entrants within 10 days of the results of each race being declared final.



1.7.5 Entertainment Tax Liability

In accordance with current government legislation, MSV Racing is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK.

The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, MSV Racing is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

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

For further information contact:

The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents
St John's House
Merton Road
Merseyside L69 9BB
Tel: 0151 472 6488 **Fax: 0151 472 6483.**

1.7.6 Title to all Trophies

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

1.8 Team Radios

1.8.1 No car or driver is permitted to use radio links or "car to pits" telemetry for data logging purposes, other than approved lap time data logging beacons.

2 SERIES EVENT MEETINGS AND RACE PROCEDURES

2.1 Introduction

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

2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.

2.1.3 Any withdrawal 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 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.



- 2.1.6 ***REQUIREMENTS:** In order to join us at Round 3 (Brands Hatch GP) we ask that you compete in the 2 previous rounds prior to Brands GP, in order to support the Series.

2.2 CANCELLATIONS AND REFUNDS

If a race entry is withdrawn, no refunds will be offered. However, if a withdrawal is received by the Series Organiser 14 days prior to the race, a credit will be offered towards the next race. Withdrawals made within 14 days of a particular race will not be subject to any credit being offered.

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

2.2 BRIEFINGS:

Organisers will notify Competitors of the times and locations for all briefings. These will be listed in the Final Instructions & Timetable for the meetings. Competitors must attend all briefings.

2.4 QUALIFICATION PRACTICE:

- 2.4.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.4.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (Motorsport UK Regulations Q.12.4).
- 2.4.3 When more than one race is held at an event and only one qualifying session is scheduled, the grid for Race 1 will be based on the fastest qualifying times. For Race 2, the grid will be based on the finishing order in Race 1, with any non-finishers and non-starters placed at the back of the grid in reverse order of retirement.

2.5 RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q12.15).



2.6 STARTS:

- 2.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit. Team personnel are not permitted on the grid unless instructed by an official.
- 2.6.2 All starts will be Rolling Starts.
- 2.6.3 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet. The Formation/Pace lap will be controlled by a Lead Car. Competitors will be signalled off on the Formation/Pace lap, behind the Lead Car with yellow lights on, by a waved green flag. Towards the end of the lap the Lead Car will slow the field and competitors should form up in their 2 x 2 grid formation. The red start lights will be switched on once the Lead Car has left the circuit and will be extinguished to signify the start of the race. Competitors must hold their grid position in a 2 x 2 formation until the start of the race signal is given. Once the Lead Car has left the circuit the pace must be maintained by the lead vehicle until the race starts.
- 2.6.4 Any cars removed from the grid after the 1 minute stage, or driven into pits on the Green Flag Lap, shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.
- 2.6.5 Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MOTORSPORT UK Regulation Q12.11.2 and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.6.6 Excessive weaving to warm-up tyres - using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.
- 2.6.7 In the event of any starting lights failure the Starter will revert to use of the National Flag. Any alternative starting signal will be notified to competitors in the Final Instructions.
- 2.6.8 Aborted start - If the start is aborted before the Lead Car leaves the circuit, it will stay on the circuit with yellow lights on and either bring the field to a stop on the grid or take it round for one more lap before repeating the start procedure. If the start is aborted after the Lead Car has left the circuit, the start lights will remain on red and the pole position competitor should bring the whole field round for one more lap, slowly and in formation, back to the grid.

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 FLAGS will be displayed at the Start line and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

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



2.7 PITS, PADDOCK & PITLANE SAFETY

- 2.7.1 Pits & Paddock: Competitors must ensure that the 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, the Circuit Management Regulations and the SRs or Final Instructions issued for each Race Meeting. Refuelling is not permitted during qualifying or the race.
- 2.7.4 Speed Limit: Pit Lane Speed Limit will be 60kph

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/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.
- 2.8.1 Parc Ferme: After each qualifying session and race the vehicles must be presented directly for scrutineering. Any area deemed by the licensed Eligibility Scrutineer and/or his nominated representative will be subject to Parc Ferme conditions with no exceptions. This will include the track from the track to the finish line to the scrutineering area, the waiting area in front as well as the track from the scrutineering area to the Parc Ferme, but all areas may be used as necessary. Team personnel must not enter Parc Ferme unless invited by the Series Eligibility/Safety Scrutineer.

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 D26.3.)

2.10 TIMING MODULES

- 2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. It will be the responsibility of the competitor to fit these in the car in the position and manner specified. The modules must be in place and functioning correctly for all qualifying and practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Motorsport UK Regulation Q12.8.1 applies.
- 2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.



2.11 QUALIFICATION RACES

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races or separate races to accommodate all entries.

2.12 OPERATION OF 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.

2.13 ONBOARD CAMERAS

- 2.13.1 All competitors are required to carry an onboard camera for the primary purpose of safety. Footage should be retained until such time as the results are declared final. The decision to review any such video footage is at the discretion of the Clerk of the Course, the Stewards of the Meeting or the Series Co-ordinator.
- 2.13.2 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 Regulations and be approved by the Chief Scrutineer in accordance with Motorsport UK General Regulation J.5.21. Cameras must be mounted in a central position with the steering wheel and front windscreen in clear view. Helmet mounted cameras are not permitted.
- 2.13.3 In the event that no data is available on request (other than due to a proven defect with the equipment) sanctions may be applied by the Clerk of the Course and/or Stewards of the Meeting, which can include but are not limited to a fine of up to £500. The burden of proof to establish the cause of such failure will lie with the competitor.

3 SPECIFIC SERIES REGULATIONS

- 3.1 All cars must conform to the technical regulations covered from Article 5 in this document.

4 SPECIFIC SERIES PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook and these regulations.

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 Regulations C3.5.1 to C3.5.2

For infringements deemed to be of a more serious nature, the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Motorsport UK Regulation C3.5.1(c).

4.2 DRIVING STANDARDS

- 4.2.1 In order to maintain standards of conduct, the series coordinator will monitor all officials / observers reports of adverse behaviour at race meetings. If any individual is included on such reports during one racing season the series coordinator will notify the organisers who will issue a warning letter that his / her driving behaviour is to be specifically observed at future race meetings. Adverse second such report during this period of observation may



result in a formal warning being issued. Further reports may be referred to the Series Stewards for consideration of further sanctions including but not limited to possible refusal of further race entries or other sanctions as seen fit.

- 4.2.2 The Clerk of the Course may impose a Stop & GO or Drive Through penalty for infringements of the regulations in accordance with Motorsport UK Regulation Q12.26.
- 4.2.3 The Clerk of the Course may impose a grid position penalty for the next race or races of the Series for infringements of the Regulations.
- 4.2.4 The Clerk of the Course may impose such penalties as appropriate according to the powers granted to them in Motorsport UK Regulations G5.3.
- 4.2.5 In pursuit of the encouragement of high driving standards and respect for other competitors, the Series Co-ordinator and the Clerk of the Course (or any other appropriate Motorsport UK Official) will consider any incident or occurrence prior to the issue of the results. As a result of their consideration if (a) a breach of driving standards and/or (b) behaviour either on or off the track such as to bring the Club or the Series into disrepute and/or (c) any other breach of these regulations, the Clerk of the Course may take any action as prescribed in the Motorsport UK Regulations.

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 state that you can do something, you should seek clarification from the series organisers prior to making any changes.**

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

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

- Approved by the series organisers and scrutineers in advance.

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

5.2 DESCRIPTION

The Bell Sport Challenge Series is for competitors participating in Ferrari tipos entered in one of the following 5 classes:

Class 1: Ferrari 360 in challenge version.

Class 2: Ferrari 430 in challenge version.

Class 3: Ferrari 458 in challenge version.

Class 4. Ferrari 488 (non-Evo) in challenge version

Class 5: Ferrari vehicles, which are homologated according to current or expired GT Regulations. All other modified Ferrari paddle-shift cars.



5.3 SAFETY REQUIREMENTS

All cars must conform to the current Motorsport UK safety requirements (Motorsport UK General Regulation Appendix K) which include the fitting of towing eyes front and rear in accordance with Q13.1.3 of the Motorsport UK yearbook, an external ignition cut-off switch, 4 or 6 point safety harness, rearward facing warning light(s), and approved fire extinguisher. All vehicles must be fitted with an approved roll over protection system (ROPS). Motorsport UK General Regulations J.5 and Q.13 apply.

The following Articles of Motorsport UK Bluebook 'Section K Competitors: Safety' regulations are highlighted as being applicable (but not to the exclusion of any other) Motorsport UK General Regulations that automatically apply – see 5.1 above.

K 1.2.1 & K 1.2.2 – ROPS (Roll over protection systems) general safety specifications
K 1.2.3 – ROPS, Compulsory Diagonal Member
K 1.3.4 – ROPS, optional reinforcement
K 2.1 – Seat belts
K 3.1 – Fire extinguisher
K 5.1 & K 5.2 – Red Warning Light
K 6 – Tank Fillers, Vents and Caps
K 8 – External circuit breaker (see also G120 & 121)
K 9 – Race Overalls (in particular, K 9.1.1)
K 10 – Crash Helmets
K 13 - Head restraints

5.3.1 Safety Harnesses

In order to maintain the integrity of the harness system in the event of an accident, it is recommended that these should be a minimum of a five-point attachment, in accordance with Motorsport UK Regulation Q13.10.2.

5.3.2 Seats

Please see Motorsport UK Regulation K2.2 for further information on Seat choice and installation, taking into account the lateral forces to be expected.

5.4 General Technical Requirements & Exceptions

All vehicles must comply with the relevant sections of the 2023 Motorsport UK Yearbook Section J and Section Q (Technical Regulations) *up to and including Q13.11.5.*

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

5.4.2 Advertising on vehicles is subject to requirements set out in the Motorsport UK Yearbook in Regulations Q13.2.2 and H28.

5.4.3 All vehicles must comply with Motorsport UK General Technical Regulations and the relevant parts of the Motorsport UK Yearbook except where specified below.

5.4.4 Vehicles must be fitted with at least two externally mounted rear view mirrors.

5.4.5 Engines may be sealed at any time by a Licensed Eligibility Scrutineer and only by written permission in advance from the series organisers or series Eligibility Scrutineer may seals be broken.



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

5.4.7 If a workshop manual or manufacturers specification sheet specifically for the model being raced is not available, then a manual for the standard version of the vehicle with any other relevant supplementary information to prove the authenticity of the up rated model would be acceptable. The onus is on the entrant to prove eligibility of the model.

5.5 CHASSIS

In accordance with Motorsport UK General Regulations J5.2 and Q13.1. The chassis must remain as original.

5.6 BODYWORK

In accordance with Motorsport UK General Regulations J5.2 and Q13.2.

Aero packs are permitted within the limitations of Motorsport UK General Regulation J5.2.7.

5.7 INTERIOR

5.8 ENGINE

In accordance with Motorsport UK General Regulations J5.4.

5.9 SUSPENSION

Suspension must be original and conform to the appropriate factory Ferrari Challenge Regulations.

Dampers, Rolls Bars, and Springs are free in accordance with Motorsport UK General Regulations J5.5.

5.10 TRANSMISSION

Transmissions must be original or of Ferrari origin *and conform to the appropriate factory Ferrari Challenge Regulations?*

All transmissions must be in accordance with Motorsport UK General Regulations J5.11.

A competition clutch may be fitted.

5.11 ELECTRICAL

In accordance with Motorsport UK General Regulation J5.14 and Q13.9.

Pit-Car radio communication equipment is not permitted and if fitted must be disabled during all official Practice and Qualifying Sessions and Races.

5.12 BRAKES

The braking system is free in accordance with Motorsport UK General Regulations J5.6 and Q13.4, however discs and calipers must remain as the appropriate factory Ferrari Challenge Regulations

Replacing carbon ceramic discs with steel equivalents is permitted.

5.13 WHEELS/STEERING



In accordance with Motorsport UK General Regulation J5.7, J5.8, and Q13.5. Wheels and Steering systems must conform to the appropriate factory Challenge Regulations. A detachable steering wheel is permitted.

Wheel size and material is free, subject to Motorsport UK requirements.

5.14 TYRES

- 5.14.1 In accordance with Motorsport UK General Regulations J5.9.3, Q13.6 and Section L of the current Motorsport UK Yearbook. Tyre Manufacturer choice & compounds are open.
- 5.14.2 *The total number of sets of new tyres permissible per round will be 1, with 1 set of used tyres to be carried over from the previous round. In order to facilitate the 'carry over' rule, the only exception to this, will be round 1, where 2 new sets will be allowed per competitor. Competitors must nominate their 2 sets at the events scrutineering session, where chosen sets will be marked.*
- 5.14.3 The use of any heating/heat retention devices, tyre treatments and compounds is prohibited. Tyre cooling is also prohibited other than by natural convection.

5.15 WEIGHTS

- 5.15.1 In accordance with Motorsport UK General Regulation J5.15.

Cars must conform to the appropriate factory Ferrari Challenge Regulations.

Entrants of cars where there are no applicable factory Ferrari Challenge Regulations should contact the Series Co-ordinator to establish the applicable minimum weight limit for their vehicle.

- 5.15.2 Where ballast is required to achieve the specified minimum weight this shall be securely fixed in accordance with Motorsport UK requirements so as to prevent it from becoming a safety hazard in racing conditions. If ballast is used the position of it must be identified to the Series Scrutineer when the car is examined and will be sealed by the Scrutineer prior to race.
- 5.15.3 Success Ballast: Under certain circumstances the organisers may require 'success' ballast to be added to specified vehicles. The details of this procedure, if adopted, will be issued to competitors in the form of a Bulletin prior to its implementation.

5.16 FUEL TANK/FUEL

The fuel tank must conform to the current Motorsport UK safety requirements (Motorsport UK General Regulation Appendix K). The original fuel tank may be replaced with a safety fuel cell (Motorsport UK General Regulation K.4). Only Pump Fuel defined in Motorsport UK General Regulation B (Pump Fuel) and in accordance with Motorsport UK General Regulations J5.13 and Q13.8.

It is not permitted to refuel during official Qualifying or Races.

5.17 SILENCING

In accordance with Motorsport UK General Regulation J.5.17, J.5.18 (Section 'B'). Maximum 108dbA measured at $\frac{3}{4}$ maximum revs at 0.5m from the exhaust pipe.

5.18 NUMBERS AND SERIES DECALS



- 5.18.1 Only competition numbers as issued by the series organisers shall be displayed in unaltered form to the outside of their cars in the positions indicated on the diagram which will be issued to competitors prior to the first race in the Series. Competitors must also display in approved positions on a flat surface any Series decals that the Bell Sport Challenge may supply.

All competition numbers must be displayed in accordance with Motorsport UK General Regulation J4.1.

6 APPENDICES

The Following Commercial Undertakings are not subject to the Judicial Procedures of Motorsport UK/MSR.

6.1 RACE ORGANISING CLUBS AND CONTACTS

Bell Sport Challenge Series
Bell Sport & Classic Ltd
Hillview
Luton Road
Markyate
Hertfordshire
AL3 8QE

01582 857940
peter@bellsportandclassic.co.uk

6.2 COMMERCIAL UNDERTAKINGS

None.

6.2.1 VEHICLE PRESENTATION

The presentation of the car is fundamental to the profile of the Series its sponsors and its audience. Therefore, in considering whether to permit any car to participate, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the Series or is otherwise unacceptable. This will include where the car is presented at an event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair.

6.2.2 ADVERTISING / GLASS

- (a) All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or are approved by the Bell Sport Challenge Series Co-ordinator.
- (b) All surfaces, which have not been claimed for stickers by the Organisers, the Series sponsors or used for the application of starting numbers, are free for use. The Series Co-ordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Series Co-ordinator.
- (c) Please note Motorsport UK General Regulation H.28.1.2 - The display must not be offensive.



- (d) Competitors may be required to display Series sponsors stickers / decals in locations determined by the Organisers. Display of these stickers is mandatory for participation in the Series.

6.3 TRADE SUPPORT

The organisers reserve the right to obtain support sponsorship for the Series, usually by means of product for competitors. To qualify, this may require fixing support sponsors' logos on either side of the car.

6.4 PROMOTIONAL ACTIVITIES

Drivers may be required to participate in promotional activities at certain events. This will be communicated in advance of the race meeting.

6.5 APPENDIX 1: RACE WITH RESPECT

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

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



Motorsportuk.org/racewithrespect/

#RaceWithRespect

The values

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

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensure 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 belief 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.