



2026 GINETTA JUNIOR CHAMPIONSHIP

Sporting, Technical and Commercial Regulations



motor
sport
UK



A Motorsport UK recognised motor racing championship, registered by:

British Racing and Sports Car Club

PUBLISHED COPY

Signed: Kelly Robertson
Kelly Robertson (Apr 7, 2026 18:32:57 GMT+1)
KELLY ROBERTSON – CHAMPIONSHIP COORDINATOR

Date: 07/04/2026

CONTENTS

1	SPORTING REGULATIONS – GENERAL	2
2	SPORTING REGULATIONS: CHAMPIONSHIP EVENT & RACE PROCEDURES	11
3	SPECIFIC CHAMPIONSHIP REGULATIONS	19
4	CHAMPIONSHIP RACE PENALTIES & JUDICIAL PROCEDURES	22
5	TECHNICAL REGULATIONS	26
6	COMMERCIAL REGULATIONS	45
7	2026 SUPPORT SERIES ENVIRONMENTAL GUIDELINES 2026 CIRCUIT GREEN CHARTER GUIDELINES	56

APPENDICIES

A	GINETTA JUNIOR CHAMPIONSHIP DECAL LAYOUT	58
B	GINETTA JUNIOR CHAMPIONSHIP RACE SUIT LOGO PLACEMENT	59
C	MOTORSPORT UK RACE WITH RESPECT	60

1. SPORTING REGULATIONS – GENERAL

SRO Motorsport are determined to create a Championship which is cleanly fought and with good sporting behaviour.

1.1 TITLE & JURISDICTION

The 2026 Ginetta Junior Championship is organised and administered by the British Racing and Sports Car Club (BRSCC) in accordance with the National Competition Rules (NCR) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations.

Motorsport UK Championship Permit No: **CH2026/RYD003**

Race Status: **Interclub**

Motorsport UK Championship Grade: **C**

The Organiser reserves the right to amend or vary the Sporting Regulations in accordance with **NCR Ch.3 App.10 Art.4.2** at any time before or during the season and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by a Bulletin to Motorsport UK and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

The Championship Permit is granted by the ASN to and held by BRSCC. The Championship Events are organised by BRSCC and the Championship is promoted and administered by SRO Motorsport. The Championship is organised pursuant to the National Competition Rules (**NCR**) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

For the purposes of these Championship Regulations BRSCC and SRO Motorsport shall be jointly and severally referred to as the Organisers, however for the avoidance of doubt BRSCC shall be accountable to the ASN as the Championship Permit Holder.

1.2 OFFICIALS

1.2.1 Championship Co-ordinator

Kelly Robertson, 07917 261 345

1.2.2 Championship Clerk of the Course

Paul Levitt, 07815 908 928

1.2.3 Championship Eligibility Scrutineer

Clive Greves, 07836 523 172

Deputy Championship Eligibility Scrutineer

Keith Auld, 07778 268 528

1.2.4 Championship Stewards

Greg Masters, Trevor Parry, David Simons, Nick Breed

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 Co-ordinator 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 subject to the rights of Appeal to the National Court there provided.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants (Team) must:

- (a) Be fully paid up valid membership card holding members of the BRSCC.
- (b) Be registered for the Championship.
- (c) Be in possession of a valid Motorsport UK Entrants Licence.
- (d) Must be a SRO Motorsport Franchised Team as per the Team Commercial Agreement in **6.2** or granted start permission by SRO Motorsport .

1.3.2 Drivers and Entrant/Drivers must:

- (a) Drivers and Entrant / Drivers must be a minimum of 14 years of age prior to competing in their first race of the Ginetta Junior Championship. Drivers who reach the age of 17 during the racing season (1st Jan 2026 to 31st Dec 2026) may continue to take part in all rounds of the Championship for the remainder of that season.
- (b) Be current Members of the BRSCC.
- (c) Be Registered for the Championship.
- (d) Be in possession of a valid Motorsport UK Competition (Car Racing) Licence and endorsed 'Junior Championship UK Only' or a junior race licence issued by Motorsport Ireland, and valid for this Championship. A licence issued by another ASN outside the UK may also be accepted at the discretion of the organisers, subject to specific written confirmation from the Licensing ASN; and satisfactory completion by that competitor of the extended ARDS course specifically designed for Junior Car Racing (NCR Ch.12 App.1 Art.1.13 refers).
- (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 the 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.
- (f) Where there is no officially licensed entrant the Parent / Legal Guardian or other delegated representative of the driver will assume the role of an Entrant [**NCR Ch.6 App.3 Art.2.10**] for all purposes under these Championship Regulations and must be present with the driver at all times.

(g) Only those cars complying with the 2026 Technical Regulations for the Championship and / or any amendments to the Technical Regulations issued from time to time by way of an official Championship Bulletin in accordance with **NCR Ch.3 App.10 Art.4.2** will be allowed to compete in any round of the Championship.

(h) Entrants/Drivers must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

(i) At any time during an Event, the Championship Clerk of the Course can require a Driver to have a medical examination by the Medical Adviser or their nominee.

1.3.3 A Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the Championship and as a result receives financial gain where, in respect of Junior Championships, the principal is not also the parent/guardian. Being considered as a Team includes the use of team names, team sticker kits and team race suits/clothing.

A Team shall at all times uphold and respect the provisions of the Code, the National Competition Rules and these Championship Regulations as may be amended from time to time and shall;

- (a) hold a valid Motorsport UK Entrant licence;
- (b) have at least £5 million Public Liability Insurance;
- (c) uphold the values of the Respect Code and all applicable Motorsport UK policies and guidance;
- (d) act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport, the Championship or Motorsport UK or any its officers and officials into disrespect;
- (e) adhere to the Motorsport UK Safeguarding Policies and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid suitability check certificate supplied through Motorsport UK;
- (f) ensure that representative(s) and driver coaches attend training/briefing when required;
- (g) adhere to the **NCR** in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;
- (h) nominate **one** member of their Team as the Team Representative at each Event including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning drivers entered under that Team licence in substitution for the driver Parent/Legal Guardian.

1.3.3.1 It is recommended the Team has:

- (a) a designated team member as a 1st 4Sport, Level 2 qualified coach;
- (b) a designated UKAD Certified Advisor, and
- (c) be responsible for carrying out and documenting a risk assessment of their activities; (risk assessment management tool available from Motorsport UK)

- 1.3.4 All competitors must sign-on at Events that they compete in and necessary documentation must be presented for checking at all times upon the demand of the Officials.
- 1.3.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:
- (a) Be deemed “Guest Competitors”
 - (b) Not score points and for the purpose of points scoring will be ignored
 - (c) Qualify for Event awards
 - (d) Comply with the eligibility as prescribed in Article **1.3** above, with the exception of **1.3.1(b)** and **1.3.2. (b)**, as appropriate
 - (e) Priority of entry will be given to fully registered drivers
 - (f) Be subject to any conditions that the organiser may stipulate

1.4 REGISTRATION

- 1.4.1 All Entrants and or Teams and all Drivers must register for the championship by returning the Registration Form and submitting it together with the Registration Fee to the Championship Co-ordinator prior to the Final Closing date for the first round being entered. Entries are on a ‘first come first serve basis’ but always subject to **1.3.1** and **1.3.2**.
- 1.4.2 The Drivers Registration Form must be completed in full, signed by the driver, and if applicable countersigned by the Entrant / Team and be accompanied by the Drivers Registration Fee in full, in order to be considered. The Drivers Registration Form must also be counter signed by the Parent or Legal Guardian of the driver. The Entrant’s / Team Registration Form must be completed in full and be signed by an authorised person being a director in the case of a Limited Liability Company or a partner or sole principal where applicable.
- 1.4.3 A maximum of 34 Registrations will be accepted for entry into the Championship. Entrants/Teams will be limited to entering 6 drivers at any one event.
- 1.4.4 The acceptance or rejection of a Registration application will be based upon the information given on the Registration Form. It is therefore a condition of Registration that drivers Entrants and Teams accept that the Organisers reserve the right to reject Championship Registration Applications and /or entries to individual events by any applicant for Championship Registration without giving reasons [**NCR Ch.6 App.1 Art.11** applies].
- 1.4.5 The Registration Fee is £22,000+VAT- Made payable to:-SRO Motorsport, 110 Old Brompton Road, London, SW7 3RA . This Registration fee is fully inclusive of entry fees to all rounds of the Championship. Entry fees may not be paid by accounts. The Registration fee is NOT inclusive of BRSCC membership
- A Registration once made and accepted shall constitute a legally binding contract and a Registration may only be withdrawn without penalty with the mutual consent of both parties. An Entrant or driver whose Registration is accepted and who otherwise fails to participate in the Championship shall forfeit their Registration fees in their entirety.

- 1.4.6 Registration numbers will be the permanent Competition numbers for the Championship. Numbers 1-3 are reserved for the Championship Organisers use and will be allocated to retuning drivers. Number 40 is reserved for the Championship Organisers use and can only be used at their discretion.
- 1.4.7 Registrations will be accepted from 01 December 2025 until the closing date for entries to the last round. The Organisers reserve the right to decline any driver's registration application for the Championship, without explanation.
- 1.4.8 Acceptance via means of invitation or rejection of registration, including withdrawing or revoking a Registration, is entirely at the discretion of the organisers.
- 1.4.9 At the sole discretion of the organisers, guest drivers may compete in the Championship. Championship Regulation **1.3.5** refers.
- 1.4.10 The presentation of the car is fundamental to the profile of the Championship, its sponsors and its audience. Therefore, in considering whether to permit any car to race, 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 disqualify any car which they consider may prejudice the reputation of the Championship or is otherwise unacceptable. Disqualification from an event will be at the discretion of the Clerk of the Course. In the case of persistent offences, the matter will be referred to the Championship Stewards which could lead to disqualification from the Championship.
- This may include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double/triple/quadruple header will be regarded as one event for the purposes of this regulation.
- 1.4.11 Vehicles, decals, overalls & or patches: Competitors overalls must be clean and maintained to a reasonable standard. Patches must be affixed in instructed locations and cars deemed to be of an unacceptable standard of presentation may not be permitted to race (**Appendix A**).
- 1.4.12 Promotional activities: Competitors may be asked and will be expected to participate in Championship promotion activities at the circuits, as requested by the organisers/co-ordinator.
- 1.4.13 Deleted
- 1.4.14 Deleted

1.5 CHAMPIONSHIP EVENTS

The Championship will be contested over 8 Events as follows:

ROUNDS	VENUE	DATE	EVENT
1,2,3	Donington Park*	11/12 April	MSV
4,5,6	Silverstone*	25/26 April	SRO
7,8,9	Oulton Park*	23/25 May	SRO
10,11,12,13	Croft*	27/28 June	G FEST
14,15,16	Zandvoort	11/12 July	SRO
17,18,19	Snetterton*	15/16 August	SRO
20,21,22	Donington Park*	05/06 September	SRO
23,24,25	Brands Hatch*	26/27 September	SRO

* Subject to a valid track licence

1.5.1 In accordance with **NCR Ch.12 App.2 Art.4** the Organisers reserve the right to amend the published list of dates and rounds in which case all registered competitors will be informed of the amendments by Official Bulletins, emailed to all registered competitors to the email address provided on the registration form.

1.5.2 The Championship will feature **8** Official pre-event test days. The dates will be confirmed via an Official SRO Motorsport Bulletin in due course.

1.6 SCORING

1.6.1 Points will be awarded to competitors listed as classified finishers in the Final Results as follows:

35, 30, 26, 22, 20, 18, 16, 14, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 plus **1** for the fastest lap in qualifying and **1** for fastest lap in each race.

1.6.2 Competitors must count their results from all Championships Rounds less TWO rounds which will be dropped irrespective of whether the competitor be classified as a finisher.

A competitor may not drop a round if any of the following incidences occur with respect to that said round:

(a) The Competitor is subject to a Written Reprimand, Fine, Time, Grid Place or Position/Lap Penalty for any offence listed in **NCR. Ch.2 App.12 Art.1.2** or equivalent local-ASN **NCR** for any round outside of the UK.

(b) The competitor is disqualified from a classified race result for any Sporting or Technical Infringement.

1.6.3 Ties will be resolved in accordance with **NCR Ch.4 App.3 Art.4**.

1.6.4 Where the race distance has been reduced (**2.6**) the following points will be applied:

(a) No points will be awarded to the drivers or teams if the leader has completed less than two laps.

(b) The following points will be awarded to the drivers and teams if the leaders has completed two or more than two laps but less than 75% of the original race time:

Points will be awards to Competitors listed as classified finishers in the Final Results as follows:

20, 18, 16, 14, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 plus **1** for the fastest lap in qualifying and 1 for the fastest last in each race.

(c) Full points (**1.6.1**) will be awarded if the leader has completed more than 75% of the original race time.

The above will be based on the final classification and results published on this basis.

1.6.5 Refer to Art. 1.3.5 regarding guest competitors.

1.6.6 Competitors can only score points if they enter the full season Championship or enter (must take part in all qualifying sessions for all entered events) a minimum of 4 Championship events.

1.6.7 The Team Classification is a classification independent from the driver classification and applies only to Registered Teams / Entrants holding a valid Entrants Licence (NCR Ch.4 Art.1.16) and conforming with Article **1.3.1** and **1.6.8** of these Championship Regulations. At the start of the season each Team must

submit to the Championship Coordinator their nominated vehicle(s) to score points for the Team classification. Any car entered in accordance with Article **1.3.5** is not eligible to score these points.

- 1.6.8 Any changes to these nominations during the Championship must be made in writing to the Championship Coordinator by the Entrant / Team. This must be received 48 hours prior to first official sessions of the weekend where the change is to occur. The Championship Coordinator reserves the right in its entire discretion to accept or decline or cancel the nomination of a nominated vehicle(s).
- 1.6.9 Points will be allocated to the top two scoring vehicles from each Team at each round using the points system described in section **1.6.1** and **1.6.4** where the race distance is reduced. To qualify for the Team award, Teams must be licensed as per **NCR Ch.4 Art.1.16**. Any car entered in accordance with Article **1.3.5** is not eligible to score these points.
- 1.6.10 Only Teams with Registered Competitors that are classified as finishers at the first Event of the Championship will be eligible to compete in the Teams Championship.
- 1.6.11 All year end results are provisional until announced as official by the organisers.

1.7 AWARDS

1.7.1 All awards are to be provided by SRO Motorsport and Ginetta Cars Ltd.

1.7.2 PER ROUND

Trophies to 1st, 2nd, 3rd place Overall

Trophies to 1st, 2nd and 3rd place 'Rookie' Competitors

Trophies to 1st, 2nd and 3rd place 'Freshman' Competitors

Competitors are deemed to be a 'Rookie', if prior to the current season, they have not competed in any more than 3 race weekend events of any Junior Championship. This does not include the Ginetta Junior Winter Series. Competitors are deemed to be a 'Freshman' if they have not previously competed in any National Karting Championship and are new into Motorsport.

1.7.3 CHAMPIONSHIP AWARDS

Trophies

- (a) Overall Championship - Trophies will be awarded to the 1st and 2nd and 3rd place finishers in the Championship.
- (b) Rookie - Trophies will be awarded to the 1st, 2nd and 3rd highest placed Rookie Drivers in the Championship.
- (c) Freshman - Trophies will be awarded to the 1st, 2nd and 3rd highest placed Freshman Drivers in the Championship.
- (d) Teams Award – A trophy will be awarded to the winning Team Registered for the Team's championship and conforming with these Championship Regulations. For the avoidance of doubt, any car entered in accordance with Article **1.3.5** is not eligible to score these points.

Championship Prizes

1st - £20,000 discount towards a 2027 British GT4 entry fee or Ginetta GT Championship entry fee and £20,000 Ginetta parts credit.

2nd – Half price entry fee for 2027 British GT4 or Ginetta GT Championship and £10,000 Ginetta parts credit.

3rd - £5,000 discount towards 2027 British GT4 or Ginetta GT Championship entry fee and £5,000 Ginetta parts credit.

Championship Prizes – Rookie

1st – Half price entry fee towards 2027 British GT4 entry fee or Ginetta GT Championship and £5,000 Ginetta parts credit.

1.7.3.1 Ginetta Credit must be redeemed within a 12-month period of being issued to the driver. Ginetta Credit must be used by the driver it has been issued to and is non-transferable. All Entry prizes are for the driver in receipt of the prize and are non-transferable.

1.7.3.2 All the prizes stated in regulations **1.7.3** will only be issued to Competitors whose accounts with SRO Motorsport and Ginetta Cars Ltd are up to date as at close of business on 05 October following the race season. Any Competitor whose accounts are not up to date as at close of business on 05 October following the race season relinquishes all rights to prizes.

1.7.3.3 In the event of the average grid size being less than 10 cars over the course of the Championship all 'Championship Prizes' will be reduced in value by 50%

1.7.4 PRESENTATIONS

Awards will be presented at the end of each round, or at the subsequent event. Championship awards will be presented at the annual awards dinner hosted by SRO Motorsport, all Championship Prizes will not be eligible to collect if the Driver is not present. An additional Championship Trophy will be presented by the BRSCC at its Annual Championship Prize Dinner (date and venue to be announced by BRSCC). Any such recipient failing to attend these events will not be eligible to receive any prizes which may otherwise have been presented. Such prizes will be with-held and may not be re-presented to any other person unless prior consent has been given from SRO Motorsport in writing.

1.7.5 ENTERTAINMENT TAX LIABILITY

In accordance with current UK government legislation, the Organiser is legally obliged to withhold income tax at the basic rate (currently 20%) on all payments to non-UK resident sportspersons and entertainers, and to account for this to HMRC using form FEU1, the quarterly return of payments made to non- resident entertainers and sportspersons.

A non-UK resident is defined as someone who does not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or the Republic of Ireland. This means that, as the organiser, SRO Motorsport Ltd/BRSCC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, competitors may apply to HMRC for a reduced withholding tax rate, or for an exemption, if they can demonstrate that the standard deduction exceeds their actual UK tax liability. Such applications must be submitted in writing at least 30 days before the payment is due.

For further information contact:- Charities, Savings and International 1, HM Revenue and Customs, BX9 1AU. Tel: 0300 322 7877

1.7.6 TITLE TO ALL TROPHIES

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of any awards and/or prizes the competitors concerned must return such awards to the organisers in good condition and in full within 7 days of them being requested to allow them to be reallocated.

1.7.7 BONUSES

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the championship.

2 SPORTING REGULATIONS: CHAMPIONSHIP EVENT & RACE PROCEDURES

2.1 ENTRIES

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

The Championship Registration Forms can be found online: <https://hub.ginetta.com/>

- 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. The date of receipt for acceptance of entry purposes shall be the date on which the Event Organiser receives the missing or corrected information or fee.

- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Event Organisers in writing. **NCR Ch.3 App.11 Art.1.1.I** applies.

- 2.1.4 Entry for each round is included in the Registration Fee.

- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin. All Reserves will practice (subject to **NCR Ch.12 App.6 Art.3.6**) and replace withdrawn or retired entries in Reserve Number order. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pit Lane and be released to start the race after the last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start **MUST** be obtained from the Clerk of the Course.

2.2 BRIEFINGS

- 2.2.1 Organisers must notify competitors of the times and locations for all briefings in the Final Instructions for all Events. Briefings are mandatory so competitors must attend all briefings; if a driver arrives after the start time or misses a briefing, they may be liable to a fine, in accordance with the **NCR**. Any Written briefing is an Official Document.

- 2.2.2 As part of a Young Driver Development Programme, competitors may be invited to attend additional online or live meetings with personnel appointed by the organisers. These meetings will be structured to assist Junior Drivers in the advancement of their motorsport skills, understandings and responsibilities. At these meetings it may be a requirement that each competitor is accompanied by a parent or guardian, and/or Team Representative/Driver Coach (if requested). Meetings may also be organised for parents/guardians/team representatives/driver coaches separately. If a driver or their parent/guardian/team representative/driver coach misses a meeting that they are required to attend, the competitor and/or entrant may be liable to a penalty.

2.3 QUALIFICATION PRACTICE

- 2.3.1 The minimum period of qualifying to be scheduled at all events will be fifteen minutes. Should any Qualifying 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 Drivers are limited to five (5) laps, an out lap, three (3) flying laps and an in lap.

- 2.3.3 The order in which competitors are released from the assembly area for the Qualifying session will be drawn at random for the first round and then in the order from the previous rounds qualifying result as published by the Official Timekeepers (TSL). Drivers will be released from the assembly area/or pitlane

with a maximum gap of **TEN** seconds. Drivers will be called to the assembly area in order to facilitate this process.

- 2.3.4 Drivers will be penalised for slowing down unless it can be proven that there was a significant and/or legitimate reason for doing so including mechanical issues or errors that may arise. This regulation is intended a) to deter drivers from finding a towing partner and put the onus on the drivers ability and b) safeguard the safety of all drivers. At the clerks discretion, the Competitor can incur a deduction of twenty (20) championship points for each and every breach of this regulation. Drivers must remain in the order that they were released from the pitlane/assembly area in order to start their first flying lap.
- 2.3.5 Under the provisions of **NCR Ch.12 App.10 Art.3.1** the Clerk of the Course may disallow any lap time achieved during the qualifying session where the driver has been reported for breaching track limits.
- 2.3.6 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session. Where deemed necessary, the Clerk of the Course may at their sole discretion allow a car to re-join the session but any future laps it completes in that session will not be timed or will be disallowed.
- 2.3.7 During the course of any qualifying session, all competing cars must remain in the Pit Lane while not on the track. At no time will any competing car be allowed in the Pit Garages or Paddock areas until such time as the qualifying session has ended and the car cleared from any post-qualifying scrutineering checks and released from Parc Fermé, except with the express permission of the Clerk of the Course.
- 2.3.8 At the end of each session, all drivers must cross the Finish Line only once.
- 2.3.9 After taking the Chequered Flag, Drivers are required to progressively and safely slow down, remain behind any Drivers ahead of them and proceed directly to the designated Parc Fermé area without stopping unless directed by an Official of the Event. Cars must remain in the designated Parc Fermé area until formally released by the Eligibility / Safety Scrutineer.
- 2.3.10 Any cars in the Pit Lane at the end of a qualifying session, come under Parc Fermé conditions at the showing of the Chequered Flag and should be taken directly to the designated Parc Fermé area.
- 2.3.11 The starting grid is determined as follows:
- (a) Each driver's fastest qualifying lap will determine the grid for race one at each Event.
 - (b) Each driver's second fastest qualifying lap will determine the grid for race two at each Event.
 - (c) The starting grid for the third race (where one is scheduled) will be formed from the finishing order of the second race, as published by the official timekeepers. Competitors not classified as finishers in the second race will be placed on the starting grid for the third race after the last classified competitor according to the number of laps covered.
 - (d) Exceptionally, for the Croft G FEST (27/28 June), there will be ONE qualifying session and TWO races on each day, Saturday and Sunday. Each driver's fastest qualifying time will determine the grid for the first Championship race at each Event. Each driver's second fastest qualifying time will determine the grid for the second Championship race at this Event.
- 2.3.12 In the event of a partial qualifying session being run, grid order for any drivers who failed to set a time will be formed at the rear of the grid, formed according to the current Championship Drivers' standings. Where there is a tie-on point, the Driver with the best result in the previous round will take priority. Where it is the first round of the Championship, the grid will be formed based on championship race number in ascending order.

- 2.3.13 Where, through force majeure, it is not possible to hold a qualifying session the grid for that race will be formed according to the current Championship Drivers' standings. Where there is a tie-on point, the Driver with the best result in the previous round will take priority. In the event of Qualifying not being run at the first round of the Championship the grid will be formed based on Official Pre-Event Practice 2.
- 2.3.14 Any penalty applied to competitors which affect the grid, will be applied in the order in which the infringements took place.
- 2.3.15 Any driver who has not raced over the course in its current layout within the preceding 24 months must complete three practice laps in the car to be raced in order to satisfy the Clerk of the Course as to their competence. The Clerk of the Course and / or Stewards of the Event shall have the right to disqualify any driver whose qualifying times and / or driving are considered to be unsatisfactory, as per **NCR Ch.12 App.6 Art.3.5**. In the case of force majeure, provided that a Driver has satisfactorily completed 3 (three) laps at an official Championship test day in that season and in a similar car at that circuit prior to the Event, it will not be necessary to complete 3 (three) laps of qualifying to qualify for the race.

2.4 RACES

- 2.4.1 The standard minimum scheduled race distance shall be 20 minutes whenever practicable and will be set by the race Organisers. Should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Event prior to the start of the race, it shall still count as full points scoring round.
- 2.4.2 Should any race be disrupted (**2.6**) the Clerk of the Course shall not be obliged to resume or rerun the race (**NCR Ch.12 App.6 Art.9.3**) (**1.6.4** above applies).
- 2.4.3 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.
- 2.4.4 At the end of each session, all drivers must cross the Finish Line only once.

2.5 RACE 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. Grids may be formed in a 1 x 1 formation or in a staggered 2 x 2 formation depending on the venue and circuit layout.
- 2.5.2 When the signal is given, the cars will be released on to the circuit behind the Safety Car and led to the grid. Once the train of cars following the Safety Car has left the Assembly Area, the Assembly Area and Pit Lane Exit will be closed.

The countdown procedures/audible warning sequence shall be:

- (a) 1 minute to start of Green Flag lap - Start Engines/Clear Grid.
- (b) 30 Seconds - Visible and audible warnings for the start of Green Flag lap.
- (c) Green Flag – Start of the green flag lap.
- (d) A five second board will be used to indicate that the grid is complete after the green flag lap.
- (e) The red lights will be switched on five seconds after the board is withdrawn. The Start Signal will be when the red lights switch off.

- 2.5.3 During the Green Flag Lap, the cars must keep in formation with no overtaking. The Safety Car will set the pace. No practice starts may be executed during the course of this lap. At the end of this Green Flag Lap, the cars will take up their grid positions.
- 2.5.4 Any car unable to join the train of cars following the Safety Car from the Assembly Area shall be held in the Pit Lane and may only exit the Pit Lane after the last car has passed the Pit Lane Exit on the Green Flag Lap but shall only do so under the instruction of the Pit Lane Marshals. The car must then join the train at the back of the grid in front of any car with a time delay.
- 2.5.5 If a car is unable to join on the Green Flag Lap it shall be held in the Pit Lane and may only start the race after the last car to take the start has passed the Pit Lane Exit on the first racing lap but shall only do so under the instruction of the Pit Lane Marshal
- 2.5.6 Any car driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 2.5.7 Any driver unable to start the Green Flag lap or start the race 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. Any Driver(s) unable to maintain their grid position on the Green Flag Lap, but who still has other moving competing cars behind them may retake their allocated grid position(s). However, this must be undertaken by exercising maximum caution.
- 2.5.8 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.
- 2.5.9 In the event that the starting lights fail the Starter will revert to using the National Flag.
- 2.5.10 Any driver adjudged to have committed a False Start or breached any part of the Start Procedure will be subject to a 10 seconds time penalty being added to their race time.
- 2.5.11 A Competitor will be adjudged to have made a false start and will be penalised in accordance with the championship regulations if:
- (a) The car in an incorrect grid position, or
 - (b) The car is moving before the start signal is given, or
 - (c) If any part of the car is forward of their grid marking

For the avoidance of doubt a car is deemed to be forward of their grid marking if any part of the bodywork for saloons and sports cars are forward of the line marking their grid position.

- 2.5.12 In the exceptional circumstance, the race may be started behind the Safety Car. In this case, when the green lights are illuminated or a green flag is displayed at the start line, the Safety Car will leave the grid with its orange light illuminated and all competition cars following in grid order no more than 5 car length apart. All other marshal's posts and/or circuit light panels will display a Safety Car Board and Yellow Flag, which will be the signal to the Drivers that the race will be started behind the Safety Car. There will be no formation lap and the race will start when the green lights are illuminated, or a green flag is displayed at the start line. **NCR Ch.12 App.8 Art.2** shall apply with regards to the end of the safety car period.

2.6 SESSION RED FLAG

- 2.6.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED SIGNALS 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 starting grid area, during a race, which will automatically become a parc ferme area, unless otherwise directed by officials. Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident hence supplementing the Light Panels.

Cars should not enter the pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit. Work on cars already in the Pits must cease when a race is stopped.

- 2.6.2 **Case A – Less than two race laps completed by the race leader.**

The race will be declared a “No Contest” and available competitors will restart from their original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The Clerk of the Course may order that the duration of the re-run of any race shall be a shorter distance than originally scheduled or may be abandoned altogether. The duration of the re-run will be determined as the duration of the race.

- 2.6.3 **Case B – More than two race laps completed by the race leader but less than 75% of the scheduled duration.**

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of this first part, which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Signal. Only vehicles which are proceeding under their own power, in accordance with **NCR Ch.12 App.8 Art.1.7.j** at the showing of the Red Signal will be classified in this first part (**NCR Ch.12 App.6 Arts.9.1.c** and **NCR Ch.12 App.6 Arts.9.2-9.3** also apply). The result of the race will be the finishing order at the end of the restarted race (see **NCR Ch.12 App.6 Arts.9.1.d**).

- 2.6.4 **Case C - More than 75% of race completed**

If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with **NCR Ch.12 App.6 Arts.9.1.e**, unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

- 2.6.5 In the event of a restarted race, **NCR Ch.12 App.6 Arts.9.2** will apply to any repairs to cars required during the interval.

- 2.6.6 Entrants / Drivers are advised that two Red Flag race stoppages in any one round may result in their race being placed at the end of the day’s racing, time permitting. Similarly, Entrants / Drivers are advised that, should the timetable be running late, their race may be postponed until later in the timetable to allow for a British GT race to start at its scheduled start time and/or their scheduled race distance may be reduced by the Clerk of the Course in consultation with the Championship Coordinator and with the approval of the Stewards of the Event.

- 2.6.7 If a race cannot be run or re-started at a venue for any reason then at the Organisers’ entire discretion reasonable attempts will be made to provide a substitute race at another event but the Organisers are not contractually bound to provide such substituted race(s) and no refund of any Registration Fee shall be payable and with such occurrence of loss of race(s) being deemed force majeure. Any such substitute

race will utilise the original grid and only competitors detailed on the original grid sheet will be eligible to participate.

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 Pit Lane

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and respect the Pit Lane speed limits. All drivers, teams and pit crew members must familiarise themselves and comply with **NCR Ch.12 App.11 Art.3.6**.

During Qualifying sessions and Races, Drivers leaving the Pit Lane will do so on their own responsibility however a marshal with a Blue Flag will warn of cars approaching.

2.7.3 Refuelling

Refuelling is not permitted during any practice, qualifying or race.

Outside of any session and whilst vehicle is not under Parc Ferme, refuelling may only be carried out in accordance with the **NCR**, Circuit Management Regulations and Supplementary Regulations or Final Instructions issued for each Event.

2.7.4 Speed Limit

The Pit Lane Speed Limit will be 40kph unless otherwise specified in event Final Instructions.

The Penalty for breaching the pit lane speed limit will be a Drive through Penalty in the race but if the infringement is notified to the Clerk of the Course after the end of a race, they may also levy a fine of £10 for each kph above the speed limit (this penalty will also apply for qualifying) or impose a retrospective time penalty. Signs and / or lines are used to indicate the beginning and end of the area to which the speed limit applies.

2.8 RACE FINISHES

2.8.1 After taking the Chequered Flag drivers are required to:

- (a) Progressively and safely slow down.
- (b) Remain behind any competitors ahead of them.
- (c) Return to the pit lane/entrance as instructed. Only the driver and team member authorised by the Eligibility Scrutineer or Chief Scrutineer are permitted in Parc Ferme.
- (d) Comply with any directions given by marshals or officials.
- (e) Keep their helmets on and harness done up while on the circuit or moving in the pit lane.

2.8.2 Once in the Parc Fermé area, Drivers required for the podium presentations must proceed immediately to the podium. The Drivers required will be those finishing first, second and third.

2.9 RESULTS

All Practice Timesheets, Grids, Race Results are 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** applies.

2.10 TIMING MODULES

2.10.1 All competitors will be required to fit Electronic Self Identification Modules (transponders) to their cars for the purposes of accurate timing. Transponders may be purchased from Timing Solutions Limited. Holders for these and detailed fitting instructions will be issued with the transponders, and 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 championship qualifying practice sessions and races.

The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers.

Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season. **NCR Ch.12 App.6 Art.2.2** 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.

2.10.3 Timing modules must be positioned in the location as shown within the current Ginetta G40 Junior nomenclature.

2.10.4 All competitors will be required to fit a **TSL on-board signalling & GPS tracking system** to their cars for the purposes of using the required 'My Laps RaceLink Club' System. This system links directly with the dash/light bar to broadcast multiple warning flags or relevant colours, i.e., Safety Car, red flag, yellow flag with sector, black/white flag etc. The receivers must be in place and functioning correctly for all Championship qualifying practice sessions and races. Detailed fitting instructions will be issued with the receivers and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. TSL will provide the MyLaps RaceLink receiver at each round - there will be an annual hire fee for the MyLaps RaceLink receiver. It will be required that each car has a loom and external antenna (all to be mounted in the same car position). Competitors will be charged by Ginetta for replacement of the receiver due to misuse or loss at any time during the season.

2.11 DIFFICULTY

2.11.1 If any Driver experiences a serious mechanical problem at any stage, they must leave the track as soon as it is safe to do so and park in a position of relative safety. The car must be left in neutral and any removable steering wheel must be reattached before the Driver gets behind the protective safety barriers. The Driver should stay with the car to assist recovery crews with the task of bringing the car back to the pits at the end of the session.

2.12 ASSISTANCE

2.12.1 Regardless of the circumstances, once a Driver has received mechanical assistance to move their car from one position to another they are not permitted to continue within that particular session or race even if, after being moved into a position of safety, they feel that they are able to continue.

2.13 SPARE CARS

- 2.13.1 Replacement cars may only be permitted with the express permission of the Clerk of the Course and the Championship Coordinator. The presentation of a spare car for scrutineering must be done in accordance with the regulations set out within the **NCR**. A competitor using a replacement car will incur a 20-point reduction in their Championship points total.
- 2.13.2 A replacement car is considered to be any car other than that which was originally scrutineered for a particular event.

2.14 OPERATION OF SAFETY CAR

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

2.15 PARC FERMÉ

At all events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.

Parc Fermé Regulations will apply to the area between the Start / Finish Line and the Parc Fermé entrance. Any area deemed necessary by the Eligibility / Safety Scrutineer and / or their nominated representative will be subject to Parc Fermé conditions with no exceptions.

It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver unless authorised by the Eligibility Scrutineer or their Deputy.

Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé unless requested by the Eligibility Scrutineer or their Deputy.

Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

Team personnel are only allowed into the Parc Fermé area at the invitation of the Series Eligibility / Safety Scrutineer or their nominated representative. Should unauthorised Team personnel be present in Parc Fermé, they render their car liable to disqualification from the session or Event. Any breach to Parc Fermé regulations will be reported to the Clerk who may impose penalties as appropriate. At their discretion the Clerk of the Course may assign other penalties to any driver / Team breaching Parc Fermé regulations. On request of the Eligibility / Safety Scrutineer, the Parent or Legal Guardian of the driver will be permitted in Parc Fermé.

All personnel entering the Parc Fermé must wear their 'Ginetta Arm Band' – two arm bands will be provided to each car at the start of the season. Only **TWO** members of Team Personnel per car is permitted to enter the Parc Fermé area.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 MOTORSPORT UK'S RESPECT CODE

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 C**).

- 3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

3.2 RACE CONTROL TO CAR

- 3.2.1 For all official sessions, including any Free Practice, Qualifying and Races, all competitors must use the mandatory 'Race Control to Car' radio receiver for which the transmitter shall be under the sole control of the Clerk of the Course and used to communicate instructions or warnings to the drivers from Race Control. See **NCR Ch.12 App.4 Art.4.12.c**.
- 3.2.2 Should a competitor not have a working receiver fitted during an official session or fail to comply with any message or instruction(s) from the Clerk of the Course, they may receive a penalty. The responsibility remains with the competitor to ensure their receiver is in full working order during all official sessions.
- 3.2.3 The mandatory receiver may only be purchased directly from the BRSCC.

3.3 PIT TO CAR & TEAM RADIOS

- 3.3.1 It is not permitted to use any personal form of pit to car communication systems during any Free Practice, Qualifying and races at any event during the Saturday and Sunday. Systems will be permitted during Friday test days, and SRO Motorsport exclusive test days, but all equipment must be removed for all permitted sessions.
- 3.3.2 Radio frequencies used by an Entrant/Driver, Team member, and/or any of their suppliers must be licensed for use in the UK by the appropriate regional office of the Radiocommunications Agency. The Championship Coordinator must be notified prior to the start of the season of the Radio Frequency to be used by the Entrant/Driver, Team members, and/or any of their suppliers. A copy of the Licence or Short-Term Hire Agreement for the frequency must also be submitted. The Championship Coordinator reserves the right to request production of the original Licence/Short Term Hire documentation to verify the use of any frequency by an Entrant/Driver, Team member, and/or any of their suppliers at any time during the season.
- 3.3.3 The Entrant/Driver, Team member, and/or any of their suppliers must at all times comply with the terms and conditions specified from time to time by the Radiocommunications Agency for the use of their radio frequency.
- 3.3.4 In the event that a frequency used by an Entrant/Driver, Team member, and/or any of their suppliers interferes with a frequency used by a local emergency service or other third party the Entrant/Driver, Team member, and/or supplier shall forthwith change its radio frequency to a non-conflicting frequency

to the satisfaction of the Championship Coordinator and in accordance with the requirements and prior approval of the Radiocommunications Agency. The Entrant/Driver, Team member, and/or any of their suppliers will be suspended from any on track sessions until a change of frequency has been affected and a copy of the approval of the Radiocommunication Agency submitted to the Championship Coordinator.

3.3.5 If an Entrant/Driver, Team member, and/or any of their suppliers wish to change their frequency they must first obtain approval from the Radiocommunications Agency and submit a copy of such approval to the Championship Coordinator.

3.3.6 It is not permitted to scramble radio speech transmissions or encode them in any way.

3.4 ONBOARD CAMERAS

All cars must be fitted with two in car judicial cameras that comply with **NCR Ch.7 App.9** which applies in its entirety. Onboard cameras must be switched on and working during all Official Qualifying sessions and Race. It is the entrant's responsibility to ensure that the judicial cameras are fitted and operational during all official qualifying and races, and that the footage produced is of an acceptable quality. One Camera must be a Go Pro and the other camera must be with a combined data logging system. The judicial cameras must be positioned in the centre of the vehicle and must be mounted so to capture an image that provides a 'drivers eye' view that include driver input (i.e. steering), dashboard and full view of the circuit ahead with a field of vision of approximately 100 degrees. The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet.

The cameras must be switched on and be recording at all times when the car is on track during any official qualification session and race. The onus is on the competitor to ensure that the batteries of the cameras are charged, and the cameras switched on to record onto the SD cards during the above-mentioned sessions. The SD card/s may be requested by the organisers or race officials for any purpose and the recorded footage copied for use in broadcast or any other area deemed appropriate by the championship organiser.

Mandatory judicial camera for use within the Championship is as follows;

- (a) Any Go Pro variants from the Hero 2 range or newer

One additional camera/data system must be installed in the car along with the mandatory Go Pro above. The following additional camera are:

- (b) Vbox Data Logging System
- (c) AIM Smarty Cam

Failure to comply when footage from either camera is under review by the Clerk of the Course for judicial purposes will result in the implementation of a fine of £250 for each and every offence.

The SD cards will be distributed by a Ginetta/SRO Motorsport official prior to qualifying and races. The onus is on the competitor to ensure the cards are fitted and Judicial cameras are switched on and recording for all Official qualifying and races.

3.4.1 It is the responsibility of the competitor / entrant to supply SRO Motorsport with EIGHT SD/data cards (FOUR micro SD cards and FOUR SD cards) that are compatible with the judicial cameras fitted in the competitors car prior to the start of the season.

- 3.4.2 Judicial cameras must be switched on but not before three minutes prior to leaving the assembly area. Data cards will be collected by a SRO Motorsport Representative or other official after the end of each session in order for the Clerk of the Course to review footage. Data cards are to remain in the car until collected by a SRO Motorsport Representative or other official. Any entrant/driver that fails to comply will be reported to the Clerk of the Course and may result in a penalty during the event. The video/images remain the property of SRO Motorsport and it is not to be used on Social Media or for any other public use.
- 3.4.3 During qualifying and races, the only camera permitted in the car will be the official judicial cameras. The only exception to this will be a camera fitted by the television production company in accordance with Commercial Regulations **6.5**. This footage is to be used for judicial purposes; it is at the sole discretion of the Clerk of the Course as to whether competitors will have access to this footage after judicial procedures have been completed.

3.5 RE-SCRUTINY / DRIVER AVAILABILITY

- 3.5.1 Any vehicle involved in an accident or having been modified in any way subsequent to pre-event scrutiny, must be re-presented to the Scrutineers for further examination.
- 3.5.2 At any time during an Event the Organisers acting through the Clerk of the Course may order that a vehicle be re-examined, even if this involves stopping a vehicle while qualifying or racing. Failure to comply with Regulations during a qualifying session or failure to comply with the directions of race officials to undertake a check will result in the loss of that Driver's qualifying times to that point in the session.
- 3.5.3 If a Driver is involved in a collision or incident, they must not leave the circuit (except where medically evacuated) without the consent of the Clerk of the Course, failing which, any judicial action against or relating to that Entrant / Driver may be heard in their absence.
- 3.5.4 Entrants / Drivers must remain available at an Event until any protest period relating to their race has elapsed, failing which, any judicial action against or relating to that Entrant / Driver may be heard in their absence.
- 3.5.5 Entrants' / Drivers' cars may not be removed from the Paddock during an Event after initial scrutineering except for the purpose of competing in the rounds comprised in the Event or with the prior written permission of the Eligibility / Safety Scrutineer and Clerk of the Course. The Organisers and / or Eligibility / Safety Scrutineer may require the Entrant's / Driver's car to be re-scrutineered at any time.

3.6 SCRUTINEERING PROTOCOL

- 3.6.1 The Championship Organisers will appoint a permanent Eligibility Scrutineer who, with their Team, will be responsible for the scrutineering of the vehicles for the qualifying sessions and races of the Championship in accordance with Regulation **1.2**.
- 3.6.2 For scrutineering, the Entrant / Driver must present the competing vehicle and mandatory Entrant / Driver safety equipment. The vehicle must be submitted as used in the Championship and must correspond to all applicable Technical Regulations. Alternatively, a Motorsport UK self-declaration form may be required to be submitted electronically.
- 3.6.3 A completed set of online seal forms for each vehicle must be correctly submitted, unless the Eligibility Scrutineer requests otherwise.
- 3.6.4 Aside from the Eligibility Scrutineer, the vehicles may also be subject to eligibility scrutineering during and after the Event. Vehicles will be selected at the sole discretion of the Eligibility Scrutineer and/or

their nominated representative. The Eligibility Scrutineer and / or their nominated representative will make random checks in addition to scheduled scrutineering checks for vehicle eligibility throughout Events. Any infringement will be subject to a report to the Clerk of the Course.

- 3.6.5 Entrants/Drivers must comply with the directives of the Eligibility Scrutineer and/or their nominated representative in respect of scrutineering and of re-scrutineering after the Event.
- 3.6.6 After each qualifying session and race the vehicles must be presented directly for scrutineering. Any area deemed necessary by the Eligibility Scrutineer and / or their nominated representative will be subject to Parc Fermé conditions with no exceptions. This will include the track from the Finish Line to the scrutineering area, the waiting area in front as well as the track from the scrutineering area to Parc Fermé, Teams awnings or working areas, but all areas may be used if necessary.
- 3.6.7 Entrants must have a nominated person available after each session to assist with the post-race Scrutineering process, and be waiting to be invited into Parc Fermé as instructed by the Scrutineer.
- 3.6.8 Cars may be held in Parc Fermé for a minimum of 20 (twenty) minutes after each qualifying session and race until released by the Eligibility / Safety Scrutineer.
- 3.6.9 At any time, the Championship Organisers reserve the right to scrutineer any component or vehicle in the presence of the permanent Eligibility / Safety Scrutineer and one other scrutineer at the Ginetta Cars workshop or at a service partners premises. An invited member of the Team may also be present. Removal of components from the car may be required at the Event or at the Ginetta Cars workshop at the discretion of the Eligibility / Safety Scrutineer. After thorough scrutineering of the parts, the result will be submitted to the Clerk of the Course.
- 3.6.10 In the case of a breach of the Technical Regulations or a breach of the procedure surrounding the Technical Regulations, any costs associated with scrutineering and/or eligibility inspections (including, but not limited to transportation, checks, inspections, rebuilds, etc.) will be the sole responsibility of the Entrant.
- 3.6.11 The assembly and dismantling of the vehicle(s) are solely the responsibility of the Entrant(s). Reimbursement of expenses for these measures may not be claimed. Exceptions to this may include appeal / protest according to **NCR Chapter 2**.
- 3.6.12 The Championship Organisers will nominate a rolling road dyno truck that may be used to assist the Eligibility Scrutineer. At any time, the Championship Organisers or Eligibility Scrutineer reserve the right to test a vehicle on the nominated rolling road dyno machine and may use any data from the rolling road dyno machine as guidance and to assist with their determination of eligibility. Competitors / entrants must sign any associated indemnities to allow their car to be tested on the dyno.
- 3.6.13 In the event of a car being dyno tested after a qualifying session or race the driver/Team will be informed by the Eligibility Scrutineer. The car must then be left in Parc Fermé until it is collected by a designated Ginetta/SRO Motorsport official.

4. CHAMPIONSHIP RACE PENALTIES & JUDICIAL PROCEDURES

In accordance with **NCR Chapter 2** and these Championship Regulations.

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

- 4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of **NCR Ch.2 App.8 Arts.1.20-1.21.**

4.1.2 Arising from post-race Scrutineering or Judicial Action

Minimum Penalty: The provisions of **NCR Ch.2 App.8 Arts.2.2.a+b.**

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Event are to invoke the provisions of **NCR Ch.2 App.8 Art.2.2.c.**

4.1.3 Further penalties may be imposed by the Championship Stewards as outlined within these regulations.

4.1.4 Infringements of non-technical **NCR** and these Sporting Regulations issued for the Championship:

As per current Motorsport UK Judicial Procedure Regulations and these Championship Regulations.

4.1.5 Up to a 10 Grid Place Penalty may be applied at a Drivers' future Race, in accordance the **NCR.**

4.2 SPORTING REGULATIONS: JUDICIAL PROCEDURES

4.2.1 Rounds: In accordance with the National Competition Rules and these Championship regulations.

4.2.2 Championship: In accordance with the National Competition Rules and these Championship regulations.

4.2.3 Driving Standards: Breaches of driving standards during practice or race will be dealt with firmly.

4.2.4 The Clerk of the Course may at their discretion, wish to review any evidence in order to assist with their enquiry into an alleged breach of driving standards and accordingly, they may order that the results remain provisional and may take judicial action at a later date.

4.2.5 The Championship Organisers may also within 14 days of the event and provided that the results have remained provisional be entitled to request the Championship Stewards to enquire into the matter notwithstanding that the Clerk of the Course and / or the Stewards of the Event may or may not have already investigated the incident. The Championship Stewards will be empowered to take further action if they deem it necessary which could include disqualification from part or all of the 2026 Championship.

4.2.6 Responsibility: It should be noted that the Parent / Legal Guardian or other delegated representative of any competitor in this championship has an obligation to abide by the **NCR [NCR Ch.3 App.4 Art.3 and NCR Ch.6 App.3 Art.2.10** refers].

4.2.7 Indemnity: In accordance with **NCR Ch.3 App.4 Art.3**, Parents/Legal Guardians will be required to sign a special indemnity at each event.

4.2.8 The Championship Coordinator pursuant to **NCR Ch.4 App.1 Art.1.2** and these Championship Regulations in any event may in their discretion refer any Registered Competitor Entrant or Team and in respect of any dispute or irregularity arising howsoever under these Championship Regulations including all and any amendment of them to the Championship Stewards who after conducting a Hearing shall be empowered to impose any penalty permitted under **NCR Chapter 2** and to revoke any Registration under these Championship Regulations.

4.3 JUDICIAL HEARINGS

4.3.1 If a competitor is involved in a collision or incident, they must not leave the circuit (except where medically evacuated) without the consent of the Clerk of the Course, failing which, any judicial action against or relating to that Entrant / Driver may be heard in their absence.

4.3.2 When attending a judicial hearing, all drivers must be accompanied by a maximum of ONE guardian. Where the driver is entered with the support of a Team Entrant, the guardian must be a Team Representative nominated by that Team Entrant who will attend all judicial proceedings in place the drivers Parent/Legal Guardian.

4.3.3 The Organisers of the Ginetta Junior Championship are determined to create a championship which is cleanly fought and with good sporting behaviour prevailing.

4.3.4 Breaches of driving standards will be firmly dealt with. If the Clerk of the Course wishes to view any video evidence and / or data logging evidence in order to assist with their enquiry into a breach of driving standards they may order that the results remain provisional, and they may take judicial action at a later date. However, the use of video evidence and/or data logging evidence in all circumstances is at the sole discretion of the Clerk of the Course.

4.4 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

4.4.1 In order to maintain standards of conduct (both on and off the track); the Championship Co-ordinator will monitor all conduct and or Officials/Observers reports of adverse behaviour at Events. If any individual is included on such reports, they will receive a written warning from the Organisers that their driving/behaviour is to be specifically observed at future Events. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries and/or a retraction of their invitation to compete in the Championship.

This will include but is not limited or restricted to:

- Overly aggressive or dangerous driving
- Aggressive or threatening behaviour
- Abuse in any form
- Intimidation
- Discrimination
- Obtrusive Behaviour
- Any other action that is deemed to be detrimental to the Championship

4.4.2 When a penalty that generates Motorsport UK Licence Points, in accordance with **NCR Ch.2 App.12** which have been imposed on a competitor by the Clerk of the Course or the Stewards of the Event, a '3x points multiplier' championship penalty will also be incurred, whereby the number of penalty points will be multiplied by three and that number of championship points be deducted from that competitor's championship points total even if this results in a negative score.

When a round takes place outside of the UK and is run under the regulations of the local ASN, a driver will not normally receive points on their Motorsport UK competition licence to accompany a penalty. In this instance, the licence points that would have accompanied the same penalty in the UK will be assumed and the '3x points multiplier' still applied, even though licence points have not been received.

4.4.3 Deleted

4.5 BEHAVIOURAL POINTS

4.5.1 Drivers involved in incidents of any kind, or who have been reported for poor sporting behaviour or driving standards, may be awarded Behaviour Points by the Clerk of the Course.

4.5.2 The following is an example of offenses which may result in Behavioural Points issued, it is the decision of the Clerk of the Course on the severity and Points which should be issued:

- (a) Misbehaviour.
- (b) Pit Lane Speed.
- (c) Causing a collision.

4.5.3 Other offences may give rise to Behaviour Points as decided by the Clerk of the Course.

4.5.4 The number of Behavioural Points will be calculated per driver and the following penalties imposed:

- (a) A driver with 3 points will receive a 5 place grid penalty.
- (b) A driver with 6 points will receive a 10 place grid penalty.
- (c) A driver with 9 points will receive a 10 place grid penalty and -10 Championship Points.
- (d) A driver with 12 points will receive a 10 place grid penalty and -25 Championship Points.

4.5.5 Behavioural Points can also be issued to Entrants (Teams), the following is an example of offences, it is the decision of the Clerk of the Course on the severity and Points which should be issued:

- (a) Warnings
- (b) Abusive language or behaviour

Other offences may give rise to Behavioural Points as decided to the Clerk of the Course.

4.5.6 The number of Behavioural Points will be calculated per Entrant (Team) and the following penalties imposed:

- (a) An Entrant (Team) with 2 points will receive £100 fine.
- (b) An Entrant (Team) with 4 points will receive £500 fine.
- (c) An Entrant (Team) with 4 points will receive £1000 fine.

4.6 SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, Twitter etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championship, SRO Motorsport, Ginetta Cars, the BRSCC and its drivers should reflect the impact social media has. If a competitor is considered to have brought the Championship and the BRSCC into disrepute in the opinion of the Championship Co-Ordinator or Stewards, they may be subject to a penalty or disqualification from the Championship. Additionally, competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties.

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.

Everything that is not explicitly authorised and anything that is not specified:

- (a) In these regulations,
- (b) In the workshop manual/nomenclature relating to the Ginetta G40 Junior Championship,
- (c) In any official technical bulletin that may be published,

is strictly forbidden.

The organisers reserve the right to accept an entry from a Competitor using a Vehicle that does not strictly comply with the technical regulation herein. Those competitors will be placed in an invitation class and will not qualify for points, awards or prizes and for those purposes will be ignored.

- 5.1.1 Each Ginetta race car is manufactured to an identical class specification. In the interests of fairness and safety, competitors may not depart from this specification under any circumstances, other than as specified within these regulations.
- 5.1.2 Any issue howsoever touching upon the conformity to the class specification of a car or any component within a car shall be determined definitively by certificate under the authority of SRO Motorsport or Ginetta Cars Ltd including any matter arising as a consequence of any technical or eligibility examination of the car by or on behalf of the Organisers for all purposes under these regulations and the **NCR**.
- 5.1.3 All Ginetta manufactured parts and in particular body panels must be supplied by Ginetta Cars Ltd (or in the case of force majeure a supplier nominated by the Organisers) and fitted in their original position. Entrants Teams and competitors are reminded that the car and all Ginetta parts are the intellectual property of Ginetta and interference with those rights shall be a breach of these Championship Regulations including the Commercial Regulations and without limitation of rights vested in Ginetta will lead to revocation of Championship Registration.
- 5.1.4 Except as may be permitted expressly by these Regulations or in writing by Ginetta Cars Ltd on behalf of the Organisers no car shall use or have affixed to it any pattern or aftermarket component as part of or in substitution for the class specification of the car and its components.
- 5.1.5 Whilst the Championship Eligibility Scrutineer is empowered to check all competing vehicles for compliance and has been provided with the data to determine the continuing eligibility of each car, the onus of responsibility for the eligibility of vehicles competing in this Championship, rests with the Competitor. Notwithstanding Championship Regulations **5.1.2** and **5.1.4** in the event of a dispute concerning the compliance of a vehicle with these Regulations the onus is on the Competitor to satisfy the Organisers with regard to such compliance and NOT the Organisers to prove non-compliance.
- 5.1.6 Where it is suspected that a component or structure fitted to the competing vehicle may render the vehicle ineligible under these regulations the component or access to the component will be sealed on behalf of the Organisers by the Championship Eligibility Scrutineer for subsequent examination as directed by the Organisers. Where ineligibility is subsequently proven all points accrued by the competitor from and including the date of sealing the said component to the date of examination shall

be forfeit in addition to any other penalty or penalties applied by the Organisers under or pursuant to these Regulations.

- 5.1.7 Where costs are incurred as a result of any eligibility check conducted either by the Championship Eligibility Scrutineer or the Championship Organisers these will be borne by the competitor and Championship Registration shall be suspended until such time as those fees have been paid as cleared funds regardless of any Judicial Appeal arising out of the eligibility examination.
- 5.1.8 As a method of control, any component on a competitor's car may be removed by the competitor at the request of the Championship Eligibility Scrutineer and exchanged for a similar component from the car of another competitor, or provided by the Championship Organisers. This includes the ECU. Whilst efforts will be made to ensure that the condition of the exchanged parts is similar, responsibility for the care of exchanged components lies with the recipient. Exchanged components may be returned to their original owners on completion of the race.
- 5.1.9 Any infringement of these Technical Regulations will render the competitor liable without limitation to penalties as provided by these Regulations including for the avoidance of doubt under the Commercial Regulations.
- 5.1.10 Competitors will be required to complete an online component seals log form for each of the differential, gearbox and engine. Any changes to components will require updated forms to be completed and submitted to the Championship Eligibility Scrutineer with prior permission.
- 5.1.11 Whilst Ginetta will endeavour to inform Competitors of any changes of components or part numbers they reserve the right to fit updated components during the life of these Regulations.
- 5.1.12 Lubricants – All cars competing within the Championship must use the lubricants specified and supplied by Ginetta with no additives of any kind, and be able to provide a minimum sample of lubricant from each component as detailed below:
 Engine - Ginetta Tech by Millers 0w30 Engine Oil – G40-N0015.
 Gearbox – Ginetta Tech by Millers 75w90 transmission oil – G40-N0016.
 Differential - Ginetta Tech by Millers 75w90 transmission oil – G40-N0016.
 Each component must be able to produce a minimum sample of the following amounts:
 Engine: 3.5 litres.
 Gearbox: 1 litre.
 Differential: 0.5 litres.
- 5.1.13 Oil samples will be taken in accordance with **NCR Ch.8 App.2 Art.8** and analysed throughout the season in order to police this regulation.
- 5.1.14 Failure to comply with **Article 5.1.12** will result in a technical non-compliance being issued, and will be dealt with in accordance with **Article 4.1** of these championship regulations.

5.2 GENERAL DESCRIPTION

- 5.2.1 The Ginetta Junior Championship is a 'one make' race series for Competitors participating in Ginetta G40 Junior race car as specified herein.
- 5.2.2 The current version of the Workshop Manual / Nomenclature for the Ginetta G40 Junior Car incorporating all clarifications amendments and details of updated components shall remain the only active version of the document and is available from Ginetta Cars Ltd on request. All Entrants and Teams and

Competitors warrant and undertake conformity with the Workshop Manual and Nomenclature. Non-conformity will be penalised as provided by these Regulations.

5.2.3 The parts used to build a Ginetta G40 Junior Car are described in the document named 'Nomenclature'. These parts are divided into 3 categories:

(a) No modifications are permitted. Parts in this category must remain in their original location and fulfil the function/s for which they were originally designed.

(b) Only such modifications as specified in the regulations, or the Ginetta G40 Junior Championship nomenclature are permitted.

(c) The part is considered to be unrestricted on the express condition that the function for which it was originally designed is not deviated from that it does not fulfil any additional function and that it is located in the same place as the original part.

5.2.4 Any query in respect of any technical matter arising out of or touching upon these Regulations must be put in writing to the Organisers for referral to the Championship Eligibility Scrutineer and / or Ginetta/SRO Motorsport. The only clarifications, rulings or permissions under these Regulations that will be acknowledged by the Organisers must be substantiated by the production on demand of written confirmation of such clarification's rulings or permissions. Entrants Team and Competitors are referred to **5.1.2** of these Regulations.

5.2.5 Vehicles must comply with the current Junior Formulae Technical Requirements and the appropriate Junior Race Vehicle Identity Form and be issued with a Motorsport UK Vehicle Passport, with which it must also comply.

5.2.2 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/series 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:

- a) Examine the car at the circuit for such period as they may reasonably require, take fuel and/or other samples, and/or
- b) 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
- c) 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 any test equipment deemed suitable by the organisers.
- d) 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 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 competitor will be liable to cover all relevant and receipted expenses costs in relation to the

required personnel in attendance for any such vehicle inspection, as well as for any costs related to removal, dismantling, refitting of any parts as requested as part of the process. The organisers accept no liability for any parts that may be rendered unserviceable due to the inspection process.

- e) The stripping of an engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor under the direction of the Championship Eligibility Scrutineer or another nominated Motorsport UK Scrutineer. The competitor will be liable to cover all relevant and receipted expenses costs in relation to the required personnel in attendance for any such vehicle inspection, as well as for any costs related to removal, dismantling, refitting of any parts as requested as part of the process. The organisers accept no liability for any parts that may be rendered unserviceable due to the inspection process.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season.

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/Series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any event at which it is intended to compete.

5.2.2.1 The colour scheme for any car is free but the car must be presented in a good, clean condition and any damage sustained must be made cosmetically good to the approval of the Eligibility Scrutineer before the next event. Failure to do so will be considered non-compliant.

5.2.2.2 Cars must have all Championship decals affixed as per the issued decal sheet. The Championship Eligibility Scrutineer may deem any cars not carrying all decals to be non-compliant.

5.3 SAFETY REQUIREMENTS

5.3.1 The Ginetta G40 race car is manufactured to comply with the following safety requirements of **NCR Chapter 7** and all which must be retained:

- (a) **NCR Ch.7 App.3** Roll Over Protection System (ROPS) - Motorsport UK approved to applicable FIA standards with side and rear safety protection bars, certificate number 09/2278.
- (b) **NCR Ch.7 App.7 Art.9.1** FIA homologated six-point safety harness. Safety Harness Homologated to 8853-2016 six point.
- (c) **NCR Ch.7 App.6 Art.1** Plumbed in current FIA homologated fire extinguisher system. This system must be in the 'armed' condition (i.e., be capable of being operated without the removal of any safety device) at all times whilst competing or practicing. The fire extinguisher cannot be disarmed in any Parc Fermé area without the specific permission of the Championship Eligibility Scrutineer. Any system found to be incapable of being operated, by virtue of the imposition of a safety device (eg.pin) having been made whilst the vehicle is either competing or in Parc Ferme, will be subject to report to the Clerk of the Course for possible penalisation as an offence against Safety Regulations.

The fire extinguisher must be serviced every two years by the manufacturer or the manufacturers agent to remain within its homologation. For the avoidance of doubt this means that only the above applies and not any alternative service facility or persons.

- (d) **NCR Ch.7 App.7 Art.2** Be fitted with a seat that is FIA Homologated to either FIA 8855-1999, FIA 8862-2009 or FIA 8855-2021, and in date and complying with **NCR Ch.7 App.7 Art.2**.
- (e) **NCR Ch.7 App.5 Art.6** Two fog lamps which in the Ginetta are integral within the rear light clusters.
- (f) **NCR Ch.7 App.4 Art.2** Internal fuel filler that can be positively closed.
- (g) **NCR Ch.7 App.5 Art.5** External Circuit Breaker.
- (h) **NCR Ch.7 App.7 Art.4** Head restraint – as part of mandatory FIA approved seat.
- (i) G113Q-0011NP.00 driver net – mandatory fitment.
- (j) **FIA Impact Data Recorder** It is mandatory for an FIA Impact Data Recorder (IDR) to be fitted to the vehicle. This must be installed as per the manufacturer's instructions.

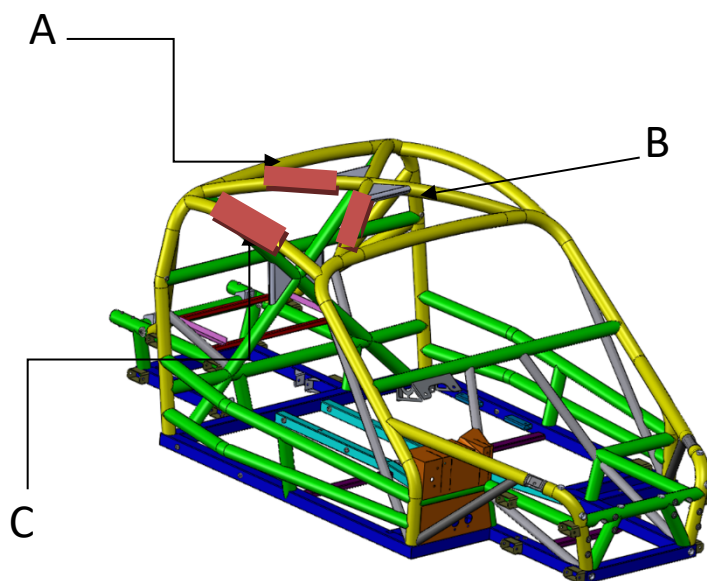
5.3.2 The attention of all competitors is drawn to **NCR Chapter 9** relating to overalls, crash helmet and visors.

5.3.3 The use of an FIA homologated FHR, (head and neck support systems), is compulsory. The helmet manufacturer must certify the tether anchorages and their mounting.

5.3.4 For clarification on clothing standards and for a list of approved helmets refer to the FIA website, www.fia.com.

5.3.5 Any padding on the roll cage must comply with FIA standard 8857-2001.

5.3.6 Roll cage padding (complying with FIA standard 8857-2001) must be used on the sections of roll cage as shown in the diagram below:



Lengths of padding required:

A – 350mm

B – 350mm

C – 400mm

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

The Ginetta G40 Junior race car is built to comply with the provisions of **Chapter 7** (all vehicles) and **Chapter 12 Appendix 13** (race vehicles) of the **NCR**. Competitors are reminded that a catch tank must be fitted and that the location of the vehicle towing eyes should be suitably marked.

From time to time, it will be necessary to approve alternative equivalent components. Only components approved as alternatives and published as such by the Championship Organisers and / or their appointed representatives in official amendments to these regulations are eligible for the Ginetta Junior Championship.

In case of force majeure, Ginetta Cars/SRO Motorsport may at any time approve alternative components. Competitors will be notified of any changes to the regulations via a published bulletin. If alternative components are to be used, these must first be approved by the Eligibility Scrutineer, and be declared in writing at the time the component is fitted when the car is presented for scrutineering. The substitute component must then be replaced as soon as the correct part becomes available.

All additional equipment fitted to cars in addition to that supplied by Ginetta Cars/SRO Motorsport must be removed completely for any official Practice and Qualifying and Race sessions. For example, if a radio kit is fitted for training purposes this must be fully removed as opposed to just disconnected.

5.4.1 Towing Eyes

Towing eyes must be fitted for all Official sessions, including Pre-Event Testing, Qualifying and Regulations. G40-R0226.

5.5 CHASSIS

5.5.1 The Ginetta G40 Junior car and chassis is manufactured to a standard specification and may not be altered. All chassis repair work must be undertaken only under the control and approval of Ginetta Cars Ltd. Breach of this Regulation may result in revocation of Registration(s).

5.5.2 The standard Ginetta G40 chassis as well as the extended pedal box (EPB) are eligible for use in the championship.

5.6 BODYWORK

5.6.1 The Ginetta G40 Junior race car body is manufactured to a standard specification. All body parts must be sourced and supplied exclusively through Ginetta Cars Ltd. Minor fibreglass repairs may be undertaken by the competitor provided that the body profile is not altered in any way, and the material used is of the same construction as the original component. However, the Organisers reserve the right to reject any such repairs whether in the interests of safety technical conformity or Championship aesthetic and to require the Entrant Team or Competitor to substitute the damaged repaired panel with a new panel sourced in accordance with this Regulation.

5.6.2 Additional ventilation holes may not be cut into the bodywork unless written consent has been given by Ginetta Cars Ltd and approved by the Eligibility Scrutineer. This includes internal and external bodywork.

5.6.3 A bodywork template/profile tool may be used by the Organisers at any time including but not exclusively at scrutineering to ensure that original shape and car profile is retained. This includes any apertures in the bodywork. No extra panelling either under floor or around the wheel arch area is permitted. The presentation of vehicle bodywork and repairs must be deemed acceptable by Ginetta Cars Ltd/SRO Motorsport and the Championship Organisers in the interest of all cars being presented in a way representative of the Ginetta/SRO Motorsport. It is not permitted to cover bodywork apertures and joint lines with adhesive tapes unless authorised by the Eligibility Scrutineer as a short-term repair.

5.6.4 Cars must be fitted with both left-hand and right-hand door mirrors, G40-B0226 and G40-B228. Mirrors must be fitted as per the bodywork template provided by Ginetta.

5.6.5 It is permissible to use an alternative central rear-view mirror to the one supplied by Ginetta Cars, but must be authorised by the Eligibility Scrutineer prior to being fitted.

5.6.6 The driver's seat is fixed and installed in accordance with FIA Appendix J Art 253. 16. Drivers may change their seat only with written confirmation from the Championship Organisers.

All cars must be fitted with a seat that is FIA Homologated to either FIA 8855-1999, FIA 8862-2009 or FIA 8855-2021, and in date and complying with **NCR Ch.7 App.7 Art.2.**

5.6.7 A standard front screen, as supplied by Ginetta Cars must be fitted. The windscreen must be fitted as per Ginetta manufacture specification.

5.6.8 It is permitted to cut three holes into the rear window of the car, however, these must be cut as per the official Ginetta rear window template, which is available from Ginetta Cars Ltd upon request.

- 5.6.9 Rear boot spoiler G40-B0422 (and associated brackets) must be fitted directly to the rear clam, i.e., not spaced out with washers. The location of this must be as per the official Ginetta template.
- 5.6.10 The ONLY additional bonnet retaining method allowed other than the two standard aluminium bonnet pins/aero catches will be a single Velcro strap fitted to the middle of the bonnet, attached to the scuttle panel. Bonnet pins material must remain of an aluminium construction.
- 5.6.11 The use of additional bonnet Pins and permanent fixings is prohibited.
- 5.6.12 In the event that a bonnet is removed during any on track session for any reason, no further participation in that session will be permitted.
- 5.6.13 All cars must have an oval cut-out added behind the left front wheel, as per the approved Ginetta template.
- 5.6.14 The Ginetta badge must remain attached and visible on both the front bonnet and boot lid at all times.

5.7 PERMITTED ENGINES

- 5.7.1 The following specifications are for information only and are not intended to infer modification in anyway is allowed.
- 5.7.2 The Ginetta G40 race car must use a standard specification Ford Zetec 1800cc 16 valve engines in its 115PS form (code MVH 418) as supplied by Ginetta Cars with a lambda sensor (G113E-0053NP.00) fitted to the exhaust manifold. No other lambda sensors are permitted No alterations to this standard specification are permitted. **For the avoidance of doubt Art. 5.1.2 of these Regulations applies in respect of the conformity of the engine.**
- 5.7.3 All engines must have been presented to Ginetta to be bench Dyno tested prior to the start of the 2026 season. Engines will be sealed and logged to identify that this dyno test has taken place.
- 5.7.4 All engines bear seven Ginetta approved seals. It is the competitor's responsibility to ensure that their engine bears at least three seals at all times throughout the Championship. The seals will be positioned in such a way as to prevent subsequent removal of the cam cover, sump and throttle bodies and thereby preventing access to the internal components of the engine. It is not therefore possible to and it is not permitted to undertake or perform any work process or alteration from standard on the internal components of the engine or the engine block including the sump pan or the cylinder head as those components are supplied by Ginetta.
- 5.7.5 Removal of or any interference howsoever with the engine seals by competitors or Teams is not permitted. Seals may only be removed or replaced with the authority of and on behalf of the Organisers by a designated person at Ginetta Cars or the Eligibility Scrutineer. Any seal found to be damaged will result in the engine being declared ineligible by or on behalf of the Organisers and it will be impounded for examination at the sole cost of the Entrant which costs shall be payable on demand as liquidated damages debt. Championship Registrations(s) shall be suspended until such costs have been paid to the Organisers as cleared funds. In the event of such declaration of ineligibility then the competitor and / or Entrant shall be subject to the relevant Judicial procedures under these Regulations including penalties under the Commercial Regulations.
- 5.7.6 Should any competitor suffer engine failure then the engine must be returned to Ginetta Cars Ltd. If a replacement engine is required this must be obtained from Ginetta Cars Ltd.
- 5.7.7 Cylinder Head. No work that removes adds replaces or transfers material is allowed on the cylinder head or which may in any way alter the shape of a component or port is permissible. Polishing or abrasive

cleaning of either inlet or exhaust ports, and which may result in the removal of the original manufacturer's cast finish is strictly prohibited.

5.7.8 Manifolds. It is permissible to use only inlet and exhaust manifolds as supplied by Ginetta Cars Ltd, and bearing identification stamps. Polishing abrasive cleaning or otherwise altering the manifolds internally is prohibited. There is one eligible inlet manifolds for the Ginetta Junior Championship as follows:

- G40-E0023

5.7.9 And two eligible exhaust manifold's part numbers are as follows:

- M062
- G40-F0016

5.7.10 Flywheel. The cast iron flywheel must remain as supplied by Ginetta Cars Ltd, with a minimum thickness of 33.5mm, and with a minimum weight of 8.4Kg (with ring gear fitted, although excluding all flywheel and crankshaft mounting bolts).

- G40-E0289

5.7.11 Engine Wiring Loom. This must remain as supplied by Ginetta Cars with no modifications permitted.

- G40-L0040

5.7.12 Catalytic Converters. A catalytic converter must be fitted and working at all times and remain unmodified. Tests will be carried out to ensure compliance.

- G40-F0031 – SPB
- G40-F0032 – EPB

5.7.13 The Air Filter, as supplied by Ginetta Cars must be fitted correctly at all times.

- JC50/100

5.8 SUSPENSIONS

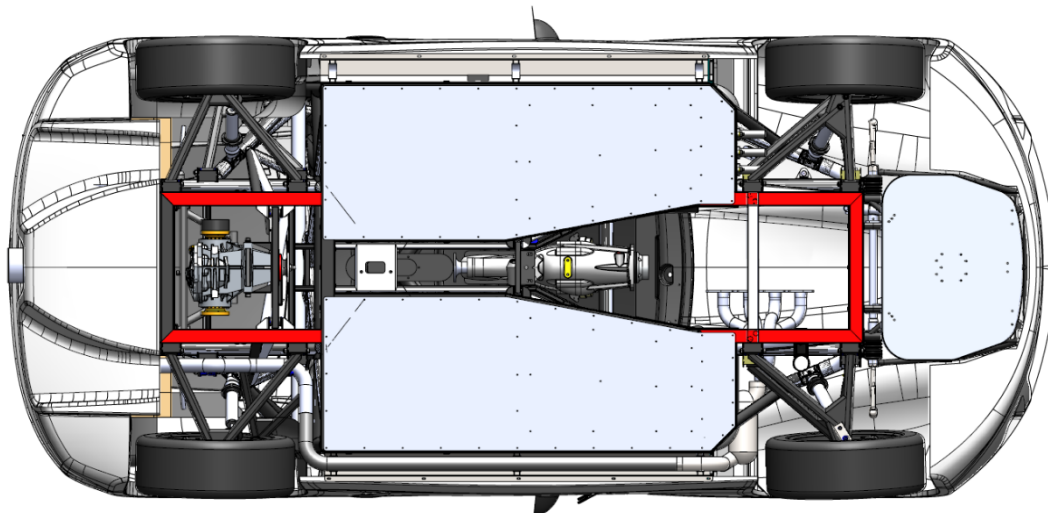
5.8.1 The standard suspension components and configuration as supplied by Ginetta Cars Ltd must remain unaltered except as specified and / or permitted below.

5.8.2 Front and Rear anti-roll bars must remain standard as supplied exclusively by Ginetta Cars Ltd and must remain in the standard locations and standard material. Anti-roll bar stiffness adjustment is free within the range provided by the supplied standard components. The operating linkage may be disconnected be removed.

- Front anti roll bar: G40-C0019.
- Rear anti roll bar: G40-D0005.

5.8.3 Ground Clearance / Ride Height

There are two minimum requirements which the Ginetta G40 must conform to. The minimum ride height measured in a vertical plane from the lowest point of the chassis box section (highlighted in red in the image below) to the event designated laser ground plan (flat patch plane) below must be in excess of 90mm. The minimum ride height measured from the centre line of the front wheels to the front of the vehicle must be in excess of 80mm for any part of the vehicle.



5.8.4 Deleted.

5.8.5 These measurements shall be applied with the driver on board and with tyres normally inflated (1.8 BAR). If the ride height is measured at the end of an on-track session the tyre pressures may NOT be altered by the team/driver prior to the ride height being checked.

5.8.6 Once a car has ended any on-track session the tyres and / or wheels may not be interchanged for scrutineering purposes.

5.8.7 The front and rear wheel camber angle may be adjusted by means of standard size shims. The only permitted shims are those exclusively supplied by Ginetta Cars Ltd.

5.8.8 As standard, the shims are supplied in the following thicknesses:

- 2.00mm (G40-C00300)
- 3.00mm (G40-C0009)

5.8.9 The front and rear wheel camber may be adjusted to a minimum by use of a single 2.00 mm thick shim per upright.

5.8.10 The front and rear wheel toe in/out may be adjusted within standard limits and with no modification.

5.8.11 Springs. The only permitted springs are the standard ones as outlined below and supplied by Ginetta Cars. Springs are required to have legible manufacturer's identification marks to be considered to be compliant with the technical regulations.

- Front springs 625 lbs (G40-C0031)
- Rear springs 450 lbs (G40-D0012)

5.8.12 If the distinguishing marks become illegible the component may be re-authenticated providing an audit trail and compliance with the component specification can be demonstrated to the satisfaction of the Organisers in their absolute discretion.

5.8.13 All cars must be fitted with front and rear dampers as supplied by Ginetta Cars, parts numbers:

- Front: G40-C0083
- Rear: G40-D0039

- 5.8.14 Dampers as specified and supplied exclusively by Ginetta Cars Ltd must remain to the original manufacturer's specification and be located as supplied by Ginetta Cars LTD, for example units intended for the front of the car must not be fitted to the rear and vice versa. A damper 'trace' will be issued at the start of the Championship season, which all dampers must comply with at all times. All dampers are fitted with a hologram sticker on the top of the damper body, which must remain intact at all times.
- 5.8.15 The sealed damper may only be rebuilt or serviced by an official agent of Ginetta Cars Ltd.
- 5.8.16 The use of additional 'helper' springs and helper spring collars is mandatory on the front dampers. Only helper springs / spring collars supplied exclusively by Ginetta Cars (G40-C0034 and G40-C0033) are permitted for use within the Championship. The fitment of the helper springs on the rear dampers of the car is optional.
- 5.8.17 The original damper bump stops must be fitted and not modified from the standard specification. Additional bump stop rubber may not be fitted.
- 5.8.18 The standard track and wheelbase dimensions must be retained.
- 5.8.19 The standard wishbone bush must not be modified in anyway and must not have a shore durometer type D rating of more than 45.

5.9 TRANSMISSIONS / FINAL DRIVE

- 5.9.1 The Ginetta G40 Junior race car must retain the Quaife 6 speed sequential gearbox as supplied through Ginetta Cars Ltd. It is the competitor's responsibility to ensure that the following prescribed gear ratios are retained at all times during competition: 1st 15:30, 2nd 15:23, 3rd 17:21, 4th 20:21, 5th 25:23, 6th 24:20. All gearboxes bear a Ginetta approved seal. It is the competitor's responsibility to ensure that their gearbox bears the seal throughout the Championship.
- 5.9.2 Any seal found to be damaged will result in the gearbox being declared ineligible by or on behalf of the Organisers and it will be impounded for examination at the sole cost of the Entrant which costs shall be payable on demand as liquidated damages debt. Championship Registrations(s) shall be suspended until such costs have been paid to the Organisers as cleared funds. In the event of such declaration of ineligibility then the competitor and / or Entrant shall be subject to the relevant Judicial procedures under these Regulations including penalties under the Commercial Regulations.
- 5.9.3 The only eligible clutch drive plate to be used in the Ginetta G40 car is one of the following:
- G40-G0061
- 5.9.4 The clutch, as supplied by Ginetta Cars Ltd must be retained in its original form.
- 5.9.5 An ATB limited slip differential as supplied by Ginetta Cars Ltd (G40-G0029), with a final drive ratio of 3.92:1 must be used. All differentials bear two Ginetta approved seals. It is the competitor's responsibility to ensure that their differential bear the seals throughout the Championship. The sealed gearbox and ATB limited slip diff may only be rebuilt by Ginetta Cars Ltd. **Art. 5.9.2 of these Regulations applies in respect of Differential seals.**
- 5.9.6 All differentials must have been presented to Ginetta to be tested prior to the start of the 2026 season. Differentials will be sealed and logged to identify that has taken place.
- 5.9.7 A hydraulic operated clutch, as supplied by Ginetta cars (see build manual), may be used as an alternative to the standard cable operated system. These components must be fitted by the factory from new.

- 5.9.8 Clutch master cylinder reservoir may be relocated to the front engine brace using the replacement part number G40-A0196 only.
- 5.9.9 An upgraded quick shift kit part number G40-G0167 may be fitted. This kit must be supplied by Ginetta Cars and must not be modified in any way.
- 5.9.10 Prop shaft. The standard Ginetta Prop shaft, G40-G0045, must remain in standard specification, and have a minimum weight of 5kg.
- 5.9.11 Drive shafts and CV joints must remain as supplied by Ginetta cars, with no modification permitted, other than the replacement of lubrication in the CV joint.

5.10 INDUCTION SYSTEM

- 5.10.1 The standard induction system as supplied by Ginetta Cars Ltd, conforming to current specification throttle bodies must be retained. If in doubt as to the current specification, then check with Ginetta by written inquiry pursuant. If any component of the Induction System is found ineligible then Championship Penalties under these Regulations including the Commercial Regulations will be applied by the Organisers.
- 5.10.2 The inlet manifold and throttle bodies and restrictor must remain as supplied by Ginetta Cars. No modification to this system or inclusion of additional structures is permissible. The throttle body housing shall not be modified internally in any way. No profiling or re-profiling is permitted.
- 5.10.3 The updated restrictor backplate part number G40-E0010 must be fitted and sealed to the engine throttle bodies. Any modification to the restrictor plate will render them ineligible, including but not limited to any polishing or removal of material, which will can be identified by the removal of any of the coating around the bores of the restrictor plate.
- 5.10.4 The current specification external throttle linkage including the throttle return spring must not be modified. The dimensions of the inlet trumpets are controlled at 45mm (diameter) and 90mm (length) with air filter as supplied as standard by Ginetta Cars Ltd. No modification is permissible to this system whatsoever.
- 5.10.5 The throttle potentiometer fitted to the throttle body must be set to read a voltage of between 0.60 and 0.79 volts, when the engine is switched off and the throttle pedal is at its resting position. This will be determined by taking a reading from the ECU software Easimap 6.

5.11 ELECTRICS

- 5.11.1 The battery fitted must be supplied by Ginetta Cars: G40-L0061.
- 5.11.2 The battery fitted must remain in the location as supplied by Ginetta Cars, left-side boot floor, and be secured with the corresponding battery box lid.
- 5.11.3 The only eligible spark plug for use in the engine will be NGK Copper Core Spark Plug - GIN- V6-H-0014.
- 5.11.4 It is prohibited to use any other method or component to trigger distribute or time the ignition or injection.
- 5.11.5 The fitting of additional instrumentation is not permitted unless under regulation **5.11.7**.
- 5.11.6 The standard data acquisition system, as supplied by Ginetta Cars is the only permitted device . This system is either;
- AIM EVO4 data logger and G-Dash minidash.

- AIM EVO 4S datalogger, G40-L0176.
- AIM XLog data logger G113L-0029NA.00.

5.11.7 As a routine part of eligibility control procedures, it may be called upon by either the Championship Organisers or Eligibility Scrutineer to make available all acquired data from the above detailed equipment at any point for the purpose of collecting engine performance data during either race or qualifying sessions and during official test sessions / Ginetta/SRO Motorsport organised sessions. For avoidance of doubt, the engine map file in the ECU must be an exact match to the current version Ginetta hold on file, which will be determined by running a comparison check using the Easimaps 6 ECU software. For this purpose, the ECU download point must remain in its standard location. The Championship Organisers reserve the right to download and access all data at any time during the Championship including but not exclusively race or qualifying sessions and during official test sessions / Ginetta/SRO Motorsport organised sessions. Entrants and competitors shall make the car including but not exclusively the ECU accessible to the Organisers forthwith on request for examination and if desired data capture.

5.11.8 No additional connections whatsoever shall be made to the ECU as supplied by Ginetta.

5.11.9 A gear position indicator (G40-L0051) may also be fitted; however, this must be supplied by Ginetta Cars Ltd and bear the appropriate Ginetta branding.

5.11.10 The only additional modification that will be allowed to the data logging system will be as follows:

- Wheel speed hub link.
- Brake pressure sensor kit, G40 – I0049 & G40-L0150.
- Steering angle sensor kit, G40-H0049, G40-L0150.

The additional logger inputs must be fitted as per Ginetta guidelines.

5.11.11 A gear position indicator kit may be fitted. G40-L0051.

5.11.12 Electronic Control Unit (ECU). The standard MBE ECU as supplied by Ginetta Cars Ltd on behalf of the Organisers must not be modified in any way, and must be used in conjunction with the loom supplied. The ECU may be exchanged or electronically interrogated at any time at the instance of the Organisers or on the request of the Championship Eligibility Scrutineer. The ECU diagnostic connector must be positioned in an accessible position allowing the Organiser and / or scrutineer free access to it at all times.

A Motorsport UK seal must be attached to the ECU following confirmation from Ginetta Cars that the latest map is installed. The Motorsport UK seal number must be recorded on the Formstack system in the same way as engine seal numbers etc. are recorded. This will then be the only ECU permitted to be used in the championship in that specific car. The ECU can only be changed with written permission from the Licensed Eligibility Scrutineer or the Championship Coordinator.

5.11.13 Any competitor may be required by the Organisers to and then shall run additional sensors at any time. It is at the sole discretion of the Organisers and who may act through the Championship Coordinator and Championship Eligibility Scrutineer as to which cars must run any additional sensors.

5.11.14 The electrical fuses and relays must be fitted in one of the following two positions:

- In left-hand side foot well.
- Bolted to the front vertical face of dashboard on left-hand side.
- G40 Junior Evo cars mounted to a plate on the side of the transmission tunnel on left-hand side.

5.11.15 The 12-volt standard alternator, as supplied by Ginetta Cars must be fitted, G40-E0239.

5.11.16 The minimum output of the alternator must remain as standard at all times.

5.11.17 The starter motor must remain standard as supplied by Ginetta Cars Ltd.

5.11.18 Cars must be fitted with rear lights including brake lights, high level brake light fog lights.

5.11.19 No connection for battery boosting or starting aid equipment (such as an Anderson connector) shall be installed within the cockpit. Only Ginetta standard externally mounted Anderson kits are permitted for use.

5.12 COOLING SYSTEM

5.12.1 The standard layout of the cooling system must be in the location as set out by Ginetta Cars Ltd. Only the 'hot climate' version of the G40 radiator may be used, G40-P0017 must remain in its location in front of the front most chassis member.

5.12.2 Radiator fan 10" G40-P0016 must be fitted. This is the only eligible fan, and must be fitted in the centre of the radiator.

5.12.3 Front under tray (G40-B0237) must be fitted at all times.

5.12.4 Internal bonnet top aluminium cowling (G40-B0238) may **NOT** be fitted at any time.

5.12.5 Unless advised and approved by Ginetta Cars Ltd it is not permitted to channel air from the nose of the bonnet through the radiator by means of extra cowling.

5.12.6 The size of the bonnet apertures must remain unmodified and may not be covered or taped over in any way.

5.12.7 An updated water rail with modified water temperature location may be fitted (G40 – L0132 & I0131).

5.12.8 No other modifications than those referred to above are permissible.

5.13 BRAKES

5.13.1 An upgraded braking system as supplied by Ginetta Cars Ltd must be fitted thus:

- Front and rear discs: 280mm o/dia
- G40-I0002
With:
 - Front Calipers - G40-I0057 (left-hand) and – G40-I0058 (right-hand)
 - Rear Calipers - G40-I0059 (left-hand) and – G40-I0060 (right-hand)

5.13.2 Discs and Calipers must remain as supplied by Ginetta Cars. There are NO permitted modifications.

5.13.3 Brake discs must retain a minimum thickness of at least 23mm on any part of the disk surface that interfaces the brake pad at all times.

5.13.4 Brake master cylinders, as supplied by Ginetta Cars, with 0.7 inch bore size front and rear, must be retained as standard.

5.13.5 Brake master cylinder reservoir may be relocated to the front engine brace using the replacement G40-A0196 only.

5.13.6 The use of the following Brake Pads and friction material is mandatory:

- Front: Performance Friction 7705.11.14.54 Part No G40-I0071
- Rear: Performance Friction 7705.11.14.54 Part No G40-I0072

5.13.7 Brake pads must be supplied exclusively by Ginetta Cars. In the event of an eligibility dispute reference will be made by the Organisers to the brake pad manufacturer who will decide if the disputed component is authentic and their certificate shall be definitive.

5.13.8 If an alternative type of brake pad is made available drivers will be notified by official bulletin.

5.13.9 Brake lines must remain as standard and in the manufacturer's layout.

5.13.10 Brake bias may only be altered using the standard balance bar supplied by Ginetta Cars Ltd.

5.13.11 It is not permitted to direct air from ducting to the braking system unless advised by Ginetta Cars Ltd as an approved system.

5.13.12 Front brake caliper brake pad retaining bolts may be exchanged for a longer bolt, allowing the addition of an additional lock nut to be fitted on the inside edge of the caliper.

5.13.13 It is permissible and recommended that the rear brake pad pin r-clips are changed for lock-wire as a method of retainment.

5.14 WHEELS

5.14.1 The standard wheels of size 15"x7" as supplied exclusively and officially stamped by Ginetta Cars Ltd may not be modified or substituted for others.

5.14.2 The use of wheel spacers or other wheel spacing mechanism is not permissible.

5.14.3 Wheels may be painted. However, this must be done in good taste and the Organisers acting through the Championship Coordinator reserve the absolute right as to whether the colour chosen is in good taste. If in doubt please seek prior clarification before painting your wheels.

5.14.4 Wheels which have been painted must not weigh less than a standard wheel. Any painted wheels found to weigh less than a standard wheel will be subject to a technical non-compliance. **5.1.2** of these Regulations applies.

5.14.5 Wheel bearings must remain as supplied by Ginetta cars, G40-C0021, and retain all its original internal parts. The seals must not be modified in anyway. The only permissible modification to the wheel bearing unit will be the removal of the plastic wheel speed sensor plug housing from the rear surface of the unit.

5.15 TYRES

5.15.1 The intention of these regulations is:

- To contain costs by limiting the number of tyres which can be purchased on behalf of any one driver during the series and for testing.
- To limit the number of tyres used per car/driver per complete event and during the season.
- To prohibit the use of any method of raising the temperature of tyres by adding heat artificially.
- To prohibit the application of any material to alter the standard performance of the tyres.

- Any attempt whatsoever to circumvent these intentions or any fraudulent attempt to deface, re-mark, counterfeit, or otherwise circumvent the unique tyre numbering system will automatically be the subject of a report to the Clerk of the Course/Stewards.

5.15.2 The only permitted tyres for use in this Championship are Pirelli 195/50R15 P1 Cinturato. These tyres must be supplied by the designated tyre supplier, Protyre Motorsport. The tyres will be marked accordingly to certify that they have been supplied by Ginetta Cars or Protyre Motorsport. These tyres must remain road legal with a minimum tread depth of 1.6mm at all times, both during competition and during presentation for post-event scrutiny.

5.15.3 The maximum number of dry tyres that may be required by a car over a full championship season (i.e., 8 events detailed in **1.5**, including pre-event Friday test days detailed in **1.5.2**) will be 32 new tyres.

5.15.4 The maximum number of tyres available to each car for use during each championship event (to mean Saturday and Sunday, Free Practice when scheduled, Qualifying sessions and Races and pre-event official test day), will be limited to 4 tyres.

5.15.5 The 4 tyres allocated for use over the event must be “brand new” (A tyre can be deemed to be brand new if it has not had any use on a vehicle) when the car is presented for Scrutineering prior to the free practice session, on the Friday at the start of the event. These tyres must be purchased from the designated tyre supplier on the same weekend they are due to be used and will only be released by the designated tyre supplier to the competitors on the morning of the pre-event official test session. It is the competitor’s responsibility to ensure the designated tyre supplier receives a set of rims in good time, to allow the tyres to be fitted prior to the tyres being released at the start of the event.

5.15.6 The 4 allocated tyres presented on the car at the start of the event must be used for all the official Ginetta Junior Free Practice, Qualifying and Races, and official pre-event test sessions.

5.15.7 The four tyres nominated for the race weekend will be required to be used during the official pre-event Friday test sessions only.

5.15.8 After all Official sessions have taken place on both Friday and Saturday, Entrants must use the Tyre bags provided to place all 4 nominated tyres in no later than 30 minutes after the session (unless the car is still in Parc Ferme and the Eligibility Scrutineer will provide a time) at the front of each car. The Eligibility Scrutineers will seal all bags with an Official Motorsport UK seal. On the morning of Saturday and Sunday, The Eligibility Scrutineer will remove the seal.

5.15.9 Each competitor will be allowed the use of two spare tyres for the event. These must be brand new at the start of the weekend and will be marked up as spare tyres.

- Guest drivers entering the last two events (Croft – 06/07 September and Donington Park – 04/05 October) and are not permitted to nominate two spare tyres.

5.15.10 Spare tyres may only be fitted with the express permission of the Championship Eligibility Scrutineer or Championship Coordinator who will need to be notified when the tyres are fitted, regardless of when this occurs. The only reason a competitor may utilise a nominated spare tyre is through damage to one of the four nominated tyres.

5.15.11 Once fitted, the spare tyre must then be used for the remainder of the event and will not be replaced.

5.15.12 Spare tyres that are not used during an event may be carried over to the next round, however must remain in ‘brand new’ condition. The Eligibility Scrutineer has final say on the condition of a tyre.

- 5.15.13 Thus, a total of 6 tyres must be presented at scrutineering (4 on the car, 2 spares) for Registration with the Eligibility Scrutineer. Bar-coding and/or permanent paint and/or serial numbering will be used to control tyre use. It is the competitor's responsibility to ensure that all tyres are marked before use.
- 5.15.14 In very exceptional cases where, in the judgement of the Eligibility Scrutineer, damage to tyres makes further participation in the event impossible and both spare tyres have been utilised, additional tyres above the total allocation for the event may be purchased. However, for every additional tyre purchased, the driver will incur a five (5) championship point deduction. The number of tyres available to purchase above the allocation will depend on the amount of tyres required to make participation possible.
- 5.15.15 The use of tyre heating equipment / heat retention devices, tyre treatments or compounds, is prohibited. Any artificial cooling of tyres is prohibited.
- 5.15.16 Bar-coding and / or permanent paint marking will be used to control tyre use. It is the competitor's responsibility to ensure that all tyres are marked before use and logged by the series coordinator and/or the Eligibility Scrutineer.
- 5.15.17 All tyres must be supplied by Protyre Motorsport. Tyres will be marked accordingly to certify that they have been supplied by one of these sources.
- 5.15.18 Any attempt to modify the tread depth of the tyre above that caused by wear during the official sessions is prohibited. This includes shaving or buffing of the tyre, excessive spinning of wheels when driving around the paddock, and any other means of removing tread from the tyre.
- 5.15.19 Only the championship Organisers have the authority to alter the tyre allocation. If, through force majeure, the total tyre allocation needs to be altered at any point throughout the season, drivers will be notified by way of official bulletin.
- 5.15.20 During the event checks will be made by the Organisers acting through the Eligibility / Safety Scrutineer or their appointed representative to ensure compliance between the tyres used and serial numbers recorded on the nomination form. At the end of the race all placed cars may be checked for compliance with this tyre regulation. Non-compliance at any time during the event will be the subject of a report to the Clerk of the Course / Stewards and may result in the application of Championship Penalties in accordance with these Regulations including the Commercial Regulations.
- 5.15.21 It is only permitted to inflate tyres with air of atmospheric composition. No other medium may be used. The Eligibility Scrutineer may request for the inflated tyres to be tested at any time to ensure that no medium other than air of atmospheric composition is being used.
- 5.15.22 It is not permitted to use any means to artificially raise the temperature of tyres above ambient at any time prior to or during any event, other than by the natural addition of heat resulting from permitted driving on the circuit.
- 5.15.23 Tyre warmers or any other device intended to modify or maintain tyre temperature is forbidden. Tyre warmers found at the circuit will be judged to be available for use and appropriate action will be taken.
- 5.15.24 Tyres must only be used in the standard condition as supplied by the manufacturer. The application of any material (liquid, solid or gas) to any part(s) of the tyre, is therefore forbidden. The only exceptions are the use of a mixture of pure domestic water and household detergent or the lubricant applied to the tyre bead for fitting purposes. The Championship Organisers reserve the right to take samples of tyres / tyre material at any time for laboratory analysis.
- 5.15.25 It is not permitted to remove debris / rubber pick-up from the tyre surface by the use of a tool and / or heat gun.

- 5.15.26 Any tyre protection covers used at any time within the confines of the circuit, must be of a temporary construction and must be capable of being used many times.
- 5.15.27 Pressure regulation valves are forbidden.
- 5.15.28 At the Eligibility Scrutineer discretion, the tyres for the event, may be retained at the end of Official Practice and Race(s) until a minimum of 30 minutes prior to next time that the tyres are required to be used.

5.16 WEIGHT

- 5.16.1 The minimum vehicle weight excluding driver is **810kg**, including driver is **910kg**. The car and driver weight are intended to include the driver suitable dressed for competition, with safety helmet and all safety equipment. It is emphasised that both these minimum weights must be respected at all times during both Qualifying and Competition. Failure to meet either or both will be considered an offence under these regulations.
- 5.16.2 The Organisers reserve the right to amend the weight limit a maximum of twice during the season. This will be done by way of an official Championship Bulletin to all competitors.
- 5.16.3 All drivers entered in the Championship will be weighed, wearing their complete racing apparel, at the first Event of the season and may be weighed again at intervals during the remainder of the season. If a driver is entered later in the season, they will be weighed at their first Event. If a car is weighed without the driver, the weight determined by this Regulation will be added to the weight of the car to give the total weight.
- 5.16.4 In order to meet the criteria of **5.16.1** only it is permitted to add ballast to the car in accordance with **NCR Ch.7 App.2 Art.19**. Such ballast must be formed of solid unitary blocks. They must only be fixed using a ballast plate supplied by Ginetta cars (G40-R0032) which is bolted to the floor of the passenger seat well in the designated area of the car. The ballast plate fixings must be able to withstand acceleration / deceleration forces of 25G.
- 5.16.5 The ballast tray studs which secure the ballast stack cannot protrude more than 10mm above the securing nut on top of the ballast stack. The studs must protrude by a minimum 1mm above the securing nut on top of the ballast stack.
- 5.16.6 Provision must be made for the Eligibility Scrutineer to affix seals to any ballast fitted.
- 5.16.7 Following competition, the driver must remain available to the Organisers with the car under Parc Fermé conditions until released by the Eligibility Scrutineer in order to ensure weighing is completed with the minimum of delay. Drivers who are required for post race prize giving and / or media interviews and who are directed from Parc Ferme by an official of the event or a Ginetta/SRO Motorsport official are permitted to leave Parc Ferme although must return to their car after such events have taken place to ensure scrutineering is completed.
- 5.16.8 If a car loses a part during qualifying or a race the weight of that part may be taken into account during eligibility checks. Following consultation with the Championship Coordinator the Eligibility Scrutineer will determine whether any lost part should be taken into account.
- 5.16.9 At the requested of the Championship Eligibility Scrutineer, if a car has abnormal amounts of debris or gravel attached or stored in it, this may be asked to be removed before the car is weighed for post-race checks.

5.17 FUEL, FUEL INJECTION AND FUEL

- 5.17.1 A standard FIA approved fuel tank as supplied exclusively by Ginetta Cars Ltd must be retained in its original position. The fuel delivery system must remain as original specification.
- 5.17.2 The standard 45 litre FIA approved fuel tank and fuel delivery system may only be substituted by alternative components that are approved and supplied exclusively by Ginetta Cars.
- 5.17.3 The use of a controlled unleaded fuel complying with the definition laid down in **NCR Ch.1 App.1** (Definition and Nomenclature), and supplied by Sunoco, is mandatory. Compliance with this regulation will be verified by fuel testing throughout the season.
- 5.17.4 Fuel will be deemed to be non-compliant if it is found to have a correlation factor of at least 0.9990 (99.90%).
- 5.17.5 At the end of any official practice / qualifying / races, at least 3 litres of fuel from the tank of the competing car must be available to the Eligibility Scrutineer for analysis if required. Compliance with minimum weight for the car will be taken before fuel is removed as part of any eligibility check.
- 5.17.6 Fuel pressure must be regulated by the standard fuel pressure regulator as supplied exclusively by Ginetta and situated in the fuel tank. The fuel pressure must be regulated, by the fuel pressure regulator, to 3.8 bar +/- 0.2 bar.

5.18 SILENCING

- 5.18.1 The exhaust system as supplied exclusively by Ginetta Cars Ltd must remain as standard and may not be altered. All cars must comply with **NCR Ch.7 App.8** concerning noise levels and it is the competitor's responsibility to ensure that the car complies with currently enforced levels.
- 5.18.2 Catalytic Converters. These must be fitted and working at all times and remain unmodified. Tests will be carried out on these during the Season.

5.19 NUMBERS AND CHAMPIONSHIP DECALS

- 5.19.1 All cars must carry championship and trade sponsor decals.
- 5.19.2 Each car must carry championship decals as per the figure in **Appendix A**. Competitors will be supplied with three number squares incorporating the major sponsors logos. One must be affixed to each side of the car, in the position normally occupied by the doors. The third must be located to the front / top aspect of the car so as to be clearly visible. Competition numbers must be affixed to these squares and to the front / top aspect of the car so as to be clearly visible.
- 5.19.3 It is also necessary for all competitors to carry an additional number placed on the passenger-side of the windscreen. These must be as supplied by Ginetta Cars.
- 5.19.4 All cars must carry their official Championship race number in all sessions during the race weekend, including the official Friday test sessions.
- 5.19.5 SRO Motorsport may request at any point that additional championship / trade sponsor decals are carried on cars. This will be done by way of an official championship bulletin. The Organisers reserve the right to remove any decals or branding which is deemed to be unsuitable or conflicts with other championship / SRO Motorsport sponsors or in any way does or may represent interference with any third-party intellectual property.

- 5.19.6 Failure to comply with Regulations **5.19.2** or **5.19.3** will not be subject to a technical non-compliance but will be liable to penalty under the Commercial Regulations.
- 5.19.7 In the event of any issue arising as to whether any component that must be supplied by Ginetta under these Regulations has been so supplied to the competitor then the Entrant and / or Team shall be required to evidence proof of purchase. Inability to evidence such proof of purchase may be treated by the Organisers as evidence ineligibility.
- 5.19.8 Sponsorship on cars is permitted. Advertising is not permitted in the areas allocated for the championship sponsors as shown on the decal sheet. Championship decals must be fitted as per the issued decal sheet and the organisers/sponsors reserve the right to exchange these at any time during the season.

5.20 PRESENTATION

- 5.20.1 Having due regard to the best interests of the Championship Sponsors, the Championship image, Ginetta Cars, SRO Motorsport and of safety, competing cars are to be presented in a mechanically and visually acceptable condition. Organisers reserve the right to insist that such standards of presentation are maintained as a condition of racing within the Ginetta Junior Championship. Individual cars may fail scrutineering if they are, as deemed by the Championship Eligibility Scrutineer, to be of poor presentation and / or mechanically unacceptable.

5.21 RACE SUITS

- 5.21.1 All competitors will be required to wear the official Ginetta branded race suit for all official qualifying and races, as per the diagram in **Appendix B**. The Ginetta logo may be displayed in either black, white or orange to fit with individual designs. The championship logos are to remain in the mandated location on all suits.

6. COMMERCIAL REGULATIONS

The following Commercial Regulations are contractual between the Entrant and / or Teams and / or Driver and the Organisers and / or Promoters and are not considered by the Motorsport UK. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Championship Stewards and / or the National Court. However, these Commercial Regulations are in the nature of a continuing binding contractual warranty and undertakings given by and on behalf of all Entrants Teams and Competitors in the Championship to the Organisers by the action of applying for and during any current period of Registration and accordingly they are enforceable as such.

Entrants Teams and Competitors acknowledge warrant and undertake with the Organisers that any Championship Registration under these Championship Regulations may be suspended withdrawn or revoked by the Organisers for any breach of these Championship Regulations including but not exclusively these Commercial Regulations. Such suspension withdrawal or revocation of Registration shall not serve in the nature of any liquidated damages or penalty for breach of the contract that is represented by the Championship Regulations and the Organisers are at liberty to seek such remedy and in such forum as they may in their absolute discretion deem appropriate.

6.1 COMMERCIAL UNDERTAKINGS

The Events comprising the Championship shall be conducted in accordance with the Regulations and these Commercial Regulations.

In these Commercial Regulations the nomenclature definitions and abbreviations specified in the NCR from time to time and in the Sporting Regulations of these Championship Regulations shall be adopted.

The Organisers acting through the Championship Coordinator have the right to amend vary or add to the Commercial Regulations from time to time. Such amendments variations and additions shall be notified by bulletin to all Registrants by posting to the address detailed on the Championship Registration Form or by sending to the e-mail address detailed on the Registration Form or faxing to the fax number detailed on the Registration Form (if any) or delivery to the competitor by hand.

All Competitors Entrants Teams and persons associated with them for the purposes of the Championship agree to be bound by the Commercial Regulations and any additions, variations or amendments thereto and Competitors Entrants and Teams to shall procure compliance by persons associated with them at all material times.

6.2 TEAM COMMERCIAL AGREEMENT

6.2.1 SRO Motorsport Team Franchise Details.

6.2.2 In order for teams to run cars in SRO Motorsport Ginetta Championships they will be required to sign up to a SRO Motorsport Team Commercial Agreement. This will ensure that the customer proposition can be more consistent and allows teams to have a more confident future within the SRO Motorsport franchise because drivers will be required to run with those teams who have a Team Commercial Agreement with SRO Motorsport.

6.3 PENALTIES

6.3.1 Warning: The terms of the Commercial Regulations are fundamental to the contract between SRO Motorsports Group (where applicable) the Registrants. All Entrants Teams and Competitors acknowledge warrant and undertake with the Organisers that any breach of these Championship Regulations including any breach of any of the Commercial Regulations may render the Competitor and / or the Entrant and / or Team ineligible for competition and in such circumstances continued participation in this Championship will be entirely at the discretion of the Organisers who may revoke or suspend or withdraw any Registration. The Organisers as an alternative and/or in addition to revoking or suspending or withdrawing the Registration of the Competitor and / or Entrant and / or the Team for participation in the Championship may but subject to the Organisers' absolute discretion refer the matter to the Championship Stewards in order that if those Stewards see fit they may impose any one or more of the following penalties as a condition of continued participation in the Championship but in respect of such matter there shall be no contractual right of Appeal to the MSC National Court:

- (a) Reprimand, which may include forfeiture of a qualifying time or times.
- (b) Time penalty.
- (c) Disqualification.
- (d) Forfeiture of Championship points (even if this results in a minus total of points).

- 6.3.1 In addition, or in lieu of any such penalty this Organisers acting through the Championship Coordinator may require the competitor and/or Team to take such steps as may be reasonable to mitigate the damage to the reputation of the Championship and / or the Organisers.
- 6.3.2 A breach of any of the Commercial Regulations may additionally or alternatively result in a fine as contractual liquidated damages up to a maximum of £1,000 for each offence being imposed by the Championship Co-ordinator. All such liquidated damages must and shall be paid forthwith as a debt to SRO Motorsport and Championship Registration will be suspended until such payment has been received, participation in the Championship by that Entrant/Driver will be entirely at the discretion of the Championship Co-ordinator.
- 6.3.3 In the case of an alleged breach of any Commercial Regulation the decision of the Organisers is final as to the culpability and penalty (and for the avoidance of doubt there is no appeal to the MSC National Court).
- 6.3.4 Where in the opinion of the Organisers any Competitor and / or Entrant and /or Team has gained an unfair advantage (whether inadvertently or not) from a breach of the Commercial Regulations by its own actions or those of another Competitor or Entrant or Team the Organisers acting through the Championship Coordinator may impose any one or more of the penalties set out in Commercial Regulation 6.3.1 above in order to remove or otherwise compensate for such advantage.
- 6.3.5 All cars must have a transponder fitted and working for any Friday practice session immediately prior to race weekends. Any competitor running without a transponder during an official test session will have championship points deducted. 5 championship points will be deducted for each test session that a driver fails to fit a working transponder.
- 6.3.6 It will be at the decision of the Organisers and / or Clerk of the Course as to whether or not a driver is penalised. Any evidence may be used to determine whether or not a working transponder has been fitted, including information / data from the official timekeepers.

6.4 TESTING

- 6.4.1 Unless permitted by the Championship Coordinator, testing for Ginetta Junior Competitors is strictly controlled by the following restrictions.
- 6.4.2 Testing after the last race of the Championship in 2025 is unrestricted until the first round of the 2026 Championship, due to take place on 11 April 2026 at Donington Park.
- 6.4.3 After the 011 April 2026 testing will only be permitted at venues that host an event of the 2026 Championship after the event has taken place, with the exception of the official Pre-event test days (details in **1.5.2**, and Official Mandatory SRO Motorsport Test Days, which drivers will be notified of by official Championship bulletin.
- SRO Motorsport reserve the right to add additional test days during the season.
- 6.4.4 Competitors can nominate one additional test day at the Championship venue prior to the Event, with the exception of Brands Hatch GP (ONLY) and Zandvoort where drivers can nominate TWO additional test days. These nominations must be lodged with the Championship Coordinator in writing at least one week prior to the test taking place.
- 6.4.5 Testing is unrestricted at non-Championship venues, and Championship venues after the Event has taken place.

6.4.6 Drivers can nominate ONE joker test day. The joker test day allows drivers to test a car of choice at a venue of choice.

6.4.7 Breach of the testing regulations will result in the following penalties being applied to the competitor as liquidated damages for breach of contract:

- Loss of 100 Championship points.
- £5,000 fine.
- Behavioural points.

SRO Motorsport reserves the right to attend all such tests.

6.5 TELEVISION

6.5.1 By entering the Ginetta Junior Championship, competitors, entrants and Teams are obliged to assist SRO Motorsports Group and Hayfisher Productions in the promotion of the Championship and in particular, the television coverage.

6.5.2 All competitors, entrants and Teams are obliged to assist the SRO Motorsports Group nominated TV Production Company in the filming of Championship events and activities through the granting of interviews when requested and any other reasonable requests of the TV Production Company or the Coordinator.

6.5.3 Drivers finishing first, second and third in the Drivers' Championship must make themselves available immediately after each Qualifying session, Race and/or the prize giving ceremony for any media interviews in accordance with the requirements and directions of the Organisers.

6.5.4 All cars must carry an in-car camera or on-board camera during testing, free practice, official qualifying sessions and/or the races at the request of the TV Production Company or the Coordinator, and all cars must carry a Championship on-board Judicial camera **(3.4)**.

6.5.5 Footage from any camera used by competitors or Teams cannot be used for commercial exploitation or public broadcast. Any footage produced in breach of this Regulation will forthwith upon request be delivered up to the Coordinator in addition to any penalty imposed.

6.5.6 Any competitor and/or anyone connected with a competitor is prohibited from trying to influence the editorial decisions of the TV Production Company in connection with the Championship as it is shown on television or of otherwise interfering with television coverage.

6.5.7 The decision as to which car is to carry an on-board camera and/or an in-car camera rests solely with the TV Production Company, SRO Motorsport and the Coordinator whose decision shall be final.

6.5.8 It is permitted to install own brackets in a competing car in order to incorporate an in-car camera but always subject to the prior approval of the Championship Scrutineer and the nominated TV Production Company.

6.5.9 The SRO Motorsports Group nominated TV Production Company shall have unrestricted access to any video footage captured by the drivers and / or Teams or their associates and may incorporate any such material in its coverage of the Championship.

6.5.10 All footage obtained or recorded by the SRO Motorsports Group Nominated TV Production Company of the Championship belongs to the SRO Motorsports Group and Ginetta Cars nominated TV Production Company and all competitors, entrants and Teams and their associates consent to their images being used by SRO Motorsports Group, Hayfisher Productions and Ginetta Cars (and those authorised by it) for promoting the Championship and merchandise associated with the Championship.

6.6 TEAM FILMING / FOOTAGE

- 6.6.1 Teams may only undertake their own 'behind the scenes' filming, providing written permission - clarifying what content you wish to film & where you intend to use it (i.e., Team website etc.) – is first be obtained from Kelly Robertson, SRO Motorsport Championship Coordinator. A licence fee is payable to SRO Motorsports for all approved accreditation.
- 6.6.2 Accreditation, via the Team, must also be applied for from Tom Hornsby - tom.hornsby@sro-motorsports.com stating the intention of the person or crew to film video footage, not stills photography. All accreditation must be applied for directly with the circuits too.
- 6.6.3 If approved final accreditation for each event must be applied for by the filming Team, directly through each circuit. This includes the requirement to sign on with the circuit at each event.
- They will issue you with a bib, which **MUST BE WORN WHEN FILMING** or the camera operator will be ejected from the circuit.
- 6.6.4 **ABSOLUTELY NO FILMING IS ALLOWED IN THE PIT-LANE, THE GRID, PARC-FERME OR ASSEMBLY AREA. YOU ARE NOT PERMITTED TO FILM ANY PART OF THE RACES OR ANY MOVING RACE CARS - AT ANY TIME, OR FROM ANY LOCATION.**
- 6.6.5 Teams will be permitted to film in and around the garages, paddock areas, spectator and trade areas, transporters, hospitality & motor homes. Garage filming must only be from within the garage, not from the pit-lane looking in.
- 6.6.6 Film crews must remain cognisant of the TV crew, who have priority at all times.
- 6.6.7 Film crews may film the podium but only from behind the TV crew and not obscure or hinder TV's filming of the podium.
- 6.6.8 A positive image of SRO Motorsport and its competitors, sponsors and officials must be portrayed at all times. SRO Motorsport reserve the right to immediately withdraw any permission granted, should they deem it preferable and/or necessary to do so.
- 6.6.9 Any filming or material obtained that goes outside these guidelines will result in the immediate withdrawal of any further permissions to the Team for the rest of the season.

6.7 ON-BOARD FOOTAGE

- 6.7.1 Teams may use short clips of footage (up to 2 minutes in total) taken from the Judicial Cameras in Free Practice 1 or 2, on the following terms.
- A complete lap cannot be shown - it must be interspersed with other angles or footage. No more than 30 seconds of continuous footage at any one time can be used.
 - Any on-board footage containing vision or sound of anything out of the ordinary, negative or untoward - particularly regarding another competitor - cannot be used (e.g., another car spinning off, or having an incident or mechanical failure etc).

6.8 ADVERTISING

- 6.8.1 No advertising of tobacco or tobacco products is permitted in any shape or form in this Championship. Additionally, any products that are not permitted to be advertised on UK television are also prohibited, along with any products that have an age restriction of above 16. The Organisers reserve the right to censor any advertising that may at the absolute discretion of the Championship Coordinator and / or the Organisers be deemed to be unsuitable. Any car or driver considered by the Championship Coordinator and / or the Organisers in their absolute discretion to be exhibiting unsuitable advertising may be disqualified from any Round of the Championship.

6.9 CHAMPIONSHIP LIVERY

- 6.9.1 Approved SRO Motorsport Championship stickers must be fixed to each competing car. Please see regulation **5.19** for further details.

All surfaces which have not been claimed for stickers by SRO Motorsport its sponsor companies or used for the application of starting numbers are free for use. Conflicting sponsor's stickers must be approved by the Championship Coordinator in advance and the position and size and colours (if approved) will be at the discretion of the Championship Coordinator.

- 6.9.2 All drivers must wear the approved branded Ginetta Championship race suit which includes approved championship badges, unless permission has been granted from the Championship Coordinator to use an alternative. The championship Organisers reserve the right to remove any badges or branding which is deemed to be unsuitable or conflicts with other championship / Ginetta / SRO Motorsport sponsors.

6.10 PUBLICITY

- 6.10.1 At all Championship Events, Drivers, wearing their driving overalls, must take part in any autograph session, paddock walkabout and pre-race parade, when requested by the Championship Coordinator.

- 6.10.2 All drivers who qualify for an award shall attend the podium ceremony and any post-race televised interviews wearing their race winners' caps to be provided by SRO Motorsport. Failure to attend the podium ceremony or failure to attend correctly attired may result in a fine being imposed by the Organisers.

- 6.10.3 In signing the Championship Registration Form, competitors, entrants and Teams agree that Ginetta Cars Ltd and SRO Motorsport (and those authorised by it) may make use of their activities and successes in motor sport for any advertising, publicity, public relations and merchandising purposes. The competitors, entrants and Teams also agree that in any advertising or promotion with which they are associated (relating to the Championship), the full title of the Championship (including the Championship sponsors name) will be used at all times.

6.11 MERCHANDISING

- 6.11.1 The competitor, entrant and Team hereby authorise SRO Motorsport (and those authorised by it) to use and reuse and licence the use of images and representations of the vehicles competing in the Championship and the name, images and representations of the driver, the Team, the Team logo and Team paraphernalia including (insofar as the same appear on the clothing worn by the competitor or on Team paraphernalia or on the cars driven by the competitor in the Championship) the logo and decals of all sponsors of the competitor and/or entrant for the purposes of producing merchandise exploiting the reputation of the Championship and all elements of the Championship.

- 6.11.2 The competitor, entrant and Team authorise SRO Motorsport (and those authorised by it) to use and licence others to use all Championship images and other material relating to the Championship in marketing and packaging material and commercial advertisements exploiting the Championship or merchandise of the Championship or any individual elements of the Championship.

- 6.11.3 The competitor, entrant and Team shall assist SRO Motorsport and those authorised by it with the promotion of the Championship and production and promotion of merchandise associated with the Championship.

6.12 EVENT ARRANGEMENTS

- 6.12.1 Throughout the course of the Championship, the Coordinator may inspect all race transporters and motorhomes to ensure that they are of smart appearance and in good order. The Coordinator may refuse to issue a Paddock vehicle pass to any vehicle that they deems to be unsuitable for display within the Paddock.

6.12.2 At the start of each Event, practice session and race, the competing cars and all Team vehicles must be clean, of smart appearance, and in good order. The Coordinator reserves the right to suspend competitors not meeting this requirement from taking further part in the Championship and withdraw passes until this Regulation is fulfilled to their satisfaction.

6.12.3 Any Team considered by the Coordinator, in their absolute discretion, to be exhibiting unsuitable advertising may be asked to withdraw it immediately.

6.13 SRO PASSES

6.13.1 Permanent passes will be issued to each registered Ginetta Junior competitor for his/her sole use and these will be valid for every round of the Championship. Each competitor shall be given the following number of passes:

- 6 x Pit Lane / Paddock access passes
- 2 x Private car passes
- 1 x Transport pass

6.13.2 Please note that these passes are issued in accordance with Commercial Undertaking **6.1** with respect to Team transport.

6.13.3 SRO passes will be issued to each registered Entrant/Driver for their sole use and these will be valid for every round of the Championship. Entrants/Drivers shall make applications for passes by completing the Vehicle/Staff Information Form and returning it to the Championship Co-ordinator by 1st March. The Championship Co-ordinator will not process Vehicle/Staff Information Sheets unless they are fully complete. Submission of an incomplete form or late return of the form to the Championship Co-ordinator, may result in no passes being available for the first Event and the withholding of an Entrant's/Driver's entry.

6.13.4 SRO passes are issued on condition that the person or organisation to whom they are issued waives any and all claims it may have now or in the future and releases from all liabilities and agrees not to take any legal action and to always hold harmless, SRO Motorsports Group, BRSCC Ltd and their employees, agents and representatives and servants, the Motorsport UK, the Race Organisers, the Promoters, the Venue Owner, the Championship Coordinator, any participating Team and all employees, agents, servants and contractors thereof for any personal injury, death, damage or loss of any kind that the pass holder may sustain as a result of or in connection with the pass holder's presence within the venue. This indemnity does not apply insofar as injury or death is caused as a result of the negligence of the party seeking an indemnity.

6.13.5 Entrants/Drivers will be required to sign for receipt of their SRO passes. By accepting the issue of these passes, the Entrant/Driver is deemed to agree to abide by the pass conditions and to undertake the obligation to advise each person to whom they are issued of the pass conditions and to ensure the observance thereof.

6.13.6 SRO passes are issued subject to the following conditions:

- A SRO pass may only be used to gain access to the areas indicated on the face of the pass. Any person found within a restricted area without the appropriate pass may be removed from the venue immediately and/or have any pass held by them withdrawn.
- A SRO pass may only be used by the Entrant/Driver to whom it is specifically issued. It is forbidden to alter or deface passes in any way or to allow a pass to be used to authorise the entry of more than one person at each Event.
- SRO passes must be worn around the neck of the person to whom it is issued so as to remain clearly visible at all times. It is forbidden to combine with or enclose a SRO pass within a wallet or holder of any kind (unless supplied by SRO or the Championship Organisers) or to attach additional items of any kind to it.

- SRO reserves the right to request further proof of identity in addition to a SRO pass.
- SRO at all times reserves the right to refuse admission to the venue or access to a designated area to any person, notwithstanding that such person may have been issued with an appropriate SRO pass.

6.13.7 SRO, in conjunction with the Championship Coordinator, reserves the right to remove immediately from the venue any person who is found to have violated the pass conditions contained in these Commercial Undertakings and/or to withdraw permanently a SRO pass issued to such person and/or to take or institute legal proceedings against that person.

6.13.8 All registered Entrants/Drivers are fully liable for any personnel and vehicle passes issued to them by SRO and/or received on the Entrant's/Driver's behalf. The misuse of any passes allocated to an Entrant/Driver will result (without prejudice to any other action which may be taken by SRO under the terms of these Commercial Undertakings) in SRO and or Ginetta Cars Ltd imposing a fine of £1,000 for each act of misuse of the pass together with the confiscation of the pass concerned for such period of time as the Coordinator shall deem appropriate.

6.13.9 If a Championship Registration is withdrawn/forfeited, all passes issued in connection with that Registration must be returned to the Championship Coordinator. Any lost/mislaid passes will be subject to a penalty of £25.00 per pass multiplied by the number of remaining rounds.

6.13.10 SRO passes will not be replaced if they are lost/mislaid unless they have been stolen and a copy of the police report relating to that offence is submitted to the Championship Coordinator.

6.13.11 Each Entrant/Driver must also attend the SRO Motorsport Media Day with their intended Paddock vehicle for the season and erect their awning (if applicable) for measurement by the Paddock Team. Passes will not be issued until the plot size has been measured and agreed.

6.14 PADDOCK REGULATIONS

6.14.1 The amount of space requested will not necessarily be the space granted to an Entrant who will assess individual requirements at the SRO Motorsport Media Day.

6.14.2 Each Team will be permitted one transporter and awning to be parked in their designated Paddock area. Any Entrant requiring an additional awning must make a request in writing to the Championship Coordinator prior to the first Event. Only Entrants running more than four cars will be permitted an additional awning. Entrants running three or more cars may be permitted additional space for a Support Vehicle/flat patch. Awnings are not permitted on Support Vehicles.

6.14.3 Each Entrants / Drivers are required to have one fire extinguisher per car (maximum capacity 5kg or it's equivalent) within their transporter/awning at each Event. This shall not include the extinguisher fitted to the car(s).

6.14.4 Any amendment to the vehicle and/or awning size required must be notified in writing to the Championship Coordinator for their approval prior to use.

6.14.5 The space allocated by SRO Motorsports Group is granted for the preparation of race cars and Team catering. It is expressly forbidden to use this space as a hospitality area or trade site area.

6.14.6 Motorhomes/caravans and private cars are not permitted within the Paddock at any venue unless in exceptional circumstances and with the prior written approval of the Championship Coordinator.

6.14.7 No hospitality/entertaining will be allowed by Entrants/Drivers within the Paddock. Teams may use an area at the rear of their awning specifically for Team catering only.

- 6.14.8 Any small two or four-wheeled motorised Paddock vehicles which are authorised by SRO Motorsports Group or the venue may be used within the Paddock. These vehicles may only be used during authorised times and four-wheeled motorised Paddock vehicles can only be driven by a current full road traffic licence holder for race Team related business. Recreational use is strictly prohibited. Please note that private cars and vans are not considered as Paddock vehicles.
- 6.14.9 There is a speed limit of 10mph in the Paddock at each venue. The only movement of race cars permitted in the Paddock is on the way to the Assembly Area and on the way back from Parc Fermé with a current full road traffic licence holder seated in the Driver's position and in control of the car.
- 6.14.10 Tailgates on transporters must remain closed at all times except when loading and/or unloading your race cars.
- 6.14.11 Entrants/Drivers will be issued with a specific time to park up their race transporters in the Paddock at each Event. Access to the Paddock outside your parking-up time is forbidden, unless the express written permission of your Championship Coordinator has been obtained to park up at a different time. Verbal permission from circuit employees will not be accepted.
- 6.14.12 Any pipes, wires or cables trailing from motorhomes and/or transporters and/or generators must be protected by hard covers where they will be crossed by vehicles or pedestrians. All health and safety requirements must be met at all times and warning signs must be erected where there is any danger to the public or other persons.
- 6.14.13 All health and safety regulations as well as any such directives issued by the Championship and/or the venue must be met at all times.
- 6.14.14 It is an offence for any person to ride or drive any motor vehicle on the roads or other public areas under the control of the venue promoters unless they are covered by third party insurance. It is a condition of Registration that such insurance is in place. A copy of the policy must be lodged with the Championship Coordinator before the first Event of the season.
- 6.14.15 A fine of a minimum of £500 may be levied for any infringement of Paddock Regulations contained in these Commercial Undertakings at the absolute discretion of the and/or the Championship Coordinator. Each registered Entrant/Driver is responsible for the payment of fines incurred by all vehicles entering the Paddock/Pits on their behalf. The decision of the Championship Coordinator in respect of this additional penalty shall be final with no appeal to the MSC National Court.
- 6.14.16 No tail lifts are to be lowered until the cars for the last support race of the weekend has gone to the assembly area. Failure to adhere to this will result in a £500 fine.
- 6.14.17 All golf buggies or pit vehicles are to be parked either alongside or behind awnings or within the confines of your allocated space in the paddock. No golf buggies or pit vehicles are to be parked in the roadway.
- 6.14.18 All Paddock vehicles that require personnel to be on the roof (i.e., to affix awnings or flag poles/flags) must have the relevant safety equipment fitted. Any personnel on the roof must wear the relevant safety harnesses which must be affixed to the equipment on the roof, a £500 fine can be incurred if not adhered to. Please note that there will be regular H&S checks during the course of the season.
- 6.14.19 Teams should refrain from using 'single use plastics' within the paddock area, their garages or awnings, or hospitality areas. In this respect 'single-use' is a term which can refer to any plastic item either designed to be used for one time, or likely to be used in that way, within the venue. Such items include disposable single-use plastic bottles of water or drinks, plastic cups, plastic cutlery, plastic straws, thin plastic carrier bags, plastic drink stirrers etc.

A team which has no practical alternative to the use of a fully recyclable single use plastic item due to an existing commercial partnership, must first submit for approval a comprehensive plan for the collection within the venue and the recycling of those items including providing evidence as to the completion of their recycling after each event.

6.15 TIMETABLE REGULATIONS

- 6.15.1 SRO Motorsports Group (and those authorised by it) reserves the right to amend the race day timetable at its discretion.
- 6.15.2 Entrants/Drivers should listen carefully to the Paddock tannoy announcements and their Championship Coordinator regarding the time they are required in the Assembly Area. In ideal conditions the timetable may be brought forward and Entrants/Drivers may be called to the Assembly Area earlier than originally scheduled. Entrants/Drivers are warned that they will miss their qualifying session or race if they are not ready in the Assembly Area when the cars are released.

6.16 MISCELLANEOUS

- 6.16.1 Competitors, entrants, Teams and officials may not either individually or with any such participants or through any representative or agent, procure, solicit or arrange for any supplies, gratuities, products, merchandise, equipment or any other thing of value to be provided from any source whatsoever bearing or depicting any Championship logo and/or any trademark and/or any copyright and/or any image used or associated with the Championship without the prior written permission of the Coordinator to do so.
- 6.16.2 All images, photographs, recordings or representations of the participation in the Championship or association with the Championship of competitors, entrants and Teams may only be used for commercial purposes with the prior written consent of the Coordinator. No consent is required for normal media reporting of the Championship.
- 6.16.3 All the broadcast, recording, cable, satellite, digital, video, internet and interactive rights and other rights in all media to the Championship and other related events are the sole property of SRO Motorsports Group and Hayfisher Productions. Any recording or broadcast of the Championship and other related events or, rebroadcast or reproduction of material without express written permission of the Coordinator is strictly prohibited. competitors, entrants and Teams currently registered in the Championship may, subject to the prior written permission of the Coordinator and subject to any conditions that he may impose at their absolute discretion, be granted rights to use broadcast material for their own specific promotional use within the UK without fee or charge. Rights requested for any other commercial use must be made in writing to the Coordinator and if granted will be subject to Licence which may include a fee or charge.
- 6.16.5 Ginetta Parts Credit may be exchanged for parts only as supplied by Ginetta Cars. For the avoidance of doubt, Parts Credit cannot be used against entry fees, labour costs, lease costs or vehicle acquisition payments. Parts Credit must be redeemed within a 12-month period of being issued to the driver.
- 6.16.6 Parts Credit must be used by the driver it has been issued to and is non-transferable. All free entry prizes are for the driver in receipt of the prize and are non-transferable.

6.17 RACE ORGANISING CLUBS & CONTACTS

Vehicle Manufacturer

Ginetta Cars Ltd
Helios 47
Garforth
Leeds
Tel: 0845 210 5050
E mail: enquiries@ginetta.com
Website: www.ginetta.com

Control Fuel Supplier

Sunoco Race Fuels PO Box 1226
Linwood, PA 19061

Eligibility Scrutineer:

Clive Greves
Email: clivegreves@yahoo.co.uk

Control Fuel Distributor

AAOIL, Sunoco 58 Holton Road Holton
Poole BH16 6LT Tel: 01929 555974

Championship Organiser

British Racing & Sports Car Club
Unit 25 Wheatley Business Centre
Wheatley, Oxford, OX33 1XW
Tel: 01732 780 100
E-mail: enquiries@brscc.co.uk

Paddock Layout Team

MSO
Derek Weller
Tel: 01162 593808
Email: Derek@m-s-o.co.uk

Championship Coordinator

Kelly Robertson
Tel: 07917 261 345
Email: kelly.robertson@ext.sro-motorsports.com

Governing Body

Motorsport UK
Bicester Motion
OX27 8FY
Tel: 01753 765000

Ginetta Parts Department

Tel: 0113 385 4164
Email: parts@ginetta.com

Tyre Distributor

Protyre Motorsport
Tel: 01782 411001
Email: sales@protyremotorsport.co.uk

7 2026 SUPPORT SERIES ENVIRONMENTAL GUIDELINES 2026 CIRCUIT GREEN CHARTER GUIDELINES

The following guidelines address the topics of the Series' carbon emissions, water and waste management and recommend best practice procedures to be put in place by the participating Series, in order to improve the event's environmental footprint. Following the listed guidelines will contribute towards more sustainable operations, which will benefit the overall environmental performance of the Series as well. The guidelines were compiled in accordance with current environmental policies for carbon reduction and carbon footprint improvement.

7.1 CARBON EMISSIONS

Carbon reporting: Series to provide SRO with all required data sets for accurate measure of footprint, when requested, including details of;

All employee travel related to the event (number of employees, distances travelled and modes of transport used);

- Relevant logistics operations run in preparation for the race event (quantity of fuel consumed, total freight moved (kg) and modes of transport used);
- Any events emissions (all forms of fuel consumed at events for scooters, series operated cars, generators and equivalents);
- Total distance driven by series operated scooters, cars, trucks and machinery at event;
- Total electricity consumed at facilities away from tracks;

Carbon neutrality: Series to create a carbon reduction plan and management strategy for their carbon emissions where possible for race weekends, including generators use, mains electricity use and event vehicles (if not already in place).

Facilities electricity: Series to commit to using 100% renewable electricity by 2026 at the latest, and create a transition road map for how this will be achieved (at facilities away from track).

Event vehicles: Series to create and implement a plan to minimize the use of fossil fuel powered vehicles through a reduction in kilometres driven at events and switching to lower/zero carbon options (e.g. e-vehicles).

Scooters: Series to minimize the use of fossil fuel powered scooters, if any, across paddock transportation, either through replacement with e-scooters, or reduction in use of traditional scooters.

Generator use: Series to create a road map for full replacement of all ICE generators with lower/zero carbon alternatives by 2026 at the latest.

Series to eradicate use of space heaters if currently used.

Lower carbon diets: Series to offer at least one vegetarian and one vegan meal option to guests within the series' hospitality sites.

Logistics: Series to transition all logistics trucks to be at least Euro6 standard to limit carbon and air quality impacts from logistics.

Employee travel: Series to introduce employee travel carbon reduction plans, which should include:

Limiting/ reducing the number of employees taken to each race where possible;

Prioritizing lower carbon forms of travel such as train travel or car travel rather than flying;

Increasing the hire of EVs/ Hybrids for transportation where possible;

Carbon compensation for all flights in cases where flying is unavoidable;

7.2 WATER

Water consumption:

Avoid excessive washing of trucks in the paddock area, to reduce total paddock water consumption;

Fix and prevent all possible leaks during race weekends;

Clean discharge: Series to work with circuits to ensure all waste water discharged is done so in a safe manner, and does not cause any contamination of water causes or the local environment.

Chemicals: Series to work with circuits to ensure all chemicals used are safely discharged in the appropriate manners.

7.3 WASTE

Waste management and recycling: Series to ensure all waste created is correctly separated and fed into circuits existing recycling infrastructure;

Series to create a waste minimization plan to reduce total quantity of waste generated at race weekends;

Series to ensure all participating teams follow waste management and recycling practices;

Single use plastic: Series to eliminate the use of single use plastic across their paddock by switching to reusable alternatives for all existing single-use plastic;

Series to communicate that they are single-use plastic free through communication channels;


Food waste: Series to correctly separate all food waste and other compostable materials generated, and work with circuits to ensure it can be centrally collected for composting or similar (dependent on circuits infrastructure).

Tyre collection: Series to work closely with tyre partner to facilitate the collection and recycling of 100% of tyres used at race weekends.


APPENDIX A: Ginetta Junior Championship Decal Layout

G 40
JUNIORS - ROOKIE


WINDSCREEN BANNER




FRONT + REAR CORNERS



SILL STICKERS - BRSCC/PROTYRE



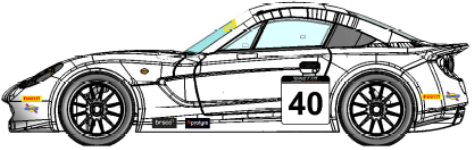
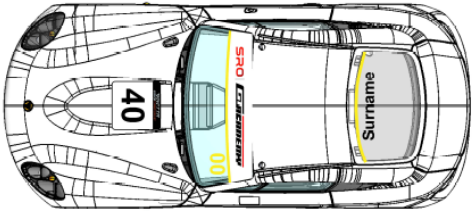
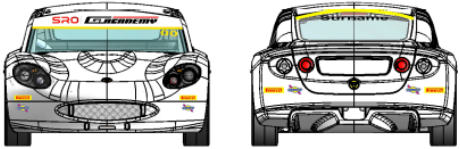
NUMBER BOARD-BONNET & BOTH SIDES



WINDSCREEN NUMBER - **FLURO YELLOW**


ROOKIE ONLY WINDSCREEN FRONT & REAR STRIP - **FLURO YELLOW**

GINETTA
DECAL DETAILS






G 40
JUNIORS


WINDSCREEN BANNER




FRONT + REAR CORNERS



SILL STICKERS - BRSCC/PROTYRE

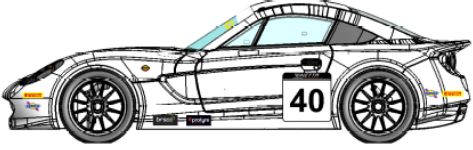
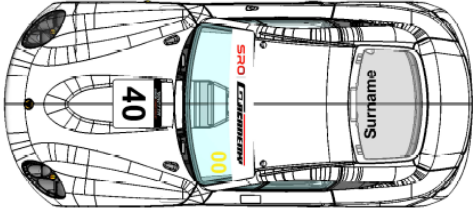
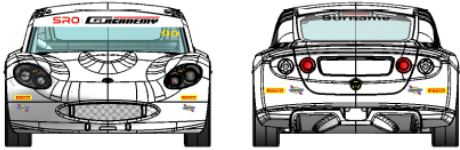


NUMBER BOARD-BONNET & BOTH SIDES



WINDSCREEN NUMBER - **FLURO YELLOW**

GINETTA
DECAL DETAILS

APPENDIX B: Ginetta Junior Championship Race Suit Logo Placement





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

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

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

The Values

- Respect
- 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.

Professional Standards in Motorsport Coaching



JUNIOR RACING CHAMPIONSHIPS – COACHING BEST PRACTICE

It is important that we all contribute to a positive environment for our young drivers. To further enhance the expectations for all detailed below are best practices and provides a support for the Driver Coaches as well as the Championship Organisers, Parents and Teams.

Maximising the Driver Experience

Create a positive experience by building strong relationships with drivers through excellent communication, technical expertise, and responsiveness. Advocate for motorsport growth and driver retention via structured, engaging programmes of work.

Do's:

- Build rapport and trust early.
- Communicate clearly and listen actively.
- Design programs that engage and inspire.
- Champion motorsport participation.

Don'ts:

- Ignore driver feedback or concerns.
- Deliver generic, unstructured sessions.
- Focus solely on performance without fostering enjoyment.

Promoting Welfare and Providing a Safe, Inclusive Coaching Environment

Prioritise driver welfare and foster a supportive atmosphere. Manage behaviour positively while delivering safe and inclusive practices.

Do's:

- Regularly assess and address welfare needs.
- Create a respectful, inclusive environment.
- Deliver well-structured, safe activities.
- Promote reporting routes and empower individuals to share any concerns or worries they have.

Don'ts:

- Tolerate discriminatory or unsafe behaviour.
- Neglect individual needs.
- Ignore signs of stress or discomfort.

Understanding Your Role as a Coach

Stay within professional boundaries, manage stakeholder relationships, and articulate a clear coaching philosophy to positively impact drivers on and off the track.

Do's:

- Use critical thinking and initiative.
- Foster collaborative relationships with parents and stakeholders.
- Develop a philosophy centered on holistic driver development.

Don'ts:

- Overstep boundaries or micromanage.
- Dismiss the input of parents or stakeholders.
- Lack a clear vision or philosophy.

Professional Standards in Motorsport Coaching



Maintaining Professional Practice

Deliver driver-focused coaching with high standards in relationship management, duty of care, and professional development while adhering to data protection laws.

Do's:

- Prioritise driver safety and performance, identify and mitigate risks as part of your pre-activity planning.
- Handle data responsibly.
- Pursue ongoing professional development.

Don'ts:

- Compromise on duty of care or safety.
- Ignore regulations on data handling.
- Remain stagnant in your learning and development.

Planning, Delivering, and Reviewing Coaching Sessions

Plan, deliver, and review inclusive, effective sessions tailored to participants' needs. Evaluate and adapt to ensure engagement, variety, and progression.

Do's:

- Plan with drivers' goals in mind.
- Use varied and progressive methods.
- Adapt based on real-time feedback.

Don'ts:

- Stick rigidly to ineffective plans.
- Deliver monotonous or one-size-fits-all sessions.
- Avoid post-session evaluations.

Planning, Delivering, and Reviewing Coaching Programmes

Design inclusive programmes of work aligned with drivers' long-term goals. Continuously evaluate effectiveness and adapt to maintain engagement and progression.

Do's:

- Tailor programs to individual aspirations.
- Foster enthusiasm for ongoing learning.
- Evaluate and refine regularly.

Don'ts:

- Use a generic, repetitive programme structure.
- Overlook long-term development.
- Fail to engage drivers in planning.

Motorsport Legislation, Organisational Policies, and Procedures

Adhere to all legislation, policies, and procedures, ensuring professional integrity and alignment with Motorsport UK's standards.

Do's:

- Stay updated on policies and legislation.
- Promote Race with Respect.
- Meet and maintain professional standards.

Don'ts:

- Disregard legal and regulatory compliance requirements.
- Overlook the importance of respect and integrity in coaching.
- Neglect ongoing professional accountability