



Bullnose Kemble Targa Rally

Sunday 31st May 2026



2025 Winners - Tom Brooks and Zak Linham

Supplementary Regulations



2025 BTRDA® Gold and Silver Star Targa Road Rally Championship



Introduction

Welcome to the third Oxford Motor Club single-venue Targa Rally being held at Kemble Airfield near Cirencester on Sunday, 31st May 2026.

Our first two Targa Rallies were an unqualified success and we intend building on this to again provide you with a very enjoyable day's motorsport.

The event will run under a dual (Interclub / Clubman) permit.

The Interclub event is a round of the JD Competition Tyres BTRDA Silver Star Targa Road Rally Championship, HEL Performance 2026 Targa Road Rally Championship, Mikris Finishers 2026 CMSG Targa Road Rally Championship,

All Championship Contenders **MUST** enter the Interclub category event and both crew members **MUST** hold at least an Interclub licence from Motorsport UK.

For those not competing in a Championship and / or not holding an Interclub licence there will be a 'Closed to Club' Clubman event.

Please be aware that for the 'Closed to Club' Clubman event you will require a Motorsport UK RS Clubman licence as a minimum and be a member of Oxford Motor Club.

The rally will consist of a number of tests of one to two miles set out in different layouts which will vary during the day, to create an enjoyable competitive day's sport.

The rally will be open to cars complying with Road Rally rules. See SR 8 for more details.

We hope you can join us on the day

Kevin Belcher – Clerk of Course

On Behalf of the Oxford Motor Club Organising Committee.

Supplementary Regulations

1 Announcement

Oxford Motor Club will organise an Interclub Targa Road Rally, and a Clubman Targa Road Rally on Sunday, 31st May 2026 at Kemble Airfield. Cotswold Airport, Cirencester GL7 6BA

Map Ref: 163 / 958.2 963.5. //W3W: unscathed.popping..space

2. Jurisdiction

The meeting will be held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting code of the FIA)

These Regulations were compiled using National Competition Rules 2026 Edition 2, Chapter 13 (Rally), with specific notice to Appendix 11 Part C (Targa Road Rallies).

Chapter 13 must be read in conjunction with all linked NCR chapters, these Supplementary Regulations and any written or verbal instructions issued by Oxford Motor Club for the event.

Competitors are reminded that the National Competition Rules are only available online. Go to <https://www.motorsportuk.org/resource-centre/> and look for the link to the current NCRs. The document can be downloaded to your device. An opportunity to view the latest **NCR**'s will be available at Rally HQ.

3. Championships and Permits

Motorsport UK Permit Nos: Clubman: 207153
Interclub: 207154

HEL Performance 2026 ASWMC Targa Road Rally Championship – **CH2026/RALLY047 (E)**
2026 KEDS Motorsport CMSG Targa Road Rally Championship – **CH2026 / RALLY 032 (D)**
2026 JD Competition Tyres BTRDA Silver Star Targa Road Rally Championship –
CH2026 / RALLY 030

4. Eligibility

The Interclub event is open to all fully elected members of Oxford Motor Club, the BTRDA or a motor club which is a member of the ASWMC, ACSMC, AWMMC, WAMC or CMSG.

The Clubman event is open to all fully elected members of Oxford Motor Club.

If you are not a member of the Club, membership is available for £10 for single membership valid to 31st December 2026

Online applications can be made at [Oxford Motor Club On-Line Membership Form/](#)

All competitors must produce a valid Club membership card and Motorsport UK licence.

Reference will be made to Motorsport UK's Licence Suspensions Register.

Drivers must hold a full valid Road Traffic Act driving licence for a car. Navigators must have attained the age of 12 years.

Competitors may enter as a driver and / or a navigator but may only undertake each role once.

For the purposes of seeding the entry list, the owner of the vehicle entered will be deemed to be 'first' driver and will always have the higher seeding. However, where the owner is not the more experienced driver on competitive events the more experienced driver will be deemed to be the first driver. In the event of a query or dispute the Clerk of the Course's decision is final.

5. Programme – Subject to alteration in the bulletins and final instructions:

19.00 on Thursday 16th April 2026
18.00 on Wednesday 20th May 2026

Entries Open
Entries Close

Final instructions, venue map and any other documentation relevant to the final instructions will be sent by email as soon as possible after entries close.

07.00 Sunday, 31st May Gates Open

- IF ARRIVING EARLY, PLEASE PARK AWAY FROM THE VENUE. The road outside is fast and must not be restricted by cars, vans and trailers.

07.15 Noise Check starts - Vehicles failing the noise check will not be allowed to start.

07.15 Scrutineering starts - within or adjacent to the Paddock area.

07.20 Signing On opens - within or adjacent to the Paddock area. - Any competitor not signed on by 08.45 am. will not be allowed to start.

07.20 Signing On opens Following scrutineering competitors will be supplied with all necessary instructions, diagrams, maps and time cards to allow them to complete the rally within the overall event timetable.

08.45 Drivers Briefing – COMPULSORY – Adjacent to the Signing On Area

09.00 First car starts Test 1.

There will be a lunch break of around 45 minutes and the event will finish with an awards presentation at around 5pm.

6. Venue Details

6.1 Location

The event will take place totally off public roads within the confines of Kemble Airfield - Cotswold Airport, Cirencester GL7 6BA

Please note – petrol and/or water is not available at the venue.

6.2 Filming and Recording

The Licensee and all parties of the Licensee are strictly prohibited from filming on the Estate and Designated Space by any means whether camera, mobile phone, television or any other equipment.

Therefore the use of Dash-Cams, in-car cameras, mobile phones, cameras or drones by competitors, their support teams and/or families or marshals taking pictures is NOT ALLOWED.

Any Competitor or persons associated with them or any marshals found contravening this ruling will be disqualified from the event and asked to leave the venue.

Competing vehicles may be checked at the gates by venue officials. Please switch off your Dash Cams when entering the venue.

Officials, in the course of their duties, will be exempt from this prohibition should photographic evidence be required in the event of any incident or accident.

6.3 Refreshments

Catering will be available at the event and will provide hot drinks and snacks from 7.00 am onwards.

During the lunch break, competitors are asked to give priority to marshals/officials in the queue for the catering van.

6.4 Toilets

Toilet facilities will be provided.

6.5 Notices

Before, during and after the event, official notices will be displayed on the official notice board in the Start / Paddock area. Competitors may have to sign to acknowledge awareness of notices posted on the official notice board or issued during the event.

6.6 Drones

The flying of drones is **not permitted** – see paragraph 6.2 for anyone found flying a drone

7. Officials

The Officials of the events are as follows;

Clerk of the Course	Kevin Belcher	07780 955720	kevin.belcher@abbott.com
Deputy Clerk of the Course	Simon Marks	07973 412530	a304sca@aol.com
Event Secretary	Tom Horst		secretary@bullnoserrally.co.uk
Entries Secretary	Shirley Blackwell	07842 205453	entries@bullnoserrally.co.uk
Competition Liaison Officer	Chris Hambly		
Chief Timekeeper	Graham Ford		
Results	TBA		
Radio Controller	Simon Marks		
Chief Marshal	Colin Minchin	07876 681395	marshalling@oxfordmotorclub.co.uk
Chief Scrutineer	Dominic Hodge		
Asst Scrutineers	Peter Gill		
Environmental Scrutineer	Simon Marks		
Event Stewards	Dick Hall, Mark Nicoll	+1	
Motorsport UK Steward	TBA		
Safeguarding Officer	John Blackwell	07857 403451	safeguarding@oxfordmotorclub.co.uk
Equipment Officer	Colin Minchin		
Motorsport UK Recovery Unit	Wyeroc Recovery		

8. Eligible Cars

8.1 At this time, electric/hybrid vehicles cannot be accepted due to the special safety and training requirements needed in the event of an accident or breakdown.

See Edition 2, Ch 13, App 11c of the of the 2026 National Competition Rules [NCR]

8.2 The event is open to all cars compliant with Motorsport UK **NCR Ch 13, App 11c, Art 2.** and the following:

8.3 Cars must, where applicable, must have a current MoT certificate.

8.4 All cars must comply with the Motorsport UK **NCR Ch 13, App 15,** Road Rally. Waivers will NOT be available for Historic Road Rally cars

8.5 As this is a daylight event, **NCR Ch 15, App 15, Art 5.1, 5.2 and 5.10** do not apply.

8.6 Paintwork **is not** required to be one colour.

8.7 **NCR Ch 13, App 15, Art 6.1** is relaxed to allow advertising not exceeding 1250 sq cm in total. Large logos will need to be removed or completely covered up.

8.8 Kit cars must be based on road car mechanicals, and will only be accepted at the organisers' discretion.

8.9 Tyres must comply with **NCR Ch 8, App 4, Art 3.1** (reproduced below)

Tyres for Road Rallies

- 8.10** For all Road, Navigation, Targa Road and Historic Road Rallies, tyres are free subject to the following:
- 8.10.1** Tyres on the current FIA List of Asphalt Eligible Tyres including sizes not homologated are not permitted unless on List R.
- 8.10.2 Tyres on List 1B and List 1C are not permitted other than those on List R;
- 8.10.3 Tyres marked for "Competition Use" are not permitted with the exception of tyres on List 6 and List R.

Note : **NCR Ch 13, App 11c, Art 3.1** : A maximum of **six tyres** can be used by a crew during an Event unless the Official Documents deem otherwise.
For the Bullnose Targa, a single crewed car will be permitted to use up to six tyres and a double crewed car will be permitted to use up to eight tyres.
Tyres may be marked during the scrutineering process.

9. Scrutineering

- 9.1** All vehicles will be scrutineered for safety purposes. Cars will only be allowed to start subject to compliance with road rally noise regulations 98dB(A) at 0.5m or 86dB(A) at 2m at 2/3 maximum revs as per **NCR Ch 7, App 13, Section D**.

There may be additional checks throughout the day if deemed necessary by the Scrutineers.

- 9.2** The validity of the MoT certificate for the competing vehicle will be checked by the organisers online with the DVLA. Failure to have a valid MoT will result the competitor being disqualified. MoT exemption can only be given to vehicles less than three years old or if the vehicle was built or registered more than 40 years ago. ago (and has been registered with the DVLA as a Historic Vehicle).

- 9.3** Car tax is not required because the event is wholly on private land. **CH.13 APP.11C ART.1.10**

- 9.4** All vehicles must carry a small Spill Kit **NCR CH.13 App 11c, Art 2.4**.

- 9.5 Towing eyes must be fitted and ready for use in case of break down.

9.7 Prohibited Equipment

- 9.7.1** The use of Dash-Cams, in-car cameras, mobile phones, cameras or drones by competitors, their support teams and/or families or by marshals taking pictures is **NOT ALLOWED**.

- 9.7.2** Competitors may not wear crash helmets of any type.

- 9.7.3** The use of intercoms for competitors (other than those with medical dispensation) is not allowed.

- 9.7.4** Pace notes made separately from the test diagrams are not permitted.

The penalty for breaching any of these restrictions is disqualification from the event.

10. Classes

- 10.1** The Interclub event will consist of the following classes:

Class 1: Experts in cars up to 1400cc
Class 2: Experts in cars 1401cc and over

Class 3: Novices in cars up to 1400cc
Class 4: Novices in cars 1401cc and over

- 10.2** The Clubman event will consist of the following classes:

Class 5: Cars up to 1400cc
Class 6: Cars 1401cc and over

- 10.3 Expert:** a driver who, at the time of entry, has finished in the top 10 of any Road Rally, Targa Rally, Targa Road Rally, Endurance Road Rally or Stage Rally. Competitors who are Experts in another relevant category of motor sport may be considered as Experts. If you require clarification, please speak to the Clerk of the Course.
- 10.4 Novice:** a driver who, at the time of entry, falls outside the definition of expert.
- 10.5** Competitors may only enter one class. The organisers' reserve the right to alter classes if they think that is appropriate.
- 10.6** Competitors will be seeded based on the information provided.
Seeding Information - Please either:
- Email your results from your last 5 events to the Entries Secretary **or**
 - Record your results from your last 5 events on the Sapphire Solutions Event Registration Form **[Class and Skill Page]** as free text in the following format **Event – Year – Grade [Interclub or Clubman] –Class – Class Position - O/A Position.**
- If no seeding information is supplied your start position will be nominated by the organisers.

11. Identification

- 11.1** Competing vehicles will be identified by numbers supplied by the organisers. These must be displayed on the nearside and offside and on the front or rear of the vehicle. They must be removed upon leaving the event venue. It is the responsibility of competitors to always ensure that the correct driver's number is visible during the event.

12. Entries

- 12.1** Entries will open at 19:00 on Thursday 16th April 2026.

Entries should be made by completing this [Event Registration Form](#)

We are using the Sapphire Solutions system for entries only.

- 12.2** The entry fee is **£110** per entry.
- 12.3** **The closing date for entries is 18.00 on Wednesday, 20th May 2026.**
Withdrawn entries notified in writing or email on or before the closing date will receive a full refund. Those withdrawn after this date will not be refunded.
- 12.4** Payment via bank transfer payment to the following **Lloyds Bank:**
Account Name: **Oxford Motor Club Ltd**
Sort Code: **30-99-78,**
Account Number: **56536668**
- 12.5** Acceptance of an entry will only be confirmed when a **fully completed entry form and full payment plus any membership fees has been received** and will be accepted in the order of the payment being received.
Partially completed entry forms will be treated as reserves until all details are provided
Entries received on the electronic entry system will be classed as reserves until payment has been received.
- 12.6** The maximum number of entries is **60**.
Any entries in excess of this number will be classed as reserves.
All entries and their current status will be shown on the Sapphire Solutions web site.
- 12.7** If payment is not received within 48hrs of entry the competitor will be placed at the end of the reserve list and the place offered to the next qualifying entry.
We will not reserve places.
- 12.8** Entries will be acknowledged by email.

- 12.9** Telephone entries will not be permitted.
- 12.10** Double Drive competitors must complete separate entry forms.
- 12.11** **Signing on and documentation will be carried on the morning of the event at the venue. Club Cards and Motorsport UK licences MUST be produced at Signing On.**
- 12.12** Any competitor failing to produce a Motorsport UK licence will be asked to complete a MSUK 'Failure to Produce a Licence' form before being accepted as a competitor - otherwise the entry will be refused.
Clubman competitors may be asked to register / re-register for a licence before being accepted as a competitor - otherwise the entry will be refused.
- 12.13** Competitors failing to produce a qualifying Club Membership Card will be asked to join the organising club otherwise the entry will be refused.
- 12.14** Final instructions will confirm starting times etc. and will only be sent by e-mail to the e-mail addresses specified on the entry form.
- 12.15** Once an entry has been confirmed only **ONE** alteration [driver, navigator or car] can be made and this must be approved by the Entries Secretary. More than one alteration will require a fresh entry. – as per SRs 12.2 & 12.3.
- 12.16** **Data Protection Act / General Data Protection Regulation:-**
The information declared on the entry form will be held on computer for membership administration and Oxford MC event or championship purposes only. This includes emailing you about Club events and newsletters.

13. Event Test Definition

- 13.1** All of the tests will be defined by diagrams with the route clearly marked.
- 13.2** Tests should be completed in accordance with the time schedule.
- 13.3** Timing will be to an accuracy of 1 second.
Competitors will start at 1 minute intervals on Test 1, then at 30 second intervals on all subsequent tests.
Timing will be by clocks set to BBC time and the official rally clock will be on display at the start. Times will be recorded on timecards carried by competitors; these will be issued at documentation.

14. Judges of Fact

All marshals who have signed on are deemed to be Judges of Fact for any regulation relevant to the control point and manoeuvres on the special tests at which they are officiating.

15. Special Tests

These will be at a maximum average speed of 30 M.P.H This average speed will be used to set the minimum time for each special test. Each test will have start and finish controls and may have route checks (code boards) and passage controls on route.

Competitors will be required to negotiate, in a forward direction, a series of cones and chicanes during the special tests.

Competitors are required to stop ASTRIDE the line at the finish and then go forward IMMEDIATELY to the finish marshal.

The times shown against the TS (test start) are indicative only for competitors to know if they are running ahead of behind schedule.

No delay allowance is applicable if running ahead of these indicative times.

16. Controls

Start Control

The Start Control is located at the 'red flag' control board-

The actual start time will be recorded on the competitor's time record card by the start marshals!

When the previous car has left the start line the competitor will pull up to the start line under the marshals' instruction and await the traffic light countdown to start. The red circle will illuminate with 15 seconds to go. Amber lights will come on at 10 seconds to go. The red circle will go out at 5 seconds to go. The last 5 seconds is counted down in amber lights. The green light will illuminate when it is time to go. A competitor is deemed to be ready to commence the test as soon as they arrive at the Start area ready to go. It is imperative that no delays occur at the Start, all cars WILL start at thirty second intervals. (one minute intervals on Test One only) In the event of a car not being ready to start, then they will have been deemed to have started at the time allocated. This time will not be changed, unless the test is stopped.

In the event of equipment failure, the start will revert to a manual system, i.e. given a warning at 10 seconds and then a countdown from 5 seconds, both verbal and visual 5, 4, 3, 2, 1, GO.

A Penalty will be applied for a jump start for both electronic and manual start systems.

Test Finish Time Control. / Time Card Collection Control

Test Finish times are recorded when the car stops any forward movement at the Finish Stop astride boards, also marked by two inward pointing yellow cones and then proceed carefully to the Finish Time Control marshal located at the 'red stop' control board. Failure to follow this procedure will mean that a penalty will be imposed.

The Test Finish Time will be recorded in the appropriate box on the provided time card by the Finish marshal.

Once the time has been entered, vacate the area **immediately** and travel to the **Time Card Collection Control where the** Time Card will be collected, and the Test start time for the next test will be issued.

Stop Astrides

These will be clearly marked on the test diagram, and the requirement is to stop astride the two red cones also marked by two inward pointing yellow cones. Failing to do so will result in a penalty. Repeated failure to stop astride any line may be viewed as driving in a dangerous manner and may result in disqualification.

Passage Controls may be used.

A signature by the marshal standing at the passage control is required in the appropriate box on the provided time card. To ensure the safety of marshals at all passage controls, a 'C' board will be placed approximately 10 metres before the control marshal. You are required to stop at the board and then proceed carefully to the marshal. Failing to do so / correctly follow the procedure will result in a penalty.

Route Checks may be used.

Route Checks may be placed on some tests to ensure that the correct test route has been completed. They will be clearly marked on the test diagram. These will use **Code boards** which should be recorded in the appropriate box on the provided time card. Some Tests may have "double" Code boards – these will consist of a cone in the centre of the road with a code board either side of the cone. Also, the test diagram will show the correct side to pass the code board

Stop/Go Controls may be used.

They will be clearly marked on the test diagram. The requirement is to stop prior to the marshal holding the lollipop board between the two Stop & go boards, also marked by two inward pointing yellow cones. and wait for them to show the "Go/Green" sign allowing you to continue the test. Failing to do so will result in a penalty.

17. Penalties

All controls and checks must be visited in the order specified on the timecards.

All controls will open 15 minutes before the due time of the first car and close 15 minutes after the last car is due plus any delay allowance.

MAIN TIME CONTROLS (MTC) – at the start and finish of the event.

SPECIAL TEST START (TS) – the start of each special test.

SPECIAL TEST FINISH (TF) – competitors will be timed when stopping **ASTRIDE** the line.

If a competitor overshoots the stop astride and/or stop line, there will be a penalty of 20 seconds.

Competitors must not reverse back to the line otherwise a penalty of 5 minutes will be applied.

Modifications to Motorsport UK NCR's

Not reporting or not providing proof of reporting within OTL at a Main Time Control	Retired
Not complying with the route card including visiting a control or check more than once (unless instructed to do so)	15 minutes

Special Test Penalties

A,	Not attempting a Special Test	Maximum Time + 5 minutes
B	Making a false start in a Special Test	Maximum Time + 30 seconds per offence
C	Taking the Bogey Time or Less:	Bogey time
D	Taking longer than the Bogey Time but less than the Maximum Time:	Actual time taken
E	Taking longer than the Target Time	Test Maximum
F	Failing to complete a test	Test Maximum
G	Failing to obtain a signature at a Passage Control	Test Maximum
H	Failing to record Code Boards correctly	20 seconds per Code Board
I	Failing to stop at a 'C' board preceding a passage control	20 seconds per occasion
J	Failing to complete a test in the correct sequence as per the route instructions	Test Maximum
K	Striking a cone or marker	10 seconds per cone / marker
L	Wrong side of a cone or marker	20 seconds per cone / marker
M	Failure to stop and wait for the "go" sign at a stop/go board	Test Maximum
N	Failing to stop astride finish line	20 seconds per occasion
O	Reversing at any Passage Control, Stop Astride or Test Finish line having failed to stop	5 minutes per offence
P	Driving in a dangerous manner	Disqualification

PENALTIES ARE LEFT TO THE DISCRETION OF THE CLERK OF THE COURSE WHICH MAY GO AS FAR AS DISQUALIFICATION: **Ch 5, App 5, Art 2.2, 2.3a, c, e, f, h.**

18. Force Majeure or Baulking

The organisers will not accept any claim from competitors concerning either Force Majeure or Baulking. In the event that a special test is interrupted or normal running after the passage of one or more competitors, and it proves impossible thereafter for other competitors to continue, the Clerk of the Course MAY give each affected competitor a notional time based on average penalty set up to the moment of interruption. If the section is re-started, those crews completing the section after the restart will receive the time taken by them, as will those competitors who completed the section before the interruption.

19. Results

19.1 To qualify as a finisher, competitors must start each test and visit each results PC

- 19.2 Provisional results will be published during the day and finalised prior to the awards presentations
- 19.3 Results will be decided firstly by the amount of time penalties accrued.
- 19.4 Ties will be decided in favour of furthest cleanest as **NCR Ch 13, App 5, Art 6.6b**. Should a further method be necessary to resolve a tie, it will be decided on smallest engine capacity.
- 19.5 Protests will be dealt with in accordance with **NCR Ch 2, App 9**.
- 19.6 Appeals will be dealt with in accordance with **NCR Ch 2, App 4**.
- 19.7 The organisers reserve the right to change the status of any Control, Ignore Control records or delete Sections in the interests of fair competition.
- 19.8 The organisers may give a notional or corrected time at any Time Control, Special Test Start or Special Test Finish, at which (in the organisers opinion) an inaccurate time has been recorded. Any query resulting from these results should be made by completing a query form issued at documentation.
- 19.9 Competitors will be supplied with one Results Query Form. More than one query on the same matter must be treated as a Protest. Protests must be made in accordance with **NCR Ch 2, App 9** and be accompanied by the appropriate fee of £70. **NCR. Ch 2, App 11**.

20. Awards

First Overall	Driver and Navigator
First in Class	Driver and Navigator
Second in Class	Driver and Navigator (subject to 4 entries)
Best Oxford Motor Club Team	Driver and Navigator [who have been current members prior to March 1 st]

21. Driving Standards

Driving standards will be monitored carefully. All signed on marshals, named officials or the Driving Standards Observer have the power to report any competitor for dangerous driving for the Clerk of the Course to decide on penalty – which may go as far as Disqualification, Penalty Points and report to Motorsport UK. Please be sensible, this is a fun event.

22. Regulations regarding Parental / Guardian Liabilities

Parents, guardians or guarantors of drivers or navigators under the age of 18 years of age are required to Sign On to enable their child to participate. By signing on, those parents, guardians or guarantors confirm that they have acquainted themselves with and agree to be bound by the Motorsport UK General Regulations and Motorsport UK **NCR Ch 3, App 4, Art 3**.

They also agree to accept the consequences and any associated penalties imposed for not adhering to General Regulations.

23. Code of Conduct

All Competitors, their associates, Officials and Marshals must be aware of their behaviour and conduct at all times and any abusive language or harmful behaviour will not be tolerated. Any incidents must be reported to the Event Officials or Safeguarding Officer who will also relay the report to Motorsport UK.

The Race with Respect Code of Conduct and further information is available on the Race with Respect page on the Motorsport UK website: <https://www.motorsportuk.org/racewithrespect/>

24. Acknowledgements

Kemble Business Park Estates,
Motorsport UK,
All our Officials and Marshals,



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:

The Values

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

I pledge to #RaceWithRespect and 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 safety 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:
- 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.