



2023 GB3 Championship Partnered by the BRDC
Sporting & Technical Regulations

GB3

CHAMPIONSHIP

PARTNERED BY THE BRDC



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Signed - Ch. Latham

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SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The GB3 Championship Partnered by the BRDC (“GB3”) is an FIA International Series governed by the FIA International Sporting Code and its appendices (hereinafter “the Code”), the International Series General Prescriptions and the present Sporting Regulations specific to the Championship, as well as the latest regulations of each of the Competitions which make up the Championship.

GB3 is organised by MotorSport Vision Racing (MSVR) and promoted by MotorSport Vision.

Championship Permit No.: RCINT2023-06
Championship Grade: INTERNATIONAL SERIES
Race Status: International

1.2 OFFICIALS

1.2.1 Championship Administrator/Coordinator:

Carly Latcham
E: coordinator@gb-3.net
T: +44 (0) 7525 592274

1.2.2 Eligibility Scrutineer:

Alister Poulter

Deputy:
Neil Hodgkin

1.2.3 Stewards Chairperson:

Esmor Jones

Championship Stewards:

Greg Masters
Eric Cowcill
Mike Dixon
Steve Stringwell

Any three of the above may reach a decision.

The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose penalties, subject to the rights of appeal.

1.2.4 Race Director:

David Scott or nominated Deputy.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- a) be fully paid up valid membership card holding members of MotorSport Vision Racing and
- b) be Registered for the Championship and
- c) be in possession of a valid Motorsport UK Entrants Licences.

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1.3.2 Driver and Entrant/Drivers must:

- a) Be current Members of MotorSport Vision Racing and
- b) be Registered for the Championship and
- c) be in possession of a valid Competition (Racing) International ITC-C licence as a minimum. ASN written consent is still required.
- d) *If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

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

1.3.4 Membership of MSVR is free on entry.

1.4 Registration

1.4.1 All competitors must register for the championship by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the Final Closing date for their first round being entered.

1.4.2 The Registration Fee is £5,550 + VAT- made payable to: MotorSport Vision.

1.4.3 Registration numbers will be the permanent Competition numbers for the Championship. In avoidance of doubt, a number is registered to a driver and not a car/entrant.

1.5 ROUNDS

1.5.1 The GB3 Championship will consist of race events as set out in the calendar below:

| Date | Venue | Races | Organising Club |
|----------------|-------------------|-------|-------------------|
| 8-10 April | Oulton Park | 3 | MSVR |
| 6-7 May | Silverstone GP | 3 | BRSCC |
| 2-4 June | Spa Francorchamps | 3 | RACB |
| 17-18 June | Snetterton 300 | 3 | MSVR |
| 29-30 July | Silverstone GP | 3 | MSVR |
| 9-10 September | Brands Hatch GP | 3 | MSVR |
| 13-15 October | Zandvoort | 3 | Zandvoort Circuit |
| 21-22 October | Donington Park GP | 3 | BRSCC |

In the event of Force Majeure, the Championship Organisers reserve the right to reduce the total number of Championship rounds.

1.6 SCORING

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

For Race One and Race Two

| | | | |
|-----------------------|------------------------|------------------------|-----------------------|
| 1 st 35 | 6 th 17 | 11 th 10 | 16 th 5 |
| 2 nd 29 | 7 th 15 | 12 th 9 | 17 th 4 |
| 3 rd 24 | 8 th 13 | 13 th 8 | 18 th 3 |
| 4 th 21 | 9 th 12 | 14 th 7 | 19 th 2 |
| 5 th 19 | 10 th 11 | 15 th 6 | 20 th 1 |

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For Race Three:

| | | |
|-----------------------|-----------------------|-----------------------|
| 1 st 20 | 6 th 10 | 11 th 5 |
| 2 nd 17 | 7 th 9 | 12 th 4 |
| 3 rd 15 | 8 th 8 | 13 th 3 |
| 4 th 13 | 9 th 7 | 14 th 2 |
| 5 th 11 | 10 th 6 | 15 th 1 |

In Race Three an extra point being awarded for every position a driver gains during the Race (the difference between starting grid position and classified finishing position). Up to a maximum of 15 places.

Regulation 1.6.6 applies to points for positions gains.

1.6.2 A driver must count their scores from all races in the Championship.

1.6.3 Points for the GB3 Teams Championship will be allocated to the two top scoring cars from each team from each race. Points to be awarded as in 1.6.1. To be eligible for the Teams Championship, teams must be in possession of a valid Entrants Licence.

1.6.4 The totals from all qualifying Events run will determine final Championship points and positions.

1.6.5 DEAD HEAT

1.6.5.1 Points awarded for all the positions of drivers who tie will be added together and shared equally.

1.6.5.2 1. If two or more drivers set identical fastest lap times in the same race, priority will be given to the one who set it first.

2. If two or more drivers of Competitors finish the season with the same number of points, the higher place in the Championship (in either case) shall be awarded to:

- a) The holder of the greatest number of first places
- b) If the number of first places is the same, the holder of the greatest number of second places
- c) If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.
- d) If this procedure fails to produce a result, the Promoter will nominate the winner according to such criteria as it thinks fit.

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- 1.6.6** If a race is stopped and cannot be resumed, no points will be awarded if the leader has completed less than 2 laps, half points will be awarded if the leader has completed more than 2 laps but less than 75% of the original race distance, and full points will be awarded if the leader has completed more than 75% of the original race distance.

Any race that has been run, in its entirety, under Safety Car conditions shall be declared null and void.

1.7 AWARDS

- 1.7.1** All trophies and awards will be presented by the promoter.

1.7.2 Per Race:

Trophies will be presented to: 1st, 2nd and 3rd place finishers

At each event The Jack Cavill Pole Position Cup will award £250 and a trophy to the pole-sitter for Race 1 & 2.

Further awards as may be published from time to time by the Championship organisers.

1.7.3 Per Championship:

The following awards will be made

- At the end of the season, the driver who has accumulated the most pole positions (secured from races one and two of the weekend) during the Championship will receive a cheque for £2,000 and the Jack Cavill Pole Position Cup.
- At the end of the season the team of the driver that has gained the most pole positions during the Championship will receive a cheque for £2,000 and the David Poole-Warren Team Pole Position Cup.
- At the end of the season the team who has won the GB3 Teams' title will be awarded a Championship Cup.
- At the end of the season, the winning Driver will receive a prize of two days post-season FIA F3 Testing.
- In addition, the winner of the Championship will also become a BRDC SuperStar (if British) and receive a major award presented at the BRDC Annual Awards.

Further awards as may be published from time to time by the Championship organisers.

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1.7.4 Presentations

Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony.

1.7.5 Entertainment Tax Liability

In accordance with current government legislation, MotorSport Vision Ltd is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, MotorSport Vision Ltd is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

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

For further information contact:-

HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB.

Tel: 0151 472 6488 **Fax:** 0151 472 6483.

1.7.6 Title to all trophies/awards

In the event of any Provisional Results being revised after any provision awards presentations and such revision affecting the distribution of any awards, the Competitors concerned must return such awards to the Co-ordinator in good condition within 7 days.

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CHAMPIONSHIP EVENT RACE MEETINGS & RACE PROCEDURES

2.1 ENTRIES

- 2.1.1** Competitors are responsible for sending in correct and complete entries with the correct entry fees to the Championship Coordinator prior to the closing date for entry which shall be 14 days before each round. Where events are closer than two weeks apart, the closing date shall be 7 days before the round.
- 2.1.2** Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct, and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 2.1.3** Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Championship Coordinator in writing. If Driver/Vehicle changes are made after publication of Entry Lists with, Final Instructions, the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.
- 2.1.4** The entry fee for each event is £2,300+ VAT
- 2.1.5** Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will 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 Qualifying 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 Start line and be released to start the race after the last car to start the GREEN FLAG LAP, or the last car to take the start has passed the start line or start line exit, whichever is the later. Such approval to start MUST be obtained from the Race Director.
- 2.1.6** The acceptance of Championship registration and race entries is at the discretion of the Organisers.
- 2.1.7** Prior to each event every competitor must submit a fully completed 'GB3 Pre-Event Scrutineering Declaration Form' as per Appendix FIVE. This must be submitted to the Championship Scrutineer by e-mail no later than 2 hours before Qualifying (Q1) commences. Any change to this information during the event will require an updated 'GB3 Pre-Event Scrutineering Declaration Form' to be provided to the Championship Eligibility Scrutineer.

2.2 BRIEFINGS

Competitors will be notified of the times and location for all briefings in the Final Instructions for the meetings, either electronically, or at the event. Competitors must attend/complete all briefings or be subject to a penalty.

2.3 TRACK ETIQUETTE

- 2.3.1** Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt, this is defined by Motorsport UK NCR Q12.21.2.
- 2.3.2** If any competitor requires mechanical assistance (telehandler, 4x4 etc.) during practice, qualifying or race the competitor may not take any further part in that practice, qualifying or race.
- 2.3.3** Any Competitor, who stops and abandons a car at the side of the circuit, must leave it in neutral and with the steering wheel in place.

2.4 QUALIFYING

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- 2.4.1** Should any Practice or Qualifying session be disrupted the Race Director shall not be obliged to resume or re-run the session; the decision of the Race Director shall be final.
- 2.4.2** Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify.
- 2.4.3** The grid for Race ONE will be set in order of times achieved in qualifying;
The grid for Race TWO will be set according to the driver's second fastest time achieved in qualifying.
The grid for Race THREE will be the reverse order of the fastest times achieved in qualifying prior to any penalties applied during or following qualifying.

However, to be included in grid reversal, a drivers' fastest lap time in Qualifying must be within 103% of the overall fastest lap set in Qualifying. Otherwise, those drivers will start Race THREE in the order that they qualified but in grid positions behind those within 103%.

Any driver that fails to set a lap time in Qualifying will start at the back of the grid with the permission of the Stewards. If more than one driver fails to set a lap time in Qualifying those drivers starting positions will be determined by lap times set in official practice for the event. If such driver/s failed to set a lap time in official practice, starting positions will be determined by the Stewards whose decision will be final.

Should two or more drivers set identical times, priority will be given to the driver who set it first.

If for any force majeure reason qualifying is unable to take place then the grid for Race ONE will be set according to Championship position and the grid for race TWO according to the finishing order of race ONE.

2.5 RACES

- 2.5.1** Should any race be disrupted the Race Director shall not be obliged to resume or rerun the race (1.6.4. above applies)
- 2.5.2** The standard scheduled race distance shall be the number of dry weather laps equating to a maximum of 20 minutes (Races 1 & 2) or 25 minutes (Race 3) whenever practicable. The maximum race duration (time) and scheduled race distance (laps) will be confirmed in the drivers' briefing notes and/or Final Instructions at each event.

2.6 STARTS

- 2.6.1** All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit. Team personnel are not permitted on the grid unless instructed by an official.
- 2.6.2** All starts will be Standing Starts.

The minimum Countdown procedures/audible warnings sequence shall be:-
1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap

- 2.6.3** Any cars removed from the grid after the 1 minute stage, or driven into pits on 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 start line exit, whichever is the later.

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- 2.6.4** Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.6.5** Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.
- 2.6.6** A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

In the event of any starting lights failure the Starter will revert to use of the National Flag.

Any alternative starting signal will be notified to competitors in Final Instructions.

2.7 SESSION RED FLAG

Should the need arise to stop any practice, qualifying or race, RED LIGHTS will be switched on at the Start line and RED FLAGS and/or RED LIGHTS will be displayed at the Start line and at all Marshal's Signalling Points around the Circuit.

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

In the interval between stopping and restarting, the race cars may return to the pit area for repairs. They may join from the pit road after all the other cars have started. Non-runners at the time of stopping can restart from the pit lane behind those referred to above. No work may be carried out on the grid unless on grounds of safety and with the approval of the scrutineer.

2.8 PITS, PADDOCK & START LINE SAFETY

- 2.8.1** Pits & Paddock: Competitors must ensure that FIA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.8.2** 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 all due care and respect the pit lane speed limits.
- 2.8.3** Refuelling: May only be carried out in accordance with the FIA Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting. Refuelling during any session is strictly forbidden.
- 2.8.4** Speed Limit: The Pit Lane speed limit will be 60 kph unless otherwise notified in Final Instructions.
- 2.8.5** Practice & Qualifying: ~45°, nose out, car pushed back by mechanics
Race: parallel parking
Penalties may be imposed for failing to adhere to the above.

2.9 RACE FINISHES

- 2.9.1** After taking the Chequered Flag drivers are required to:
- I. Progressively and safely slow down
 - II. Remain behind any competitors ahead of them
 - III. Return to the Pit Lane Entrance/Paddock Entrance as instructed,
 - IV. Comply with any directions given by Marshals or Officials
 - V. Keep their helmets on and harnesses done up while on the circuit or on the starting grid

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Entry to Parc Fermé is permitted only to drivers, Officials and authorised Championship Technical Staff. All other personnel must remain outside the Parc Fermé area at all times until their presence is specifically requested inside.

2.10 RESULTS

All Qualifying Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

2.11 TIMING MODULES

2.11.1 All competitors will be required to supply and fit an Electronic Self Identification Module (Transponder) to their car for the purposes of accurate timing. The type is MyLaps TranX260 or X2 direct powered transponder. These are available for purchase from TSL-Timing. It will be the responsibility of the competitor to fit these in the car in the position and manner specified in the MSV GB3 Technical Manuals. The Modules must be in place and functioning correctly for all Championship official practice sessions, qualifying sessions and races.

2.11.2 Any competitor who fails to fit a functioning transponder to their car may not necessarily be timed by the official timekeepers for the event, at their discretion. In such a case, the competitor may start the race from the back of the grid but also may not necessarily feature on the results of the race, irrespective of their finishing position.

2.12 OPERATION OF SAFETY CAR

2.12.1 The Safety Car will be brought into operation and run in accordance with FIA Art 2.10 Appendix H.

2.12.2 The Race Director has the option to deploy the Safety Car during practice, qualifying or races.

2.13 ON-BOARD CAMERAS

2.13.1 Competitors must only use the on-board camera systems in accordance with these Regulations using mountings specified by the Championship Organisers in the GB3 MSV GB3 Technical Manuals. Competitors will occasionally be required to carry supplementary cameras to obtain broadcast material. This will require the consent of the Race Director and Championship Eligibility Scrutineer.

2.13.2 All competitors are required to carry front and rear facing on board cameras for the primary purpose of safety and judicial procedures but also for broadcast purposes. All rights including copyright in relation to footage captured by on-board cameras will belong to the Championship organiser.

2.13.3 The camera must be installed in the position and orientation as defined in the MSV GB3 Technical Manuals and be in working order and set to record so that footage can be reviewed at the end of the session by the Stewards or Race Director or any personnel they appoint. Footage from the cameras may be used where there is any incident which is subsequently brought before the Race Director or Stewards for investigation. On-board camera footage may be used where there is insufficient existing information available for the Stewards or Race Director to take punitive action.

2.13.4 Any competitor who fails to supply suitable footage from their on-board cameras will be liable to a penalty.

2.13.5 It is the Competitor's sole responsibility to ensure safe installation and effective, reliable operation of the camera equipment. The cameras must be mounted and be angled so as to give good forward and rearward views of the circuit in accordance with the MSV GB3 Technical Manual.

2.14 EM MOTORSPORT MARSHALLING SYSTEM

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Competitors must ensure that all cars are fitted with an EM Motorsport Smart Marshalling device SMV_01_01. This must be functioning at all times and accurately and reliably reflect the flag and light panel signals around the circuit to the driver via the dashboard.

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CHAMPIONSHIP PENALTIES & JUDICIAL PROCEDURES

3.1 SPECIFIC CHAMPIONSHIP PENALTIES

3.1.1 Additional specific Championship penalties.

3.1.2 The Race Director has the option to impose Stop-Go and Drive Through penalties.

3.1.3 Penalties such as Drive Through, Black Flag, etc. will be notified to the driver from the signalling position by the appropriate flag and number. The same information will be displayed on official timing screens and teams MUST notify their driver using the pit signalling board.

3.1.4 When a penalty is applied under the International Sporting Code the Stewards may impose penalty points on a driver. If a driver accrues 12 penalty points during a free practice or qualifying practice, he may be suspended for the remainder of the Event. If a driver accrues 12 penalty points in a race, he may be suspended for the following Event. After the suspension has been issued, 12 points will be removed. Penalty points will accumulate through the season, after which they will be removed. Any such suspension will be at the discretion of the Stewards.

Points will normally be awarded according to the following guidelines:

- (i) Formal written reprimand – 2 points
- (ii) Fine, Time, Grid Place or Position/lap penalty – 3 points
- (iii) Disqualified from practice, heat, race or an event – 4 points
- (iv) Disqualified from the meeting – 6 points

Note: these penalty points, applied by the Stewards, are separate to any licence penalty points received for infringements by competitors who hold a licence issued by Motorsport UK.

3.1.5 Breaches of Art. 2.3.1 (track limits) may be reported and/or determined only by:

- (a) A duly appointed Judge of Fact and/or
- (b) Senior officials through the use of suitable equipment under the control of the organisers

Breaches of Art. 2.3.1 may be penalised by the Race Director in line with Motorsport UK NCR Q12.22.1.

3.2 RESPECT

3.2.1 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 Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion.

3.2.2 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.

3.2.3 In addition to articles 3.2.1 and 3.2.2 above, all drivers competing in the GB3 Championship agree to abide by Motorsport UK's "Race with Respect" initiative as found in Appendix SIX of these regulations.

3.3 INCIDENTS

"Incident" means any occurrence or Series of occurrences involving one or more Drivers and/or Team members, or any action by any Driver and/or Team member. The Race Director may report any incident or suspected breach of these Sporting Regulations or the Code (an "Incident") to the Stewards. After review, it shall be at the discretion of the Stewards to decide whether or not to proceed with an investigation. The Stewards may also investigate an Incident noted by themselves.

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Any Incidents involving more than one car may be investigated immediately or reviewed after the relevant session or race. Any such Incident which results in at least one of the cars being unable to continue will be automatically placed under investigation.

3.3.1 Judicial Protocol:

- a) It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if Drivers and/or Team members involved in an Incident shall be penalised.
- b) If an Incident is under investigation by the Stewards, a message informing all Teams which Driver or Drivers are involved will be displayed on the timing monitors (if the facilities on the circuit so permit). However, failure to display notification that an Incident has been placed under investigation will not invalidate that investigation or any subsequent decision and/or penalty.
- c) If a Driver is involved in a collision or Incident (see Article 16.1), and has been informed of this by the Stewards no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the Steward.

- ### 3.3.2 Penalties representing the cancellation of a number of qualifying laps may be imposed by the Race Director without observing any specific procedure. These penalties will be notified via the timing monitors, by displaying a penalty board, or by the addition of a time penalty added to the time achieved by the driver concerned by the amendment of the results.

The Race Director must immediately inform the Stewards of any penalty he has imposed.

A penalty imposed by the Race Director may be re-examined by the Stewards if a significant and relevant new element is discovered or if they receive a protest considered as admissible, save with regard to penalties representing drive through penalties. The Stewards are not bound by the decision made by the Race Director. The penalty may also be modified against the party concerned, and one or more additional penalties may be imposed

Any incident noted by the Race Director during practice, qualifying or race may be referred to the Stewards for further investigation.

A competitor wishing to have an incident investigated must request this by submitting an Incident Request Form no later than 30 minutes after the publication of the Provisional Classification. Any request later than this will not be considered unless in exceptional circumstances.

3.4 PROTESTS AND APPEALS

A competitor has the right to lodge a formal Protest (in accordance with the Code) regarding any irregularity or breach of the regulations during the competition.

Appeals may not be made against the decisions concerning the following penalties:

- a) Drive-through penalties, including those imposed during the last five minutes (the duration of the race to be considered excludes the last lap added to the race time) or after the race.
- b) Penalties implying the cancellation of a number of qualifying laps, decided by the Stewards or by the Race Director during or at the end of qualifying sessions according to the Sporting Regulations provisions.
- c) Penalties implying a drop of positions on the starting grid.
- d) Penalties implying a drop of places in the race classification
- e) Time penalties added to the whole race time.
- f) Obligation for a driver to start the race from the pit lane
- g) Reprimands

2023 GB3 Championship Partnered by the BRDC Sporting & Technical Regulations

TECHNICAL REGULATIONS

4.1 INTRODUCTION

The following Technical Regulations are set out in accordance with generally accepted 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.

4.2 GENERAL DESCRIPTION

The GB3 Championship is for Competitors participating in Tatuus MSV-022 single seater racing cars as specified in the MSV GB3 Technical Manuals, Parts Catalogue or any Technical Bulletins appended to them which are also defined as part of the MSV GB3 Technical Manuals. The definitive copy of the MSV GB3 Technical Manuals will be held by the Championship Eligibility Scrutineer and can be made available to Competitors for reference on request. It is the responsibility of each Competitor to ensure that their copies of the MSV GB3 Technical Manuals are up to date and that their car complies with the requirements.

4.3 SAFETY REQUIREMENTS

Cars must comply with the relevant sections of FIA Appendix J, Art 277 Category II SS as submitted.

Steering wheels must have a continuous rim and be 'quick release'.

4.3.1 A suitable Frontal Head Restraint compatible harness of six-point design and carrying an in date FIA approved label must be fitted.

4.3.2 The use of an FIA approved Frontal Head Restraint device (e.g. HANS device) is mandatory.

4.3.3 Racewear in accordance with FIA Appendix L to the International Sporting Code: All drivers must wear overalls as well as gloves, long underwear, a balaclava, socks and shoes homologated to FIA 8856-2000 standard or FIA 8856 – 2018.

Drivers must wear gloves of a high-visibility colour which contrasts with the predominant colour of the car, so that the driver can clearly attract the attention of the race starter in case of difficulty.

4.3.4 Driver seating position must be in accordance with Appendix J of the FIA regulations, Article 277.

4.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

All cars must comply with the requirements of sections J and Q of the current Motorsport UK Yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained.

4.4.1 All replacement components for the GB3 car must be supplied by MSV. Parts, original or replacement as per the Parts Catalogue, must not be modified, nor must their method of installation be changed unless the alteration is specifically stipulated in the MSV GB3 Technical Manuals or any Technical Bulletins appended to them.

4.4.2 Standard/non-proprietary fasteners may be substituted but their diameter, thread pitch, type (e.g. hex head, cap head, etc) and material must remain as original. The grade of material of a substituted fastener must always be equivalent to or superior to the original.

4.4.3 Components such as the back of the chassis, bodywork, wiring looms, pipes, hoses and other mechanical parts may be protected from heat damage, abrasion damage or ballistic damage by wrapping in a suitable material provided such protection does not alter the function of the primary component in any way. Any protection shall be easily removable to allow inspection of the component. Cable tie saddles may be bonded to the inside of the bodywork or to the chassis as required to manage the routing of hoses and cables.

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It is permitted to repair faulty threads by the use of Keenserts, Helicoils or similar but only to recover a thread to its original location, diameter and pitch.

- 4.4.4** Protections for driver comfort (e.g. foam padding) may be added, provided that their sole function is for protection.
- 4.4.5** The car must be dimensionally correct within the adjustment range of the standard components and the parameters set out in the MSV GB3 Technical Manuals, supplied by MSV.
- 4.4.6** The car in its entirety must be operated in accordance with the MSV GB3 Technical Manuals, supplied by MSV. In the MSV GB3 Technical Manuals, unless a setting is specified as adjustable or a component is specified as an alternative part, then the car must remain as originally supplied.
- 4.4.7** Any modifications and/or repairs that are not the direct replacement of standard parts, will only be permitted if it can be demonstrated by the Competitor to the Championship Eligibility Scrutineer before the car is used that such modifications and/or repairs are incapable in any way of enhancing the performance of the car. This will require the submission of a Technical Query Form as per Appendix FOUR. The decision of the Championship Eligibility Scrutineer as to whether to accept the modification and/or repair will be final and that decision will be communicated to the Competitor in writing. Photographic evidence of the modification and/or repair will also be obtained.
- 4.4.8** The Championship Eligibility Scrutineer has the right to remove any part or assembly or assemblies for examination of technical compliance at any time during the event. In this eventuality the competitor will be provided with a substitute standard specification component or components for the duration of the examination. Typical parts or assemblies likely to be examined are as follows:

- Anti-Roll Bars
- Dampers
- Differential components or whole
- Diffuser
- ECU
- Engine sensors
- Airbox
- Floor stays
- Front splitter and bib
- GCU
- Gearbox components or whole
- Rockers
- Silencer
- Wheel bearings
- Wing endplates
- Wing mounting plates
- Wing mounting spacers
- Wings
- Wiring looms

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4.4.9 The use of quick-release couplings for brake and clutch lines is allowed, provided that FIA approved dry couplings are used.

4.5 CHASSIS

4.5.1 Tatuus MSV-022 as detailed in the MSV GB3 Technical Manuals.

4.5.2 No modifications to the chassis are allowed.

4.5.3 Minor repairs to the chassis during events are permitted using original materials and providing that the original shape and dimensions are maintained, and are subject to the specific approval of the Championships Eligibility Scrutineer, by way of the Technical Query Form as per Appendix FOUR. Short term repairs at an event must be made good by the following event to re-achieve the original shape of the component, its surface finish and a high standard of aesthetic appearance.

4.5.4 Structural repairs to the chassis are not permitted unless by an MSV appointed supplier and for quality control purposes the repair must be routed via MSV.

4.6 BODYWORK

4.6.1 Must remain as standard as supplied by MSV. The adding of colour or thin adhesive film up to thickness of 0.5mm is not considered as a modification, provided the colour or film fulfils only an optic function. Note. Any added coloured adhesive film must not cover bodywork holograms/official identification stickers.

4.6.2 The modification of bodywork parts and bodywork supports is allowed only to ensure proper installation, only accounting for manufacturing tolerances.

4.6.3 Minor repairs to bodywork components during events are permitted using original materials and providing that the original shape and dimensions are maintained, and are subject to the specific approval of MSV, by way of the Technical Query Form as per Appendix FOUR. Short term repairs at an event must be made good by the following event to re-achieve the original shape of the component, its surface finish and a high standard of aesthetic appearance.

4.6.4 Structural repairs to the Front and Rear Impact Structures are not permitted unless by the MSV appointed supplier and for quality control purposes the repair must be routed via MSV.

4.6.5 The head restraint must be painted in commercially available paint or covered with vehicle wrapping vinyl. Low-friction transparent vinyl (of less than 1mm thickness) may also be applied to protect the surface finish but only in the area where there is contact between the driver's helmet and the head restraint.

4.6.6 The skid plank fitted under the chassis facing the ground must have at all time a thickness of at least 3mm. In order to establish the conformity of the skid plank after use, the thickness must be above the minimum at - least one point around the circumference of each of the three holes located as shown in Appendix TWO. Mist-coating the underside of the skid plank with aerosol paint to monitor wear / touching is allowed.

4.6.7 Measured across the car, the sidepod floors must be parallel to the plane of the underside of the chassis. Measured along the car, the sidepod floors must be parallel to the plane of the underside of the chassis.

In both cases this does not apply in the area of the floors designed to act as tunnels for airflow.

A tolerance of 5.0mm is permitted across their width and length, to allow for potential for discrepancies such as, but not limited to component manufacturing and repair tolerances and imperfection of chassis bottom flatness.

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4.6.8 All panels which are required to display Championship sponsor or other markings as set out in Appendix ONE must display these logos/markings at all times.

4.7 ENGINE

4.7.1 The engine and various engine components will be sealed by MSV's appointed engine supplier. All seals must be in place and undamaged for eligibility purposes. No internal or external modifications or adjustments are allowed. The seals can only be removed with the authority of the Championship Eligibility Scrutineer during events. An inventory of seals and their locations is provided in the MSV GB3 Technical Manual.

4.7.2 The engine must be operated as specified in the MSV GB3 Technical Manuals. If the engine requires repair or overhaul it must be returned to MSV as detailed in the Engine Use Agreement.

4.7.3 The parts comprising the engine assembly are defined in the MSV GB3 Technical Manuals.

4.8 EXHAUST SYSTEMS

4.8.1 No modifications are permitted.

4.8.2 The exhaust manifold between the cylinder head and the 4-into-1 collector may be wrapped in a suitable insulating material provided such wrapping is for protection only and does not alter the function of the primary component in any way. Any protective wrapping shall be easily removable to allow inspection of the manifold.

4.8.3 The silencer may be repacked providing the method and materials and weight are the same as the original component.

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4.9 ENGINE CONTROL SYSTEMS

4.9.1 The Championship Eligibility Scrutineer retains the right to substitute ECUs at his discretion at any time during an event otherwise the engine and ECU must be paired as supplied by MSV. No modifications to any control system or component part of it is permitted. ECUs shall carry no markings except their original manufacture markings.

4.10 SUSPENSIONS/STEERING

No modifications are permitted.

4.10.1 Ride height and camber are free within specified limits as set out in the MSV GB3 Technical Manuals.

4.10.2 Tracking is adjustable within the range specified in the MSV GB3 Technical Manuals.

4.10.3 The range of MSV supplied Tatuus branded springs that can be used is specified in the MSV GB3 Technical Manuals.

4.10.4 Packers and bump rubbers are not permitted.

4.10.5 It is permitted to remove or disconnect a front and or rear anti roll bar drop link. If the drop link is disconnected it must be secured in such a way as not to allow interference with adjacent parts.

4.11 TRANSMISSIONS

4.11.1 No internal or external modifications are permitted, including the omission of any parts. The gearbox may only comprise the standard SADEV components originally supplied or their direct SADEV replacements. No modifications to the original SADEV surface treatments or finishes are permitted.

4.11.2 The differential may only comprise the standard SADEV components originally supplied and listed in the MSV GB3 Technical Manuals and no parts may be omitted. No modifications to the original SADEV surface treatments or finishes are permitted.

4.11.3 Only the gear ratio sets specified in the MSV GB3 Technical Manuals may be used. It is not permitted to modify the gear ratios in any way and the surface finish must be as the standard SADEV part listed in the MSV GB3 Technical Manual.

4.11.4 No part of the gearbox control or operation system may be modified in any way. Only replacement parts supplied by MSV may be fitted.

4.12 ELECTRICAL SYSTEMS

4.12.1 The entire electrical system and all wiring looms must remain exactly as supplied and may not be modified or added to in any way in form or function. Repairs can only be carried out by MSV.

4.12.2 The Cosworth Electronics DB1 data logging system must remain as supplied during events. No other data logging system or additional instrumentation is permitted.

4.12.3 The Cosworth DB1 data logger must be functioning at all times and be writing data to the CF card reliably. The Championship Organiser may require access to data and any time. Any competitor who fails to supply suitable data will be liable to a penalty. Penalties will be in accordance with Motorsport UK Yearbook Regulation C2.1.1 and infringements may also be reported to the Championship Stewards for further sanctions

4.12.4 Both the use of radio communication to and from the driver and the use of "car to pits" telemetry for data logging purposes are prohibited other than the EM motorsport equipment specified in 2.13. Lap time data logging beacons are permitted.

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4.13 BRAKES

4.13.1 The braking system must remain as standard and as specified in the MSVR GB3 Technical Manuals and parts list.

4.13.2 Permitted brake pad materials are those only as specified in the MSV GB3 Technical Manuals.

4.14 WHEELS/STEERING

4.14.1 Only GB3 specification O.Z. alloy wheels can be used as supplied by MSV.

4.15 TYRES

4.15.1 Slick tyres nominated for use at the start of each event of the Championship must be new tyres. Each competitor may not use more than four front and four rear slick tyres at each event of the Championship.

Wet tyres nominated for use at the start of each event of the Championship may be new or used. Each competitor may not use more than four front wet tyres and four rear wet tyres at each event of the Championship.

A used tyre is defined as a tyre that has been nominated in the Championship. All other tyres are deemed to be new tyres.

Competitors prior to qualifying (Q1) must record all of the tyres they wish to nominate to use for the duration of the whole event (Q1, R1, R2, R3 but excluding Qualifying Practice) via the "MotorsportApps" "Championship Tyre Usage Control" App for review by the Championship Eligibility Scrutineer. In the event of the championship specifically notifying teams a completed 'Tyre Record Form' as shown in Appendix THREE shall be used in lieu of using the "Championship Tyre Usage Control" App.

Any competitor found during post qualifying/race scrutineering, to have qualified or raced with a tyre not recorded on the "Championship Tyre Usage Control" App (or on the 'Tyre Record Form') will be excluded from the results and may be subject to further penalties.

4.15.2 Wet tyres can only be used if the track is declared 'Wet' by the Race Director. The car's rear light must be illuminated at all times when it is running on wet-weather tyres. It shall be at the discretion of the Clerk of the Course to decide if a driver should be stopped because their rear light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied.

4.15.3 Dry weather tyres – FRONT: Pirelli 200/540-13 DM
REAR: Pirelli 250/575-13 DM

Wet weather tyres – FRONT: Pirelli 200/540-13 WS
REAR: Pirelli 250/575-13 WS

4.15.4 Only tyres supplied by the MSV nominated supplier may be used. Tyre serial numbers printed on the tyre sidewall under the barcode will be recorded as they are issued and must be used when completing the "Championship Tyre Usage Control" App (or on the Tyre Record Form as per 4.15.1).

4.15.5 During an event it is not permitted to turn tyres on their rims in order to change the direction of rotation, unless for safety reasons and then only with the written approval of both the Championship Eligibility Scrutineer and the nominated representative of the Tyre Supplier.

4.15.6 If a competitor has damaged a quantity of their nominated tyres to the extent that continued participation in the event is impossible, and in the opinion of the Championship Eligibility Scrutineer the damage was not caused intentionally, supplementary front and/or rear tyres may be nominated and used by that competitor. Such supplementary tyres will be selected from the pool of discarded tyres at the discretion of the Championship Eligibility Scrutineer.

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- 4.15.7** The action of artificially raising the temperature of tyres, use of tyre heating/heat retention devices, use of tyre treatments and compounds are all prohibited. Such compounds must not be brought to the event, be in team vehicles or the pit area.
- 4.15.8** Dressing of any part of the surface of the tyre using tools or heat guns is prohibited. In the event that any surface matter needs to be removed on grounds of safety this must be done with the agreement of the Eligibility Scrutineer.
- 4.15.9** Tyres may only be inflated with compressed air.
- 4.15.10** The Championship Eligibility Scrutineer may require competitors to place some or all of their nominated slick tyres in overnight Parc Fermé during an event.

4.16 WEIGHT

- 4.16.1** Cars will be weighed “as finished” qualifying and/or race inclusive of all liquids, with the driver on-board. Competitors are not permitted to top-up liquids or add any additional weight to the car between the end of qualifying and/or races prior to scrutineering. After taking the Chequered Flag cars must not stop in the pit lane and must go directly to Parc Fermé except podium cars on instruction from officials. Any cars in the pit lane when the Chequered Flag is shown fall immediately under Parc Fermé.
- 4.16.2** The total minimum weight including driver shall be 608kg

4.17 FUEL AND LUBRICANTS

- 4.17.1** Official Championship fuel at all events will be Sunoco CMR. Competitors must use this fuel only as supplied by the MSV nominated supplier. The acceptance level is set to 99.95% for comparison testing procedure according to Motorsport UK Yearbook regulations C4.2, D34.1.4 and D34.3. Samples must be available via the dry-break connector using the cars’ own fuel pump at the end of any qualifying or race.
- 4.17.2** It is the competitors’ responsibility to ensure that any fuel samples taken at an event comply with the signature for the Official Championship Fuel.
- 4.17.3** Permitted lubricants for engine & gearbox are specified in the MSV GB3 Technical Manuals.

No additives to fuel or lubricants are allowed, unless specified in the MSV GB3 Technical Manuals.

- 4.17.4** The use of any device, on or off the car which is intended to reduce the temperature of the fuel to below ambient temperature, is not allowed.

4.18 SILENCING

- 4.18.1** Vehicles must at all times conform to Motorsport UK Yearbook Regulations. 108 dBA at ¼ maximum rpm (5250rpm) at 0.5m as set out in the 2023 Competitors’ and Officials’ Yearbook; Regulation J 5.18. The ECU is pre-programmed to automatically achieve the correct rpm for noise testing. See the MSV GB3 Technical Manuals.

4.19 NUMBERS AND CHAMPIONSHIP DECALS

- 4.19.1** Numbers must conform to Motorsport UK Yearbook Regulation J4 and Q11.4 except as provided for below.

Front numbers are to be positioned as per the Motorsport UK Yearbook regulations. Side numbers are to be positioned as per the Motorsport UK Yearbook regulations on each rear wing end plate. The minimum height for numbers should be 150mm, they should have a stroke width of 30mm and they should be on a contrasting background. Any numbers that are not satisfactory must be changed on instruction from the Championship Eligibility Scrutineer.

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Driver names located on the cockpit sides should be in the font Arial Italic and should have an upper-case letter height of 30mm and a lower-case letter height of 21mm. Competitors are responsible for supplying and fitting regulation driver names, numbers and backgrounds.

- 4.91.2** Permanent numbers will be issued to all registered competitors by the coordinator on a 'first come, first served' basis according to the date of receipt of a valid Championship Registration. The number 'ONE' is reserved for the winner of the GB3 Championship in 2022.
- 4.19.3** Championship decals which are mandatory will be supplied via the Coordinator. These must be positioned on temporary pit garage walling in locations agreed with the Championship Co-ordinator and on the car in accordance with Appendix ONE.
- 4.19.4** MSVR decals and other Championship decals must be displayed on each side of the car the rear wing end plate position shown in Appendix ONE.
- 4.19.5** An MSVR logo and other Championship logos must be displayed on the drivers' race suit as shown in Appendix ONE.
- 4.19.6** In the event that decals and logos are not displayed the competitor will not be eligible for awards, trophies or prizes.
- 4.19.7** If a competitor has a sponsor or wishes to display any branding that may conflict with a Championship sponsors' business activities, then this issue should be raised with the Championship coordinator in writing and an agreeable solution will be sought. Any agreement to vary Championship branding must be obtained from the organisers in writing.

APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the Motorsport UK /MSC.

5.1 RACE ORGANISING CLUB

MotorSport Vision Racing
Brands Hatch
Longfield
Kent DA3 8NG
Tel: +44 (0)1474 875318
Fax: +44 (0)1474 874766
E: info@msvracing.co.uk

CHAMPIONSHIP ADMINISTRATOR/COORDINATOR

Carly Latcham
Tel: +44 (0)7525 592274
E: coordinator@gb-3.net

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NOMINATED TYRE SUPPLIER

Pirelli Motorsport
Omega One
Collett
Didcot
Oxfordshire OX11 7AW

Sales: Protyre Motorsport +44 (0)1782 411001
 Shaun Chetwyn shaun.chetwyn@protyre.co.uk
 Jason Buckley jason.buckley@protyre.co.uk

General & Technical: Nathan Coleman +44 (0)7752 825277
 Nathan.coleman.ex@pirelli.com

NOMINATED FUEL SUPPLIER

Anglo American Oil Company Ltd
58 Holton Road
Holton Heath Trading Park
Poole BH16 6LT

Enquiries & Sales: Anders Hilderbrand +44 (0)1929 551557
 anders@aaoil.co.uk

TYRE CONTROL APP SUPPLIER

Company – MotorsportApps
Contact – info@racetyrecontrol.com
www.motorsportapps.com
Android (Google Play) – RaceTyreControl
iOS (App Store) – RaceTyreControl

5.2 COMMERCIAL UNDERTAKINGS

5.2.1 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 the 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 they may exclude any car which they consider may prejudice the reputation of the Championship or is otherwise unacceptable.

Good presentation extends to team personnel, transporter and allocated paddock location

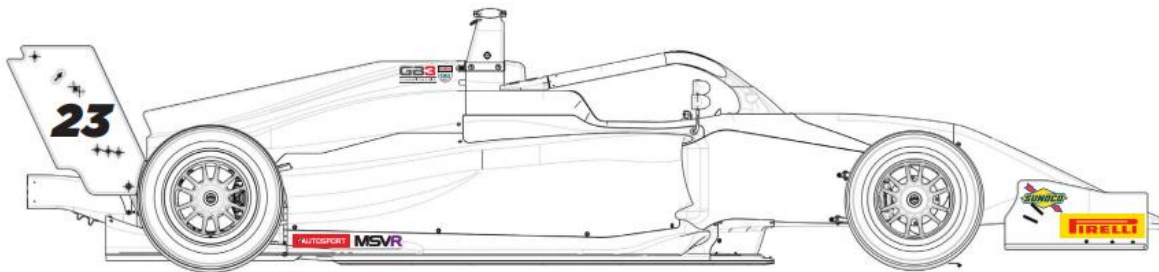
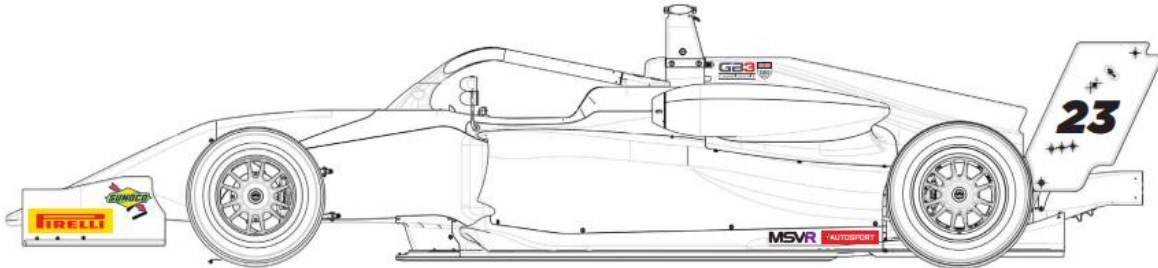
5.2.2 The maximum number of cars that may be operated by any one team is three without written permission from MotorSport Vison Ltd.

5.2.3 By entering the Championship, Entrants/Drivers are obliged to assist in any promotion of the Championship when requested, particularly for television coverage. All Entrants/Drivers are obliged to assist the nominated TV production company in the filming of the Championship by granting interviews when requested and any other reasonable request of the TV production company or the Championship Coordinator/Press Officer. All post-race television/podium/press interviews shall be conducted while wearing a race suit with the mandatory official race suit badges in place.

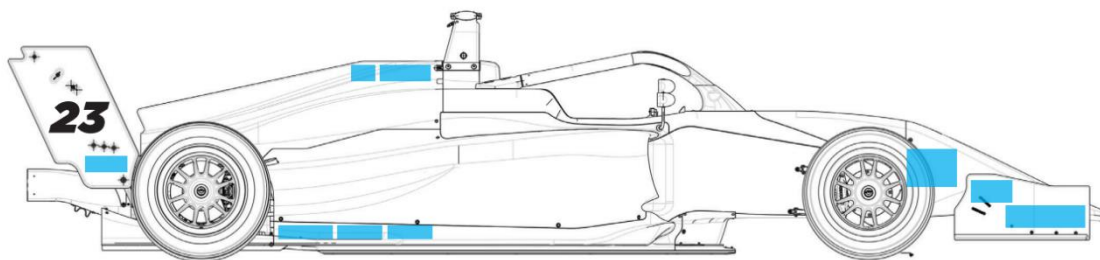
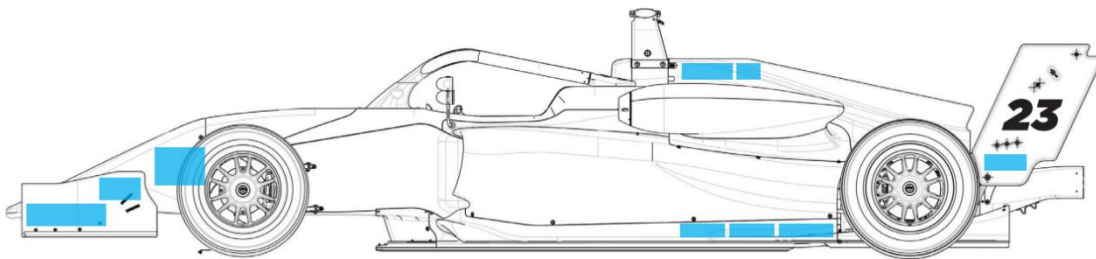
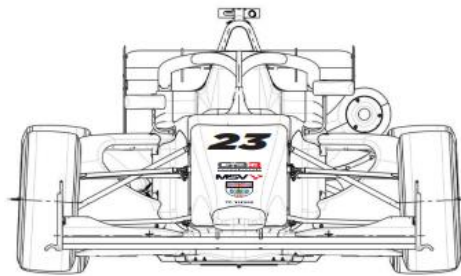
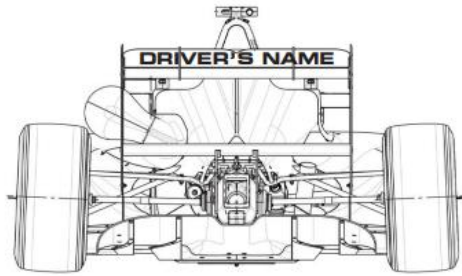
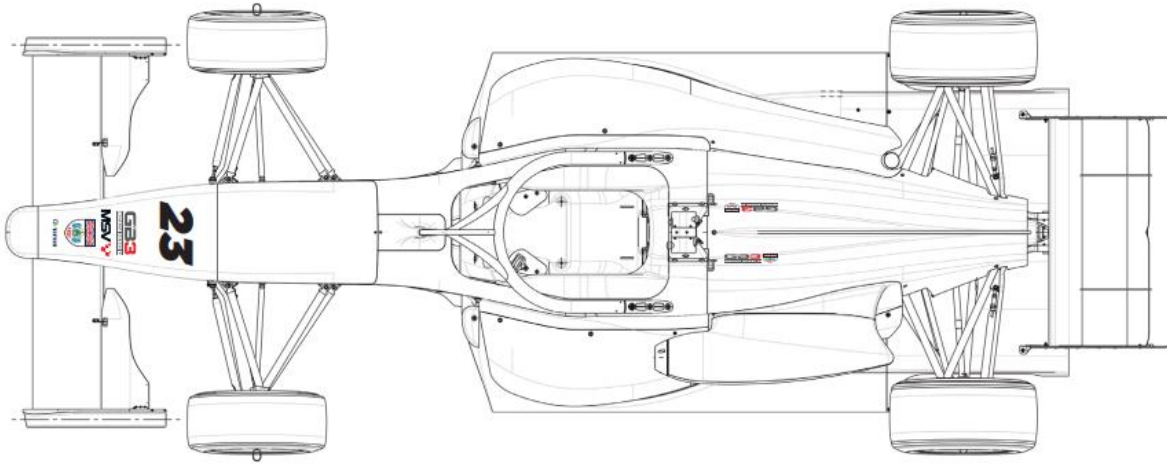
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APPENDIX ONE

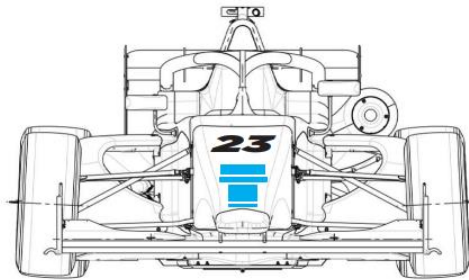
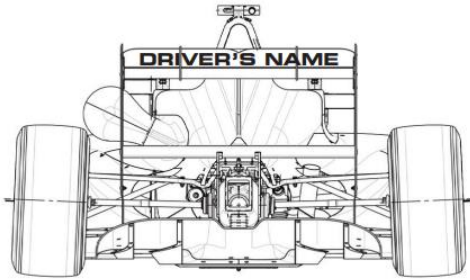
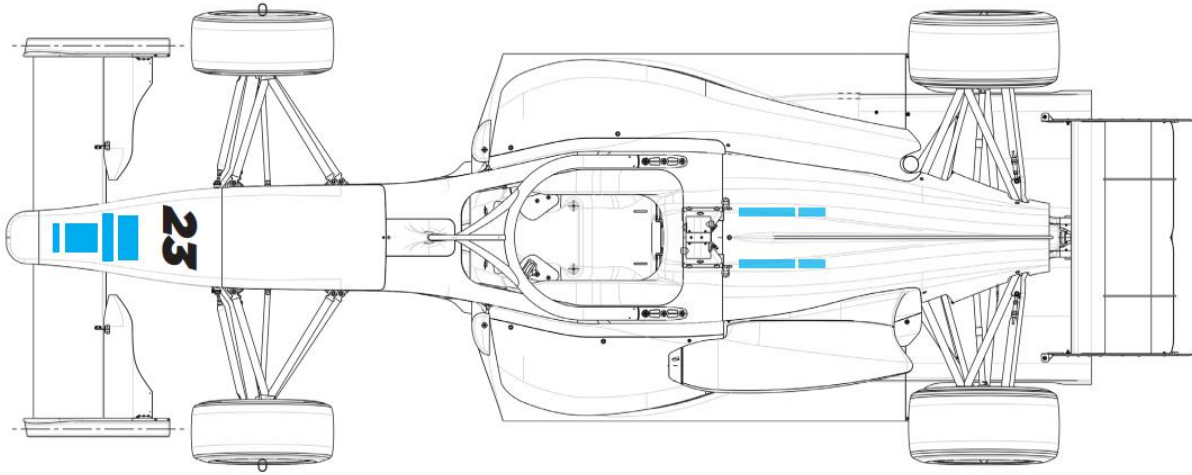
Areas in the blue boxes are reserved for Championship decals noted below



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APPENDIX TWO

RACE SUIT OPTION



**2023 GB3 Championship Partnered by the BRDC
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APPENDIX THREE

Wear measurement holes are located on the Wooden Skid Plank

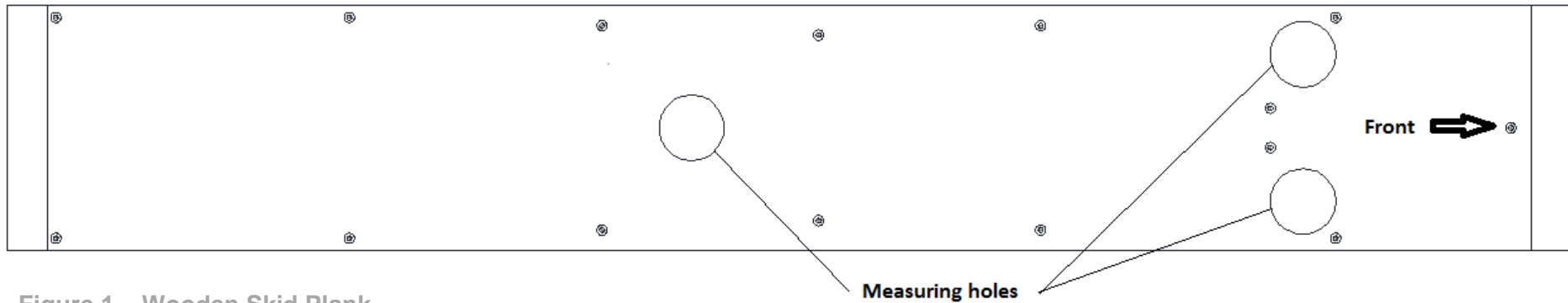


Figure 1 – Wooden Skid Plank

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APPENDIX FOUR

| | | | |
|---|----------------------|-------------------------|----------------------|
| | | Appendix FOUR | |
| TECHNICAL QUERY FORM | | | |
| Car No: | <input type="text"/> | Date: | <input type="text"/> |
| Chassis: | <input type="text"/> | Engine: | <input type="text"/> |
| Driver / Entrant (name) | | Driver / Entrant (sign) | |
| <input type="text"/> | | <input type="text"/> | |
| Query: | | | |
| <input type="text"/> | | | |
| <i>Please leave the area below for the response to your query</i> | | | |
| Reply (Motorsport UK official use only) | | | |
| <input type="text"/> | | | |
| Name: | <input type="text"/> | Signature: | <input type="text"/> |
| Date: | <input type="text"/> | Time: | <input type="text"/> |
| RECIPIENT | | | |
| Name: | <input type="text"/> | Signature: | <input type="text"/> |
| Date: | <input type="text"/> | Time: | <input type="text"/> |
| | | | |

This is available in PDF form on the GB3 Website Teams Area – Link below:

[gb3-4-appendix-4 2023.pdf \(windows.net\)](#)

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APPENDIX FIVE



Pre-Event Scrutineering Form

| | |
|--------------------------|----------------------|
| Date: | <input type="text"/> |
| Event: | <input type="text"/> |
| Car No: | <input type="text"/> |
| Team: | <input type="text"/> |
| Drivers Name: | <input type="text"/> |
| Transponder Number: | <input type="text"/> |
| Smart Marshaling Number: | <input type="text"/> |
| Chassis Serial Number: | <input type="text"/> |
| Engine Serial Number: | <input type="text"/> |
| ECU Serial Number: | <input type="text"/> |
| Gearbox Serial Number: | <input type="text"/> |

Form to be emailed to the Championship Technical email address technical@GB-3.net no later than two hours before qualifying commences



This is available in PDF form on the GB3 Website Teams Area – Link below:
[GB3 Appendix 5 V2.pdf \(windows.net\)](#)

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APPENDIX SIX



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

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

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

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

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.