

Midland Automobile Club (Est. 1901) Limited

SPORTING & TECHNICAL REGULATIONS



MAC Sunrise Speed Championship

Contact Details:

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1. SPORTING REGULATIONS – GENERAL PROVISIONS

1.1 TITLE & JURISDICTION

The MAC Sunrise Speed Championship is organised and administered by the Midland Automobile Club, in accordance with the Motorsport UK National Competition Rules (NCR) incorporating the provisions of the FIA International Sporting Code and these Championship Regulations.

Championship Permit No. **CH2026/S047 (C)** Championship Grade: C

Permit Status: Interclub

This document defines the specific Championship regulations and structure of the Championship for both fair and safe competition and are to be adhered to by all Entrants and Drivers at all times.

The Organisers reserve the right to amend or clarify these Championship Regulations at any time during the season by way of publication of Official Championship Bulletins issued in accordance with NCR Ch.3 App.10 Art.4.2 and subject to Motorsport UK approval.

1.2 CHAMPIONSHIP OFFICIALS:

1.2.1 Championship Co-ordinator: Annie Goodyear · annie@shelsleywalsh.com

1.2.2 Championship Eligibility Scrutineer: Alan Terry

1.2.3 Championship Stewards: Jonathan Toulmin, Keith Squire & John Spencer

NCR 4.1.1.2. The Championship Stewards can only adjudicate on 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 Competitors for any breach of these 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

All Entrants must be -

- (a) fully paid up, valid membership card holding members of the Organising Club and
- (b) Registered for the Championship and
- (c) In possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers.

All Drivers and Entrant/Drivers must be -

- (a) Current Members of the Organising Club and
 - (b) Registered for the Championship and
 - (c) In Possession of valid Competition RS Interclub Licence, as a minimum
- Or

non UK licence holders must be in possession of the highest grade of national licence or valid

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FIA International Licence, including confirmation of a valid medical certification, together with their ASN's written consent (FIA ISC Article 2.3.7 applies).

Note: Any Driver competing in a Racing or Sports Libre car of more than 1100cc or equivalent with the exception of pre'1994 Formula Ford 1600 in compliance with the period Ford regulations must hold an RS National or Race National Licence unless the Vehicle is currently licenced for use on the Public Highway and competes in the Event in a road-legal condition.

1.3.2.1 Additionally, if participation in the Championship requires absence from education, a driver in full time education is required to have the approval of their head teacher by way of a letter stating such approval 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.

1.3.4 All competitors must sign-on at Events that they compete in and all necessary documentation must be presented for checking at all times upon the demand of the Officials.

1.4 REGISTRATION:

1.4.1 All competitors must register for the Championship by completing the online Registration Form and submitting it together with the Registration Fee to the Championship Co-ordinator by **30th May 2026**.

1.4.2 The Championship Registration form is available from www.shelsleywalsh.com/sunrisespeed

1.4.3 The Registration Fee is £45

1.5 CHAMPIONSHIP EVENTS:

The Championship will be contested over 13 Rounds across 13 Events as follows:

Round	Date	Circuit	Organising Club
1	11 th April	Shelsley Walsh	Midland Automobile Club
2	12 th April	Shelsley Walsh	Midland Automobile Club
3	19 th April	Curborough	Midland Automobile Club
4	17 th May	Blyton Park	Longton & District Motor Club
5	18 th May	Blyton Park	Longton & District Motor Club
6	13 th June	Prescott	Bugatti Owners Club
7	14 th June	Prescott	Bugatti Owners Club
8	1 st August	Loton Park	Hagley & District Light Car Club
9	2 nd August	Loton Park	Hagley & District Light Car Club
10	8 th August	Shelsley Walsh	Midland Automobile Club
11	12 th September	Shelsley Walsh	Midland Automobile Club
12	3 rd October	Curborough	H.S.A
13	31 st October	Castle Combe	Bristol Pegasus Motor Club

Subject to valid track licence.

1.5.1 Alternative Championship Rounds may be organised in accordance with NCR Ch.14 App.1 Art.1.9

1.6 SCORING:

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

At every event there will normally be a minimum of two practice runs and two timed runs with the fastest timed run being used for scoring. In the case of more than two timed runs the fastest run will be counted from the first three timed runs. In the case of only one timed run taking place due to 'force majeure' then it will be that time that will be taken into account for scoring.

1.6.2 Scoring will be based on the improvement over target time. Where possible the target time will be based on the class record at the start of the season plus 20 seconds. **Where the Championship revisits a venue the Target time will not be reset.** Where there is no standing record, the organisers reserve the right to calculate and set the target time.

Championship points will be 0.1 for every 0.1 second improvement of the target time, up to a maximum of 21 points. A competitor who does not beat the target time will score no points.

1.6.3 Only the best 8 results will count to the overall Championship points total when determining the overall positions in the Championship. Should a round be cancelled then the number of scoring rounds will be the following:

13 rounds – 8 to count, 12 rounds – 7 to count, 11 rounds – 6 to count, 10 rounds – 5 to count. If less than 10 rounds take place it is at the discretion of the Championship Co-ordinator.

Double points will be awarded for the **event** at Curborough.

1.6.4 Ties shall be resolved by the competitor who has gained the scores in the fewest number of rounds.

1.6.5 Appeals against Championship points given/not given to be submitted in accordance with Ch.2 App.5 Art.2.

1.7 AWARDS:

1.7.1 All Championship awards are to be provided by the Midland Automobile Club.

1.7.2 Event Awards will be provided by the organising club.

1.7.3 Championship Awards:

The overall winner of the Championship will receive a trophy and three free entries into Championship rounds the following year that are organised by the Midland Automobile Club.

2nd in the Championship will receive a trophy and two free entries into Championship rounds the following year that are organised by the Midland Automobile Club.

3rd in the Championship will receive a trophy and one free entry into a Championship round the following year organised by the Midland Automobile Club.

Over 65 Award – This will be awarded to the to a competitor who is over the age of 65 on the 1st Championship round and who gets the highest number of points during the 2026 season.

1.7.4 Presentations:

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

1.7.7 Title to all Trophies:

If Provisional Results or Championship tables are revised after the presentation of any awards and such revisions affect the entitlement to those awards, the Competitor(s) concerned must return them to the Organisers in good condition within 7 days of them being requested to allow them to be reallocated.

2. CHAMPIONSHIP EVENTS & 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 to the respective Organiser.
- 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 or 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 acceptance of any entry must be notified to the Event Organisers in writing. NCR Ch.3 App.11 Art.1.1l applies.
- 2.1.4 The Entry Fee for each event shall be specified in the Official Documents and on the entry form.

2.3 PRACTICE:

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.4 COMPETITIVE RUNS:

- 2.4.1 If through their own error a Driver fails to record a time they shall be not entitled to a re-run.
- 2.4.2 In other circumstances (e.g. baulking) a re-run may be granted by the Clerk of the Course who may order any penalties incurred in the initial run are applied to the re-run.

2.5 STARTS:

- 2.5.1 Starting Signal will be notified by the individual Event Organiser.
- 2.5.2 Method of Timing will be notified by the individual Event Organiser.
- 2.5.3 When Timing Commences will be notified by the individual Event Organiser.

2.6 SESSION RED SIGNAL

In Hill Climbs: If the Red Signal is displayed competing Vehicles should come to a standstill as

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In Sprints: If the Red Signal is displayed competing Vehicles should come to a standstill as soon as practicable and await further instructions from the Marshals unless the Official Documents specify that the following alternative is applicable to the event:

If the Red Signal is displayed then the Driver must immediately cease driving at competitive speed and proceed slowly to the Pits / Paddock / Start Line as directed by Marshals and at all times be prepared to stop and must stop if the Track is blocked.

N.B. In Sprints at Race Circuits other Signals may be used provided their use is clearly defined in the Official Documents.

2.7 PITS & PADDOCK SAFETY

2.7.1 Pits & Paddock: Competitors must ensure that the Motorsport UK, Venue Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 Refuelling: May be only carried out in accordance with the NCR, the Organising Club Regulations, Event Management Regulations and the SRs or Final Instructions issued for each Circuit/Event.

2.8 FINISHES:

After crossing the finish line drivers are required to:

- I. progressively slow down
- II. return to the Paddock Entrance as instructed
- III. comply with any directions given by Marshals or Officials
- IV. keep their helmets on and harnesses done up while on track and in the paddock area.

2.9 RESULTS:

2.9.1 All Session Timesheets including Practice, are to be deemed Provisional until all Vehicles are released by Scrutineers and/or after the completion of any Judicial or Technical Procedures. (NCR Ch. 3 App.6 Art.1.4).

2.9.2 A Driver's time will be credited only if:

- a) All four wheels of the Vehicle are on the Track when it crosses the Finish Line.
- b) The run is made during the period provided for Vehicles in the appropriate class and not more than the appropriate number of competition runs have been made.
- c) The Vehicle completes the correct Course without outside assistance.

2.9.3 To be classified as a finisher in the Competition a Driver must have completed at least one Competition run.

a) Only an equal number of runs for all Drivers in the same Class will be counted. In the Event of a tie between two or more Drivers the results of the next fastest run recorded (during competition runs) by the Drivers concerned shall be compared and so on.

2.10 ONBOARD CAMERAS

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Onboard cameras are optional.

Ch.7 App.9 applies. Please ensure that SD cards are regularly cleared to assist Clerks with identification and review relevant footage.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

- 3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).
 - 3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or event bans through to Championship Expulsion are 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 Co-ordinator and/or Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.
- 3.2 Due to both safety and environmental concerns, Vehicles must not be left unattended under any circumstances when the engine is running. See Ch.14 App.3 Art.1.11.
- 3.3 The use of single-use plastic tyre wrapping at any Sprint or Hill Climb Event is prohibited (Ch.14 App.3 Art.1.3). Competitors who wish to wrap their tyres must ensure that they have reusable tyre wraps available for this purpose.

4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with NCR Chapter 2 and these Championship Regulations.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify you can do it you should work on the principle you cannot.

In addition to complying with Chapter 7 all Vehicles competing in Sprints and Hill Climbs must comply with Ch.14 App.4 Arts.2 – 11 as a minimum and as relevant to the Category.

- 5.1.1 All Vehicles competing in Hill Climbs or Sprints must be presented for scrutineering with a valid Competition Car Log Book / Vehicle Passport or an ASN Recognised Vehicle Identity

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Document unless the Vehicle is currently licenced for use on the Public Highway and is competing in a road legal condition (see Ch.14 App.4 Art.12). The onus of proof rests with the Competitor. See NCR Appendix 4 Technical Regulations.

- 5.1.2 Any alteration or modification made to the Vehicle or any amendment to the original details shown in the Competition Car Log Book / Vehicle Passport must be in accordance with the prescriptions of Chapter 7 App.1.

5.2 GENERAL DESCRIPTION:

The MAC Sunrise Speed Championship is for Competitors participating in Vehicles that comply with the class structure in 5.5 below.

A timing strut in accordance with the NCR Technical Regulations Ch.14 App.4 Art.11.1 is required.

5.3 SAFETY REQUIREMENTS:

- 5.3.1 Throughout Practice and Competition upon exiting from and until returning to the Paddock when the Driver is seated in the Vehicle they must wear clothing helmet and visors or goggles complying with NCR Ch.9 Art.3-11.
- 5.3.2 Vehicles must not be left unattended under any circumstances when the engine is running. In the event that a responsible person is not seated in the driving position they must be in close proximity and the Vehicle must be under their supervision at all times.
- 5.3.3 Towing point(s) of adequate strength and size are mandatory. They must be clearly identified and suitably marked on the Vehicle using a high visibility colour and be accessible to the front and rear of the Vehicle.
- 5.3.4 Minimum personal and Vehicle safety requirements:
Please refer to Ch.14 App.4 for full requirements.

ROAD CARS CH.14 APP.4 ART.14
PPE <ul style="list-style-type: none">. Helmet – mandatory Ch.14 App.2 Art.4.1. See Ch.9 Art.3-11 for acceptable standards. Overalls – mandatory Ch.14 App.2 Art.4.2. See Ch.9 Arts.3.3.f for acceptable standards. Flame Resistant Gloves and flame-resistant balaclava– Recommended Ch.14 App.2 Art.4.3. FHR – n/a. Ch.14 App.2 Art.4.4. Vehicle Safety <p>Front Seats may be replaced by fully trimmed Competition versions (Ch.14 App.4 Art.2.5)</p>

Series Production

- . ROPS – recommended Ch.14 App.4 Art.2.1
- . Harness – minimum 3 point Ch.14 App.4 Art.2.6, except for period A-E
- . Fire Extinguishers – recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**

Ch.7 App.6

- . Only Permitted Fuel may be used. Only air may be mixed with the fuel as an oxidant. See Ch.14 App.4 Art.6.1.

Specialist Production

- . ROPS – mandatory Ch.14 App.4 Art.2.1
- . Harness – minimum 3 point Ch.14 App.4 Art.2.6, except for period A-E
- . Fire Extinguishers – recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**

Ch.7 App.6

- . Only Permitted Fuel may be used. Only air may be mixed with the fuel as an oxidant. See Ch.14 App.4 Art.6.1.

MODIFIED CARS CH.14 APP.4 ART.15

PPE

- . Helmet – mandatory Ch.14 App.2 Art.4.1. See **Ch.9 Art.3-11** for acceptable standards
- . Overalls – mandatory Ch.14 App.2 Art.4.2 FIA 8856-2000 / FIA 8856-2018 / FIA 1986
- . Flame Resistant Gloves **and flame-resistant balaclava** – mandatory Ch.14 App.2 Art.4.3. See **Ch.9 Art.12.6-12.8** for acceptable standards.
- . FHR – mandatory Ch.14 App.2 Art.4.4. FIA Approved standard. Exception for Period Defined Vehicles

Vehicle Safety

Series Production

- . ROPS – mandatory Ch.14 App.4 Art.2.1, except for period A-E
- . Harness – minimum 4 point Ch.14 App.4 Art.2.7, except for period A-E
- . Fire Extinguishers – recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**
- . Only Permitted Fuel may be used. Only air may be mixed with fuel as an oxidant. See Ch.14 App.4 Art.6.1.

Specialist Production

- . ROPS – mandatory Ch.14 App.4 Art.2.1, except for period A-E
- . Harness – minimum 4 point Ch.14 App.4 Art.2.7, except for period A-E
- . Fire Extinguishers – recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**
- . Only Permitted Fuel may be used. Only air may be mixed with fuel as an oxidant. See Ch.14 App.4 Art.6.1.

SPORTS LIBRE CARS CH.14 APP.4 ART.16

PPE

- . Helmet – mandatory Ch.14 App.2 Art.4.1. See **Ch.9 Art.3-11** for acceptable standards
- . Overalls – mandatory Ch.14 App.2 Art.4.2 FIA 8856-2000 / FIA 8856-2018 / FIA 1986
- . Flame Resistant Gloves **and flame-resistant balaclava** – mandatory Ch.14 App.2 Art.4.3. See **Ch.9 Art.12.6-12.8** for acceptable standards.

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. FHR – mandatory Ch.14 App.2 Art.4.4. FIA Approved standard. Exception for Period Defined Vehicles.

Vehicle Safety

- . ROPS - mandatory Ch.14 App.4 Art.2.1, except for period A-E
- . Harness – minimum 5-point. FIA homologated. Ch.14 App.4 Art.2.7, except for period A-E
- . Fire Extinguishers – recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**

. Fuel – Only Permitted Fuel or methanol may be used. When using methanol the addition of 10% volume of Propanone is allowable. (Any Vehicle using methanol must include an approved additive which provides a distinguishable colour and smell when burning. The maximum permitted volume of additive within the fuel is 0.2%. The Vehicle must carry a Day Glo orange disc 70mm in diameter positioned adjacent to all Competition Numbers)

RACING CARS CH.14 APP.4 ART.17

PPE

- . Helmet – mandatory Ch.14 App.2 Art.4.1. See **Ch.9 Art.3-11** for acceptable standards
- . Overalls – mandatory Ch.14 App.2 Art.4.2 FIA 8856-2000 / FIA 8856-2018 / FIA 1986
- . Gloves **and flame-resistant balaclava** – mandatory. See **Ch.9 Art.12.6-12.8** for acceptable standards#
- . FHR – mandatory. FIA Approved Standard. Exception for Period Defined Vehicles.

Vehicle Safety

- . ROPS - mandatory Ch.14 App.4 Art.2.1, except for period A-E
- . Harness – minimum 5-point. FIA homologated. Ch.14 App.4 Art.2.7, except for period A-E
- . Fire Extinguishers – recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**

. Fuel – Only Permitted Fuel or methanol may be used. When using methanol the addition of 10% volume of Propanone is allowable. (Any Vehicle using methanol must include an approved additive which provides a distinguishable colour and smell when burning. The maximum permitted volume of additive within the fuel is 0.2%. The Vehicle must carry a Day Glo orange disc 70mm in diameter positioned adjacent to all Competition Numbers)

GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5.4 CLASS STRUCTURE:

Roads Cars – Vehicles complying with Ch.14 App.4 Art.14 (Ch.14 App.4 Art.12 applies)

- A1b Road Cars – Series Production Cars up to 2000cc
- A2b Road Cars – Series Production Cars over 2000cc
- A3b Road Cars – Series Production Cars; 4 Wheel Drive of any engine capacity
- A4b Road Cars – Series Production Electric Vehicles; any capacity
- Bb Road Cars – Specialist Production Vehicles

Modified Cars – Vehicles complying with Ch.14 App.4 Art.15

- C1b Modified Cars – Series Production Cars up to 1400cc
- C2b Modified Cars – Series Production Cars over 1400cc up to 2000cc
- C3b Modified Cars – Series Production Cars over 2000cc

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C4b Modified Cars – Series Production Cars; 4 Wheel Drive of any engine capacity

Db Modified Cars – Specialist Production Vehicles

Sports Libre Cars – Vehicles complying with Ch.14 App.4 Art.16

Eb Sports Libre – Saloon and Sports Cars

Fb Sports Libre Cars up to 2000cc

Gb Sports Libre Cars over 2000cc

Racing Cars – Vehicles complying with Ch.14 App.4 Art.17

Hb Racing Cars up to 600cc

Ib Racing Cars over 600cc up to 1100cc

J1b Formula Ford Racing Cars up to 1600cc pre-1994 (see note 2.6)

J2b Racing Cars over 1100cc up to 1600cc

K1b Racing Cars over 1600cc up to 2000cc (normally aspirated engines)

K2b Racing Cars over 1600cc up to 2000cc (forced induction engines)

K3b Racing Cars over 1600cc up to 2000cc (normally aspirated motorcycle engines with integrated gearbox)

Lb Racing Cars over 3000cc

Mb Sports Racing & Racing Cars manufactured up to 1971 inclusive

Nb Sports Racing & Racing Cars manufactured from 1972 to 1990 inclusive

Ob Saloon & Sports Cars manufactured up to 1971 inclusive

Pb Saloon & Sports Cars manufactured from 1972 to 1990 inclusive

5.5 TYRES

5.5.1. Specifications as per class specific regulations.

5.5.2 The heating of tyres by any method other than as detailed in NCR Ch.14 App.3 Art.1.1 above or the treatment of tyres by any chemical substance is prohibited. For the avoidance of doubt no manner of abnormally raising the temperature of the tyres/wheels above the natural ambient temperature is allowed. The use of heat guns to clean and prepare slick tyres between runs is permitted.

5.6 NUMBERS and CHAMPIONSHIP DECALS

5.6.1 Numbers will be allocated by the organising club upon publication of the entry list for the event and positioning will be outlined in the event Supplementary Regulations/Final Instruction.

5.6.2 2 Championship decals will be provided by the championship co-ordinator and must be positioned on either side of the vehicle.

6 REGISTRATION FORM

www.shelsleywalsh.com/sunrisespeed

Appendix 1



Race with Respect

Our sport is nothing without respect

The National Governing Body's Respect Code champions a high standard of behaviour from everyone within the motorsport community underpinned by our commitment to make motorsport an inclusive and safe sport for everyone, across all levels of motorsport. The Respect Code will help to grow and strengthen the sport by making it accessible and welcoming for everyone and we cannot stress enough how important it is that it is embraced by all participants. By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

Respect

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Integrity

Fair Play

Self-control

Good Manners

We therefore ask all members to 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, ethnicity or socio-economic 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, competitors, volunteers, as well as fans and supporters

Respect the rules, regulations and authority of the officials and Motorsport UK

Whether you are a Competitor, Parent, Official, Marshal, Team Manager, Mechanic, Spectator or any other participant in the Event it is incumbent on us all to Respect our fellow participant and to 'call out' poor standards of behaviour. Breaching the above obligations may result in disciplinary action.