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The MOTORSPORT UK Yearbook 2019

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Motorsport UK Licensed Officials details are available on the Motorsport UK website www.motorsportuk.org

Part 4: Motor Sports Directory

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Welcome to Motorsport UK for 2019



Change is a fundamental aspect of motorsport; as technology evolves and market forces dictate, the search for performance is relentless. As the governing body for the UK we need to manage that change and respond to the needs of our members. One small change you might have noticed from the cover of this book is a new name and a fresh identity for the governing body: Motorsport UK.

This signals the start of a new era for motorsport in this country. Our rebranding as Motorsport UK is far more than just a new logo; it represents a fundamental repurposing of the organisation, as we put the promotion of the sport and customer service at the heart of everything we do.

When I took on the role as Chairman in January last year, I outlined my vision for the sport and its governing body. Central to that was a commitment to reach new audiences and attract the next generation of competitors, volunteers and fans. We need to do a better job of promoting the sport, and reducing the red tape and barriers to entry, and give people more compelling reasons to stay within the sport. This will not happen overnight but it's a plan we have started and will continue over the coming months and years.

We have started to add value for our licence holders by launching a new member benefits and discounts scheme, helping to offset some of the costs of competing. Details can be found on the new Motorsport UK website, motorsportuk.org. We will keep you updated through our various channels as we enhance these benefits going forward.

We are also committed to reviewing competitor safety equipment over the next two years, with a plan to provide enhanced training and education for competitors and scrutineers, whilst at the same time placing greater personal

responsibility on the end user. As a first step, we are now recognising an extended life for certain FIA-homologated seats and harnesses in the UK.

To achieve all our ambitions, we must reflect carefully on all the regulations within this book, not just those for seats and belts. These rules represent the framework for a safe and fair sport, and the amount of work that goes into creating, debating and amending them is very impressive.

However, Motorsport UK is an organisation representing mainly grassroots competitors running on modest budgets, and going forward we will consider the impact of all new and existing regulations on our customers' ability to have fun on four wheels.

As ever, I would like to pay tribute to the volunteer marshals and officials who uphold these regulations and who are undoubtedly the lifeblood of motorsport. It never ceases to amaze me just how dedicated our volunteers are, turning out every weekend, in all weathers, to ensure that events run safely and effectively. Without them, there would be no motorsport, and we owe them a collective debt of gratitude.

Hopefully it's becoming clear just how much work has been going on behind the scenes, over the last 12 months, as some of our initiatives come to fruition. But this is just the beginning; the pace of development in motorsport is relentless and that should include the sport's governing body, so we will keep pushing ahead in 2019 and beyond.

I would like to take this opportunity to thank you for being part of Motorsport UK, and to wish you a safe, successful and fun season ahead.

*David Richards CBE
Chairman*

How to Use this Book

All the basic rules governing participation in motor sport events in Britain are contained in this 'Blue Book'. To enjoy the sport to the full, Organisers, Competitors and Officials should ensure they are familiar with the regulations relevant to their own particular discipline.

The Yearbook is split into four main Parts:

Structure of the Sport

The first (**RED**) Part describes the governance and structure of the sport in Britain, describing the role of Motorsport UK and introducing some of the people involved in the sport, from Council Members to Technical Officials.

The Regulations

The second (**BLUE**) Part contains the detailed motor sport regulations which are split into two Sections:

- **Common Regulations** effecting all disciplines of the sport from Autotests to Rallying; and

- **Specific Regulations** effecting individual motor sport disciplines, giving Organisational, Competitor and Technical information for each discipline.

Within The Regulations all new regulations are indicated by the use of **red text**.

The Appendices

These contain much detailed information that has been extracted from the main

body of the text in order to make the other Sections more accessible and more readable.

The Directory

The fourth (**GREEN**) Part includes the regular Motorsport UK Motor Sports

Directory advertising products and services from over 180 companies in 100 different categories.

In general it should be possible for readers to find all the relevant Regulations they require by consulting just two sections in the blue part of the book.

As in previous years, a certain amount of cross-referencing between Sections is necessary due to similarities between different disciplines, and because the

safety criteria are common to many.

We hope that once you become familiar with the new Blue Book you will find it easy to read and quicker to navigate through. We would welcome all feedback from readers on this revised publication in the hope that we can continue to improve this important motor sport document.



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An Introduction to Motor Sports in Great Britain

The end of the 19th century saw the establishing and subsequent rapid development of the motor car industry in Britain. From these early years motor sports clubs sprung up all over the country and for over 100 years these have been the bedrock on which the sport has advanced and prospered, both nationally and internationally.

Britain today remains at the very heart of the international motor sports industry. At a national level, it turns over around £2.9-billion annually and is recognised by Government as a major exporter, generating in excess of £750-million in foreign earnings last year. It offers full-time employment to around 38,000 people (source MIA), and part-time work to a further 100,000.

Involvement at all levels

In sporting terms it involves people at all levels: at grass roots through the activities of 750 Motor Clubs (with a total membership of over 200,000) who annually organise over 4,000 events for 100,000 competitors in 22 different disciplines; at elite level through events such as the British Grand Prix and the Rally of Great Britain.

The sport is open to all. Events are available for competitors as young as six years old. Others are devoted to women drivers only and there are even opportunities for severely disabled drivers to compete. There are further opportunities for non-drivers to participate as passengers and navigators, or to act as marshals and officials at motor sport events, progressing into areas of scrutineering and timekeeping. On the safety side

there are opportunities for first-aiders, doctors and paramedics in rescue and recovery units.

Training and coaching

Throughout the sport, a comprehensive programme of national training and coaching initiatives are in place to develop skill levels whatever the involvement: competitor, official, marshal, medical officer or administrator.

The governance and administration of this hugely successful sport in Britain is today the responsibility of Motorsport UK, with its roots in the Royal Automobile Club that successfully formed and has moulded the sport for over a century.

The sport's governing body

Motorsport UK is recognised as the governing body of motor sport in Britain by the world governing body, the Federation Internationale de l'Automobile (FIA). As such, Motorsport UK is responsible for administrating and controlling the rules governing the sport.

This Motorsport UK Yearbook, known as the 'Blue Book' and published annually by Motorsport UK, is the sport's regulatory 'Bible' for Organisers, Competitors and Officials.

