



**motorsport uk**

# The Motorsport UK Yearbook 2020

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All enquiries concerning motor sport should be addressed to:

Motorsport UK  
Motorsport UK House, Riverside Park  
Colnbrook, SL3 0HG  
Tel: 01753 765000  
Fax: 01753 682938  
**[www.motorsportuk.org](http://www.motorsportuk.org)**

Please note that all calls to and from Motorsport UK are recorded for training and monitoring purposes

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# Motorsport UK in 2020



**T**hank you for your continued participation in motorsport and for being part of our community of over 43,000 competitors, officials and marshals.

Last year in this column, I noted that as part of our wider vision, Motorsport UK is moving from a governing body, purely focused on rules and regulations, into an organisation that places greater emphasis on promotion and marketing. This year the changes and progress have continued and there are no plans to slow down. One such change has been the introduction of a comprehensive Member Benefits Programme that offers considerable savings to you as a licence holder. This can easily offset the costs of a competition licence and contribute to cutting the overall cost of competition. I hope you have had the chance to benefit from it this year.

While we have been making some rapid and much-needed changes, we have also been looking closely at the fundamental risks to the future of our sport. There are some real issues facing us and it is our role to address them. Among these risks are the diminished visibility for the sport at all levels, a lack of younger people in our officials' and member profile, a lack of a clearly defined competitor and officials' education pathway, and as with all forms of entertainment, there is stiff competition for a share of people's leisure time.

We need to act now to safeguard the sport's future.

We have created a new 'Strategy For Investment', re-investing Motorsport UK's income into four key areas that will tackle these risks and help secure our future. These can be summarised as:

- Member and club development
- Sport promotion
- Education and training
- Product innovation

Throughout the coming year we will be investing to ensure we deliver these four 'pillars'. We intend to work closely with our club network, and to provide them with the tools and resources to improve their interactions with the motorsport community and bring in new members.

As I have mentioned, there will be more to come in 2020 and as a first step we have announced our plans to move to a new base at Bicester Motion in Oxfordshire which will be key to our strategy of investing in the future of motorsport. With a location at the heart of the motorsport community it presents an ideal base from where we can build relevant connections to the broader community, and over time, develop a range of resources that will benefit our members.

We have already made significant endeavours to become a more member-centric organisation, and indeed all the decisions we make are informed by insight from you, our members. I encourage you to let us know your views as a member when we send out surveys, and when we feature requests for feedback on the Motorsport UK website – your opinions are invaluable and will help guide the future of the sport.

This is an exciting time for motorsport in the UK and I hope you will embrace the positive steps we're taking, and that we can count on your support.

Here's to another year of safe, fair and fun motorsport.

**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.



# Motorsport UK House



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Monday - Thursday  
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Friday  
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(phone enquiries  
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Tel: 01753 765000  
Fax: 01753 682938

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# An introduction to Motor Sports

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.

**B**ritain 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 administering 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.

