

REGULATION CHANGES FOR CONSULTATION

Committee:	Speed Events Committee
Date of Meeting:	17 th July 2019
Date Consultation Closed	6 th September 2019
Email for response:	SpeedConsultation@motorsportuk.org

Section S – Sprints, Hill Climbs & Drag Racing

Current Regulation

The Clerk of the Course

1.2.3. At all other events it is recommended that there should be at least one Deputy/Assistant CofCs in addition to the CofC.

1.2.4. None.

9.1.7. All cars competing in Hill Climbs or Sprints must be presented for scrutineering with a valid Competition Car Log Book/Vehicle Passport or an MSA/Motorsport UK Recognised Vehicle Identity Document unless the car is currently licensed for use on the public highway and is competing in a road legal condition. The onus of proof rests with the competitor.

Proposed Regulation

The Clerk of the Course

(S)1.2.3. At all other events it is recommended that there should be at least one **licensed** Deputy/Assistant CofCs **Clerk of the Course** in addition to the **CofC Clerk of the Course**.

Date of Implementation: 1 January 2020

(S)1.2.4. At all events there must be an additional licensed Clerk or Probationary Clerk to act as Track Controller.

Date of Implementation: 1 January 2022

Reason: To cater for common practice.

(S)9.1.7. All cars competing in Hill Climbs or Sprints must be presented for scrutineering with a valid Competition Car Log Book/Vehicle Passport or an MSA/Motorsport UK Recognised Vehicle Identity Document unless the car is currently licensed for use on the public highway and is competing in a road legal condition. The onus of proof rests with the competitor. **See S10.11.**

Reason: Cross reference

Date of Implementation: 1 January 2020

Current Regulation

9.2.1. Throughout practice and Competition, upon exiting from and until returning to the Paddock, when the driver is seated in the vehicle he must wear clothing, helmet and goggles complying with K.9 to 11 or, where appropriate the specific Class regulations for Drag Races. Overalls homologated to either FIA 8856-2000 or FIA 1986 standard are mandatory, with the exception of Standard Cars (11.9) where overalls must comply with K9.1.4. Only FIA homologated rainwear is permitted. In all other respects Competitors are required to wear flame-resistant gloves (K.14.3(e)). An FIA approved FHR device, fitted in accordance with FIA regulations is mandatory for all drivers with the exception of Period Defined Vehicles, Road-going Series Production Cars and Road-going Specialist Production Cars. All these items must be produced for inspection and approval at scrutineering.

10.10. Categories are defined in the following regulations (11 to 15) (except for Period Defined Vehicles (Non-Rally) A-E inclusive, which remain free). Classes within those categories are free but must be stated in the SR's. Other than the provisions of Section J, 10 above, and the specific Category regulations below, as appropriate, modifications are free.

Proposed Regulation

(S)9.2.1. Throughout practice and Competition, upon exiting from and until returning to the Paddock, when the driver is seated in the vehicle he must wear clothing, helmet and goggles complying with K.9 to 11 or, where appropriate the specific Class regulations for Drag Races. **(S)9.2.1.1.** Overalls homologated to either FIA 8856- 2000 or FIA 1986 standard are mandatory, with the exception of Standard Cars (11) where flame resistant clothing is recommended (arms and legs must be covered) and Road Cars (12) where overalls must comply with K9.1.4. **(S)9.2.1.2.** Only FIA homologated rainwear is permitted. **(S)9.2.1.3.** Competitors are required to wear flame-resistant gloves (K.14.3(e)), with the exception of Standard Cars (11) and Road Cars (12) where their use is recommended. **(S)9.2.1.4.** An FIA approved FHR device, fitted in accordance with FIA regulations is mandatory for all drivers with the exception of Period Defined Vehicles, ~~Road-going Series Production Cars~~ Standard Cars (11) and ~~Road-going Specialist Production Cars~~ (12.). All these items 9.2.1-9.2.1.4., must be produced for inspection and approval at scrutineering.

Reason: *In consideration of the heightened safety standards for standards cars and to enhance accessibility to the discipline.*

Implementation: 1 January 2020

10.10. Categories are defined in the following regulations (11 to 15) (except for Period Defined Vehicles (Non-Rally) A-E inclusive, which remain free). Classes within those categories are free but must be stated in the SR's. Other than the provisions of Section J, 10 above, and the specific Category regulations below, as appropriate, modifications are free.

Current Regulation

- 10.10.1.** Road-Going Series Production Cars – Cars complying with 11.
- 10.10.2.** Road-Going Specialist Production Cars – Cars complying with 11.
- 10.10.3.** Modified Series Production Cars – Cars complying with 12.
- 10.10.4.** Modified Specialist Production Cars – Cars complying with 12.

- 10.10.5.** Hill Climb Super Sports Cars – Cars complying with 13.

- 10.10.6.** Sports Libre Cars – Cars complying with 14.
- 10.10.7.** Racing Cars – Cars complying with 15.
- 10.10.8.** Motorsport UK retains the sole discretion to determine the category into which a vehicle should be categorised, should there be any doubt.
- 10.10.9.** The onus of responsibility for the eligibility of competing vehicles lies with the competitor.

Proposed Regulation

- ~~**10.10.1.** Road-Going Series Production Standard Cars – Cars complying with 11.~~
- ~~**10.10.2.** Road-Going Specialist Production Cars – Cars complying with 11.~~
- ~~**10.10.3.** Modified Series Production Cars – Cars complying with 12.~~
- ~~**10.10.4.** Modified Specialist Production Cars – Cars complying with 12. Deleted.~~

Reason: Category changed to simply Modified Cars and therefore merged within one category

Date of Implementation: 1 January 2020

- ~~**10.10.5.** Hill Climb Super Sports Cars – Cars complying with 13. Deleted.~~

Reason: With not many of these vehicles running they will be catered for within Sports Libre

Date of Implementation: 1 January 2020

- ~~**10.10.46.** Sports Libre Cars – Cars complying with 14.~~
- ~~**10.10.57.** Racing Cars – Cars complying with 15.~~
- ~~**10.10.68.** Motorsport UK retains the sole discretion to determine the category into which a vehicle should be categorised, should there be any doubt.~~
- ~~**10.10.79.** The onus of responsibility for the eligibility of competing vehicles lies with the competitor.~~

*Reason: Review of Section.
To modernise Category reference in a bid to simplify the regulations.*

Implementation: 1st January 2020

Current Regulation

In addition to complying with Section J all vehicles competing in Sprints, Hill Climbs must:

Sprint and Hill Climb Vehicles

10. All Sprint & Hill Climb vehicles must comply with the following, as a minimum:

Safety

10.1.1. Roll-over Safety Bars K.1 to 1.8, except for cars of Periods A – E (Nomenclature and Definitions).

10.1.2. Road-Going Series Production, K.1.6.1 or K.1.6.2 recommended.

10.1.3. Road-Going Specialist Production, Modified Series Production Cars and Modified Specialist Production Cars must comply with K.1.6.1 or K.1.6.2, with the exception of Standard Cars as defined in 11.9 where K.1.6.1 or K.1.6.2 is recommended.

10.1.4. Hill Climb Supersports Cars must comply with K.1.6.2 or K.1.6.4. to K.1.6.6.

10.1.5. Sports Libre Cars must comply with K1.

10.1.5.1. Touring Cars and Sports Cars must comply with Section K, Appendix 2: Drawing number 4 with diagonal across the main hoop or Drawing numbers 5 or 6 with door bars to Drawing number 12(a), 12(g) or 12(h) on drivers side.

10.1.5.2. Sports Racing Cars must comply with K.1.6.2.

10.1.6. Open and closed wheel Racing Cars and Sports Libre Racing cars complying with 14.1a must comply with K.1.6.3.

10.1.7. Seating and Seat Belts, except for cars of Periods A – E (Nomenclature and Definitions), must be worn and be correctly adjusted at all times during Events.

10.1.8. Road-Going Series Production and Road-Going Specialist Cars: front seats may be replaced by fully trimmed Competition versions.

10.1.9. Road-Going Series Production and Road-Going Specialist Production must comply with K.2.1.1.

Proposed Regulation

In addition to complying with Section J all vehicles competing in Sprints, Hill Climbs must:

Sprint and Hill Climb Vehicles

10. All Sprint & Hill Climb vehicles must comply with the following, as a minimum:

Safety

10.12.1. Roll-over Safety Bars K.1 to 1.8, except for cars of Periods A – E (Nomenclature and Definitions) **and Standard Cars (11.1)**

10.12.2. ~~Road-Going Series Production Cars~~, K.1.6.1 or K.1.6.2 recommended.

10.12.3. ~~Road-Going Specialist Production, Modified Series Production Cars and Modified Specialist Production Cars~~ must comply with K.1.6.1 or K.1.6.2, ~~with the exception of Standard Cars as defined in 11.9 where K.1.6.1 or K.1.6.2 is recommended.~~

10.12.4. ~~Hill Climb Supersports Cars must comply with K.1.6.2 or K.1.6.4. to K.1.6.6.~~
Deleted

10.12.45. Sports Libre Cars must comply with K1.

10.12.45.1. Touring Cars and Sports Cars must comply with Section K, Appendix 2: Drawing number 4 with diagonal across the main hoop or Drawing numbers 5 or 6 with door bars to Drawing number 12(a), 12(g) or 12(h) on drivers side.

10.12.45.2. Sports Racing Cars must comply with K.1.6.2.

10.12.56. Open and closed wheel Racing Cars and Sports Libre Racing cars complying with 14.1a must comply with K.1.6.3.

10.12.67. Seating and Seat Belts, except for cars of Periods A – E (Nomenclature and Definitions), must be worn and be correctly adjusted at all times during Events.

10.12.78. ~~Road-Going Series Production and Road-Going Specialist Cars~~: front seats may be replaced by fully trimmed Competition versions.

10.12.89. ~~Road-Going Series Production and Road-Going Specialist Production~~ **Standard Cars and Road Cars** must comply with K.2.1.1.

Current Regulation

10.1.10. Modified Series Production Cars and Modified Specialist Production Cars must comply with K.2.1.2.

10.1.11. Hill Climb Super Sports Cars, Sports Libre Cars and Racing Cars must be equipped with a currently homologated FIA safety harness complying with K.2.1.3 or K.2.1.4.

10.1.12. With the exception of Racing Cars, the Driver must sit in the same position as in the original car unless period-defined.

10.1.13. Head restraints (K.13): mandatory for all cars except for cars of Periods A – E (Nomenclature and Definitions).

10.1.14. Fire Extinguishers – K.3.1.2(a) recommended for discharge into cockpit and engine compartment.

10.1.15. It is recommended that suitable towing point(s) on all cars shall be clearly identified, and suitably marked, using a contrasting bright colour, accessible from the front and rear.

Body

10.2. Ground clearance 4cm minimum (J.5.20.11).

Windscreen/Glass

10.2.1.

(a) Windscreens are mandatory for all closed vehicles. They are free for open vehicles.

(b) Laminated windscreens, lamp glass security and rear view mirrors are not required unless specified in SRs or where there is a possibility of one car overtaking another.

(c) Windscreen wipers must be operative on all cars with windscreens.

Proposed Regulation

~~**10.1.2.910.** Modified Series Production Cars and Modified Specialist Production Cars must comply with K.2.1.2/K2.1.4.~~

~~**10.1.2.1011.** Hill Climb Super Sports Cars, Sports Libre Cars and Racing Cars must be equipped with a currently homologated FIA safety harness complying with K.2.1.3 or K.2.1.4.~~

~~**10.1.12.** With the exception of Racing Cars, the Driver must sit in the same position as in the original car unless period-defined.~~
~~Deleted.~~

Reason: Relaxation

Date of Implementation: 1 January 2020

~~**10.1.2.113.** Head restraints (K.13): mandatory for all cars except for cars of Periods A – E (Nomenclature and Definitions).~~

~~**10.1.2.124.** Fire Extinguishers – K.3.1.2(a) recommended for discharge into cockpit and engine compartment.~~

~~**10.1.2.135.** It is recommended that suitable towing point(s) on all cars shall be clearly identified, and suitably marked, using a contrasting bright colour, accessible from the front and rear.~~

Body

~~**10.2.** Ground clearance 4cm minimum (J.5.20.11).~~ Deleted.

Reason: Already covered by J5.0.11

Date of Implementation: 1 January 2020

10.3. Windscreen/Glass

10.23.1.

(a) Windscreens are mandatory for all closed vehicles. They are free for open vehicles.

(b) Laminated windscreens, lamp glass security and rear view mirrors are not required unless specified in SRs or where there is a possibility of one car overtaking another.

(c) Windscreen wipers must be operative on all cars with windscreens.

Current Regulation

Engines

10.3.1. Except as per 11.9.1.4. Forced induction equivalence 1.4.

10.3.2. Rotary engine equivalence 1.5. Forced induction rotary equivalence $(1.4 \times 1.5) = 2.1$.

10.3.3. Must be provided with a means of starting which does not involve push starting, or the use of external equipment or personnel, except in the case of force majeure, unless period defined or vehicles in possession of a Competition Car Log Book or Vehicle Passport prior to 31st December 2018.

10.3.3.1. Any connections to assist the starting of the car must be either in the drivers' cockpit or at the tail of the car requiring horizontal connection.

10.3.4. Undertrays. Must be provided with drainage holes to prevent accumulation of liquids.

10.3.5. Engine Oil Systems – Unless equipped with a closed loop system, a Catch tank of at least a one litre capacity to be incorporated in the oil breather system.

Wheels and tyres

10.4. Must have any nuts securing road wheels, except those of centre lock type, of steel and in thread contact over a minimum length of 1.5 bolt/stud diameters. Extended or composite wheel bolts/studs are prohibited.

Proposed Regulation

10.4. Engines

10.3.4.1. Forced induction equivalence 1.4. ~~Except as per 11.9.1.4.,~~ with the exception of forced induction equivalence is 1.7.

Reason: Clarification.

Date of Implementation: 1 January 2020

10.3.4.2. Rotary engine equivalence 1.5. Forced induction rotary equivalence $(1.4 \times 1.5) = 2.1$ or $(1.7 \times 1.5) = 2.55$.

10.3.4.3. Must be provided with a means of starting which does not involve push starting, or the use of external equipment or personnel, except in the case of force majeure, unless period defined or vehicles in possession of a Competition Car Log Book or Vehicle Passport prior to 31st December 2018.

10.3.4.3.1. Any connections to assist the starting of the car must be either in the drivers' cockpit or at the tail of the car requiring horizontal connection.

10.3.4.4. Undertrays. Must be provided with drainage holes to prevent accumulation of liquids.

10.3.4.5. Engine Oil Systems – Unless equipped with a closed loop system, a Catch tank of at least a one litre capacity to be incorporated in the oil breather system.

Wheels and tyres

10.4.5. Must have any nuts securing road wheels, except those of centre lock type, of steel and in thread contact over a minimum length of 1.5 bolt/stud diameters. Extended or composite wheel bolts/studs are prohibited.

Current Regulation

Fuel

10.5.1. For Road-Going Series Production, Road-Going Specialist Production, Modified Series Production, Modified Specialist Production and Hill Climb Super Sports Cars, pump fuel is mandatory. Only air may be mixed with the fuel as an oxidant.

10.5.2. Sports Libre and Racing Cars. Only pump fuel or methanol may be used. When using methanol, the addition of 10% by volume of Propanone is allowable (Note J.5.13.6). (a) Any vehicle using methanol must include an additive which provides a distinguishable colour and smell when burning

10.5.3. All vehicles must be equipped with an effective method of stopping the fuel supply, operable by the Driver when normally seated and with seat belt secured. This is to be combined with or located adjacent to the internal ignition cut-off switch, with the exception of Standard Cars as defined in 11.9. where it is recommended.

10.5.4. Electrically powered vehicles are permitted. Alternative fuels may be permitted subject to Motorsport UK approval.

Electrical

10.6.1. All vehicles must be equipped with an ignition cut-off switch having positive 'ON/OFF' positions clearly marked. The ignition cut-off and fuel pumps isolation system(s) must be operable by the Driver when normally seated with seat belts secured, with the exception of Standard Cars as defined in 11.9 where it is recommended.

Proposed Regulation

10.6. Fuel

10.5.6.1. For ~~Standard Cars, Road Cars-Going Series Production, Road-Going Specialist Production,~~ and Modified Series Production, Modified Specialist Production and Hill Climb Super Sports Cars, pump fuel is mandatory. Only air may be mixed with the fuel as an oxidant.

10.5.6.2. Sports Libre and Racing Cars. Only pump fuel or methanol may be used. When using methanol, the addition of 10% by volume of Propanone is allowable (Note J.5.13.6). (a) 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%.**

Reason: To ensure that the additives being used are suitable they will need to be registered with the MSA, a list will be published to advise competitors what products are listed. To limit the possibility of an additive providing a performance enhancement the maximum volume of additive within the fuel will be 0.2%.

Date of Implementation: 1 January 2020

10.5.6.3. ~~All vehicles must be equipped with an effective method of stopping the fuel supply, operable by the Driver when normally seated and with seat belt secured. This is to be combined with or located adjacent to the internal ignition cut-off switch, with the exception of Standard Cars as defined in 11.9. where it is recommended.~~ **Deleted.**

Reason: Duplicated in 10.7.1.

Date of Implementation: 1 January 2020

10.5.6.4. Electrically powered vehicles are permitted. Alternative fuels may be permitted subject to Motorsport UK approval.

10.7. Electrical

10.6.7.1. All vehicles must be equipped with an ignition cut-off switch **and fuel pump isolation system(s)** having positive 'ON/OFF' positions clearly marked. The ignition cut-off and fuel pumps isolation system(s) must be operable by the Driver when normally seated with seat belts secured, with the exception of Standard Cars as defined in 11.9~~1~~ where it is recommended.

Reason: Clarification whilst adding the fuel pump isolation being clearly identifiable.

Date of Implementation: 1 January 2020

Current Regulation

10.6.2. Lighting equipment is not required unless the vehicle is currently licensed for use on the public highway and competed on the event in a road legal condition.

10.6.3. An external circuit breaker to K.8 is mandatory for all cars except open cars of periods A – E (Nomenclature and Definitions) and cars licensed for road use (when it is recommended).

Brakes

10.7.1. Deleted.

10.7.2. Brake balance adjusters must not be available for adjustment during running

Transmission

10.8.1. For Road-Going Series Production, Road-Going Specialist Production Cars, the reverse gear must remain operable at all times.

10.8.2. For Modified Series Production, Modified Specialist Production Cars, Hill Climb Super Sports, Sports Libre and Racing Cars, reverse gear is not required.

10.8.3. K.12 recommended for all front engined vehicles

General

10.9. Timing Struts – Where timing is activated by a light beam, the vehicles will be fitted at the front with a vertical timing strut, minimum vertical height 254mm, the bottom of which shall be not less than 180mm and no more than 200mm from the ground. The strut will be in matt black on both sides, over its total area, which shall be not less than 254mm by 51mm. No other, or further forward, part of the vehicle may interrupt these dimensions or actuate the timing.

Proposed Regulation

10.67.2. Lighting equipment is not required unless the vehicle is currently licensed for use on the public highway and competed on the event in a road legal condition. See 10.11.2.

10.67.3. An external circuit breaker to K.8 is mandatory for all cars except open cars of periods A – E (Nomenclature and Definitions) and cars licensed for road use (when it is recommended).

10.8. Brakes

10.78.1. Deleted.

10.78.2. Brake balance adjusters must not be available for adjustment during running
Deleted.

Reason: Deleted as period cars may have adjustable balance bars.

Date of Implementation: 1 January 2020

10.9. Transmission

10.89.1. For Road-Going Series Production, Road-Going Specialist Production and Standard Cars, the reverse gear must remain operable at all times.

10.89.2. For all other Categories a Modified Series Production, Modified Specialist Production Cars, Hill Climb Super Sports, Sports Libre and Racing Cars, reverse gear is recommended not required.

10.89.3. K.12 recommended for all front engined vehicles.

General

10.910. Timing Struts – Where timing is activated by a light beam, the vehicles will be fitted at the front with a vertical timing strut, minimum vertical height 254mm, the bottom of which shall be not less than 180mm and no more than 200mm from the ground. The strut will be in matt black on both sides, over its total area, which shall be not less than 254mm by 51mm. No other, or further forward, part of the vehicle may interrupt these dimensions or actuate the timing.

Current Regulation

No Current Regulation

Regulations for Standard Cars

11.9.1. Description

11.9.1.1. Road-Going Series Production Cars – Saloons and Sports Cars produced in quantities of not less than 5000 per annum of unitary construction, two wheel drive and up to 2litre engine capacity. The cars must be manufactured after 1st January 2000 and be type approved. Any replacement components fitted must be a Standard Part/Standard Pattern Part.

11.9.1.2. Cars must compete in an event in a road legal condition. Fleet insurance policies and/or trade plates are not permitted.

11.9.1.3. Permitted Modifications.

Other than as detailed, no other modifications are permitted:
(i) Any FIA/MSA approved/homologated safety equipment may be installed.
(ii) Brake friction material may be uprated.

Engine

11.9.1.4. Forced induction equivalence 1.7.
Wheels and tyres

Wheels and tyres

11.9.1.5. Standard wheels and tyres from List 1A only may be used.

Proposed Regulation

Public Highway

10.11. All cars must comply with Section J of these regulations, and all statutory regulations concerning the construction and use of vehicles. In addition cars must:
10.11.1. Be currently registered and taxed as a private car.
10.11.2. Have registration documents and, where a car is required by law to have a certificate, a valid MOT Certificate where appropriate. These documents must be produced at scrutineering UPON REQUEST.
10.11.3. Display registration plates in compliance with the current Road Vehicles (Display of Registration Marks) Regulations.
10.11.4. Only a full MOT including lighting is acceptable. See 10.6.2.

Reason: Clarification.

Date of Implementation: 1 January 2020

11. Regulations for Standard Cars

11.9.1. Description

11.9.1.1. ~~Road-Going Series Production Cars~~ **Standard Cars** – Saloons and Sports Cars produced in quantities of not less than 5000 per annum of unitary construction, two wheel drive and up to 2litre engine capacity. The cars must be manufactured after 1st January 2000 and be type approved. Any replacement components fitted must be a Standard Part/Standard Pattern Part.

11.9.1.2. Cars must compete in an event in a road legal condition. ~~Fleet insurance policies and/or trade plates are not permitted.~~

11.9.1.3. Permitted Modifications.

Other than as detailed, no other modifications are permitted:
(i) Any FIA/MSA **Motorsport UK** approved/homologated safety equipment may be installed.
(ii) Brake friction material may be uprated.

Engine

11.9.1.4. Forced induction equivalence 1.7.

Wheels and tyres

11.9.1.5. Standard wheels **and EU compliant labelled 117 (EU compliant road tyres)** ~~tyres from List 1A~~ only may be used.

Reason: Relaxation of Tyre regulations to road legal.

Date of Implementation: 1 January 2020

Current Regulation

Regulations for Roadgoing Series Production Cars and Roadgoing Specialist Production Cars

Description

11.1.1. Road-Going Series Production Cars
– Saloons and Sports Cars produced in
quantities of not less than 1000 per annum.

11.1.2. Road-Going Specialist Production
Cars – Cars with a minimum annual
production of 20 Chassis which do not
qualify as Road-Going Series Production
Cars.

11.2. Cars must compete in an event in a
road legal condition

Chassis

11.3. Manufacturers original chassis
structure and specification of construction,
dimensions and material. Roll cages must
not accept or assist any direct suspension
loads.

Body (including aerodynamics)

11.4.1. Silhouette of the vehicle must
remain unaltered in construction,
dimension and material. The silhouette will
be taken in the condition in which the car
competes (convertible closed cars
competing with the hood or top not erected
shall have the silhouette determined in that
condition).

11.4.2. Engine bonnet/cover and
luggage/boot cover may be replaced with
an alternative material.

11.4.3. Laminated windscreens permitted
but all other glass may not be replaced by
another material.

11.4.4. Deleted.

11.4.5. Deleted.

11.4.6. Interior trim must remain fitted
(except floor carpets/mats).

11.4.7. All working equipment fitted as
standard (heater, window mechanisms,
sunroof, door handles) must remain
operable at all times.

Proposed Regulation

12. Regulations for Roadgoing Series Production Cars and Roadgoing Specialist Production Road Cars

Description

112.1.1. Road Cars - Going Series
Production Cars, = Saloons and Sports Cars
produced in quantities of not less than
1000 per annum.

112.1.2. Road Cars- Going Specialist
Production Cars = Cars with a minimum
annual production of 20 Chassis which do
not qualify as Road-Going Series Production
Cars.

112.2. Cars must compete in an event in a
road legal condition as defined in 10.11.

Chassis

112.3. Manufacturers original chassis
structure and specification of construction,
dimensions and material. Roll cages must
not accept or assist any direct suspension
loads.

11.2.4. Body (including aerodynamics)

112.4.1. Silhouette of the vehicle must
remain unaltered in construction,
dimension and material. The silhouette will
be taken in the condition in which the car
competes (convertible closed cars
competing with the hood or top not erected
shall have the silhouette determined in that
condition).

112.4.2. Engine bonnet/cover and
luggage/boot cover may be replaced with
an alternative material.

112.4.3. Laminated windscreens permitted
but all other glass may not be replaced by
another material.

112.4.4. Deleted.

112.4.5. Deleted.

112.4.64. Interior trim must remain fitted
(except floor carpets/mats).

112.4.75. All working equipment fitted as
standard (heater, window mechanisms,
sunroof, door handles) must remain
operable at all times.

Current Regulation

Engines

11.5.1. For Road-Going Series Production Cars, the cylinder block and cylinder head must remain in the original position and be externally identifiable as that fitted to the original model or specified option.

Induction is free, as are exhaust systems.

11.5.2. For Road-Going Specialist Production Cars, the cylinder block and head must be of a make and type produced in at least 1,000 identical units originally available through the normal commercial channels of a land vehicle manufacturer.

11.5.3. Must be capable of being started from an onboard power source operable by the driver when seated normally.

Wheels and tyres

11.6.1. Deleted.

11.6.2. Except for Period Defined Vehicles (Non-Rally) A-H inclusive tyres are to L List 1A and List 1B.

Suspension

11.7.1. The suspension type and mountings must remain the same as that fitted by the vehicle manufacturer.

11.7.2. The shock absorbers may be of any make and may be uprated from standard.

11.7.3. Adjustable spring platform struts are permitted.

11.7.4. The mounting method and position must remain as specified by the vehicle manufacturer.

11.7.5. Springs are free but must retain their original location.

Proposed Regulation

12.5. Engines

112.5.1. For Road-Going Series Production Cars, the cylinder block and cylinder head must remain in the original position and be externally identifiable as that fitted to the original model or specified option.

Induction is free, as are exhaust systems.

112.5.2. For Road-Going Specialist Production Cars, the cylinder block and head must be of a make and type produced in at least 1,000 identical units originally available through the normal commercial channels of a land vehicle manufacturer.

112.5.3. Must be capable of being started from an onboard power source operable by the driver when seated normally.

11.5.4. Exhaust Catalytic Converters are required per J.5.16.7, except where a vehicle does not require a catalytic converter in accordance with government legislation.

Date of implementation: **1st January 2020**

Reason: To relax the requirement for catalytic converters on vehicles post 1999 competing in Roadgoing categories, where a specific vehicle does not require a Catalytic converter per DVSA regulations. This includes vehicles such as certain kit cars fitted with older engines or motorcycle engines.

Wheels and tyres

11.6.1. Deleted.

112.6.2. Except for Period Defined Vehicles (Non-Rally) A-H inclusive tyres are to L List 1A and List 1B: **must EU compliant labelled 117 (EU compliant road tyres).**

Date of Implementation: 1 January 2020

12.7. Suspension

112.7.1. The suspension type and mountings must remain the same as that fitted by the vehicle manufacturer. **Lever arm shocks may be changed to Telescopic shock absorbers.**

112.7.2. The shock absorbers may be of any make and may be uprated from standard.

112.7.3. Adjustable spring platform struts are permitted.

112.7.4. The mounting method and position must remain as specified by the vehicle manufacturer.

112.7.5. Springs are free but must retain their original location.

Current Regulation

11.7.6. For Road-going Series Production Cars bushes may be changed for similar polymer materials but not to spherical or similar metal joints.

11.7.6.1. For Road-going Specialist Production Cars bushes may be changed for similar polymer materials, spherical or similar metal joints.

Transmission

11.8.1. Roadgoing Series Production Cars.
(a) The gearbox and differential casing must be externally identifiable as that fitted to the original model or specified option and remain in their original position.
(b) The method of gear selection must remain standard (sequential selection only where fitted as standard).

Regulations for Modified Series Production Cars and Modified Specialist Production Cars

Description

12.1. Modified Series Production Cars. Must have been originally available through the normal commercial channels of the manufacturer in quantities of not less than 1,000 vehicles within 12 consecutive months.

12.1.1. Vehicles produced in lesser quantities may be admitted subject to the manufacturer obtaining approval from Motorsport UK.

12.2. Modified Specialist Production Cars. Must have been originally available through the normal commercial channels of the manufacturer in quantities of not less than 20 chassis within 12 consecutive months.

Safety

12.3. See section 10.1.

Proposed Regulation

~~**11.7.6.** For Road -going Series Production Cars bushes may be changed for similar polymer materials but not to spherical or similar metal joints.~~

Reason: Relaxation.

Date of Implementation: 1 January 2020

~~**11.7.6.1.** For Road -going Specialist Production Cars bushes may be changed for similar polymer materials, spherical or similar metal joints.~~ Deleted.

Reason: Not needed with the change to 12.7.6.

Date of Implementation: 1 January 2020

12.7.7. Reciprocating Ball steering may be replaced with rack and pinion.

Reason: Improvement to steering safety

Date of Implementation: 1 January 2020

12.8. Transmission

~~**11.8.1.** Roadgoing Series Production Cars. Road Cars~~
(a) The gearbox and differential casing must be externally identifiable as that fitted to the original model or specified option and remain in their original position.
(b) The method of gear selection must remain standard (sequential selection only where fitted as standard).

13. Regulations for Modified Series Production Cars and Modified Specialist Production Cars

Description

~~**12.1.** Modified -Series Production Cars.~~ Must have been originally available through the normal commercial channels of the manufacturer in quantities of not less than 1,000 vehicles within 12 consecutive months.

~~**12.1.1.** Vehicles produced in lesser quantities may be admitted subject to the manufacturer obtaining approval from Motorsport UK.~~

~~**12.2.** Modified Specialist Production Cars.~~ Must have been originally available through the normal commercial channels of the manufacturer in quantities of not less than 20 chassis within 12 consecutive months.

Safety

~~**12.3.** See section 10.1.~~

Current Regulation

Chassis

12.4. The chassis or unitary construction must remain to the manufacturer's original specification in construction and material within the wheel hub centres with the exception of the following.

12.4.1. Re-positioning of suspension pick-up points and engine mountings are permitted.

12.4.2. Inner wheel arches only may be modified to allow the attachment of damper mountings.

12.4.3. It is only permitted to make holes for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher lines as per Vehicle Regulations. All redundant holes must be covered with metal plates.

12.4.4. Reinforcing of the chassis is allowed.

12.4.5. Bulkheads and/or inner wings may be modified to permit the clearance of the induction system. This shall be understood to include air induction ducting, manifolding, trumpets/ram pipes for engine carburation or fuel injection system only. A maximum clearance dimension of 7.75cm will be allowed for any protrusion, but only in the engine compartment.

Bodywork (including aerofoils)

12.5.1. Silhouette of the vehicle as seen in side elevation must remain unaltered, with the exception of engine bonnet/cover and boot lid/rear deck.

12.5.2. The doors, engine, bonnet/cover, luggage compartment cover, boot lid/rear deck or bodywork not forming part of the unitary construction may be changed for ones of different material. Wheel arch extensions are free.

12.5.3. Alternative materials may be used for external mudguards, if attached by bolts and/or rivets.

12.5.4. Detachable hardtops are permitted providing the silhouette remains unaltered.

12.5.5. Plastic is permitted for side and rear windows. A hole approximately 15cm diameter may be cut in the window next to the driver for signalling or ventilation.

Proposed Regulation

Chassis

123.4. The chassis or unitary construction must remain to the manufacturer's original specification in construction and material within the wheel hub centres with the exception of the following.

123.4.1. Re-positioning of suspension pick-up points and engine mountings are permitted.

123.4.2. Inner wheel arches only may be modified to allow the attachment of damper mountings.

123.4.3. It is only permitted to make holes for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher lines as per Vehicle Regulations. All redundant holes must be covered with metal plates.

123.4.4. Reinforcing of the chassis is allowed.

123.4.5. Bulkheads and/or inner wings may be modified to permit the clearance of the induction system. This shall be understood to include air induction ducting, manifolding, trumpets/ram pipes for engine carburation or fuel injection system only. A ~~maximum clearance dimension of 7.75cm~~ will be allowed for any protrusion, but only in the engine compartment.

13.5. Bodywork (including aerofoils)

123.5.1. Silhouette of the vehicle as seen in side elevation must remain unaltered, with the exception of engine bonnet/cover and boot lid/rear deck.

123.5.2. The doors, engine, bonnet/cover, luggage compartment cover, boot lid/rear deck or bodywork not forming part of the unitary construction may be changed for ones of different material. Wheel arch extensions are free.

123.5.3. Alternative materials may be used for external mudguards, if attached by bolts and/or rivets.

123.5.4. Detachable hardtops are permitted providing the silhouette remains unaltered.

123.5.5. Plastic is permitted for side and rear windows. A hole approximately 15cm diameter may be cut in the window next to the driver for signalling or ventilation.

Current Regulation

12.5.6. Demisting apertures are permitted in the rear window. They must be in the form of holes or slots and be positioned close to the top or sides, but not both.

12.5.7. Open car with hoods may have them removed. Vehicles may run open or closed. If running closed, a rear window of safety glass or plastic of minimum thickness 4mm is mandatory.

12.5.8. Tonneau covers are permitted providing they are of flexible material and were originally specified for the vehicle.

12.5.9. It is prohibited to cut holes in any panel unless specifically permitted.

12.5.10. Front spoilers/air dams/splitters are permitted below the level of the road wheel centres, up to 15cm beyond the overall plan periphery of the existing bodywork, excluding bumpers. Rear spoilers are permitted within the overall plan periphery of the original vehicle excluding bumpers. A rear spoiler is a raised surface of opaque material integral with the rear deck with no gaps or openings in the surface, front or rear, and not exceeding half the vertical height of the original rear window fitted into the vehicle, measured at the centre of the original window. The vehicle manufacturer's original equipment or a specified option for that vehicle is also permitted.

12.5.11. Deleted.

12.5.12. It is permitted to remove the floor carpets, underfelt, sound insulation throughout the car, the rear seat, the passenger's front seat and the head lining.

12.5.13. It is permitted to carry out modifications to window winders, instrument panels and all driving controls.

Engine

12.6.1. The engine block must be externally identifiable as that fitted to the original model or specified option. Modification to all components is permitted.

Proposed Regulation

123.5.6. Demisting apertures are permitted in the rear window. They must be in the form of holes or slots and be positioned close to the top or sides, but not both.

123.5.7. Open car with hoods may have them removed. Vehicles may run open or closed. If running closed, a rear window of safety glass or plastic of minimum thickness 4mm is mandatory.

123.5.8. Tonneau covers are permitted providing they are of flexible material and were originally specified for the vehicle.

123.5.9. ~~It is prohibited to cut holes in any panel unless specifically permitted.~~ A maximum of 5 x 15cm holes may be cut in the exterior body panels. Holes may be present in Bodywork solely to provide clearance for induction and/or exhaust systems. Additionally a maximum of 5 holes may be present in the Bodywork with no individual opening exceeding 177cm².

123.5.10. Front spoilers/air dams/splitters are permitted below the level of the road wheel centres, up to 15cm beyond the overall plan periphery of the existing bodywork, excluding bumpers. Rear spoilers are permitted within the overall plan periphery of the original vehicle excluding bumpers. A rear spoiler is a raised surface of opaque material integral with the rear deck with no gaps or openings in the surface, front or rear, and not exceeding half the vertical height of the original rear window fitted into the vehicle, measured at the centre of the original window. The vehicle manufacturer's original equipment or a specified option for that vehicle is also permitted.

123.5.11. Deleted.

123.5.112. It is permitted to remove the floor carpets, underfelt, sound insulation throughout the car, the rear seat, the passenger's front seat and the head lining.

123.5.113. It is permitted to carry out modifications to window winders, instrument panels and all driving controls.

13.6. Engine

123.6.1. ~~The engine block must be externally identifiable as that fitted to the original model or specified option.~~ Modification to all components is permitted.

Current Regulation

12.6.2. With the exception of any engine fitted to a vehicle complying with 12.1, the engine must be of a make and type produced in at least 1,000 identical units and fitted to a vehicle originally available through the normal commercial channels of a land vehicle manufacturer.

12.6.3. Induction system free.

12.6.4. Oil coolers, dry sump lubrication systems or additional water radiators are permitted within the periphery of the bodywork.

12.6.5. Must be capable of being started from an onboard power source operable by the driver when seated normally.

12.6.6. Engine and transmission must remain in a similar position within the vehicle and in the same position relative to each other as in the original model.

Transmission

12.7.1. Transmission layout to remain as original.

12.7.2. Gearbox and differential are free.

12.7.3. Driven axle(s) free (see 12.8.4).

Suspension

12.8.1. Additions and modifications to springs, shock absorbers or suspension height are free.

12.8.2. The original type of suspension must be maintained (e.g. twin wishbone set-up cannot replace a single wishbone suspension; a sliding pillar cannot be replaced by a MacPherson strut; a trailing link cannot be replaced by wishbones or coaxial springing).

12.8.3. A live rear axle may not be replaced by an independent system or De Dion.

12.8.4. A live rear axle is allowed location links. If leverarm shock absorbers are an original fitment, they may be replaced by a single location link.

Proposed Regulation

~~**12.6.2.** With the exception of any engine fitted to a vehicle complying with 12.1, the engine must be of a make and type produced in at least 1,000 identical units and fitted to a vehicle originally available through the normal commercial channels of a land vehicle manufacturer.~~

Reason: 13.6.1. Relaxation results in the need for the first sentence of 13.6.2. to also be deleted.

Date of Implementation: 1 January 2020

~~**12.6.3.** Induction system free.~~

~~**12.6.4.** Oil coolers, dry sump lubrication systems or additional water radiators are permitted within the periphery of the bodywork.~~

~~**12.6.5.** Must be capable of being started from an onboard power source operable by the driver when seated normally.~~

~~**12.6.6.** Engine and transmission must remain in a similar position within the vehicle and in the same position relative to each other as in the original model.~~

13.7. Transmission

~~**12.7.1.** Transmission layout to remain as original.~~

~~**12.7.2.** Gearbox and differential are free.~~

~~**12.7.3.** Driven axle(s) free (see 12.8.4).~~

13.8. Suspension

~~**12.8.1.** Additions and modifications to springs, shock absorbers or suspension height are free.~~

~~**12.8.2.** The original type of suspension must be maintained (e.g. twin wishbone set-up cannot replace a single wishbone suspension; a sliding pillar cannot be replaced by a MacPherson strut; a trailing link cannot be replaced by wishbones or coaxial springing).~~ Deleted.

Reason: Relaxation.

Date of Implementation: 1 January 2020

~~**12.8.3.** A live rear axle may not be replaced by an independent system or De Dion.~~

~~**12.8.4.** A live rear axle is allowed location links. If leverarm shock absorbers are an original fitment, they may be replaced by a single location link.~~

Current Regulation

12.8.5. Suspension pick-up point positions may be altered, providing the suspension system is maintained as being the original type.

12.8.6. Road springs are free.

12.8.7. The wheelbase must be to the dimensions of the original vehicle, plus or minus 2% or 5cm whichever is the greater.

Electrical

12.9.1. Deleted.

12.9.2. Electrical generators may be disconnected or removed.

Regulations for Hill Climb Supersports Cars

Description

13.1. Sports Racing Cars with restricted modifications as follows:

Regulations for Sports Libre Cars

14.1. Vehicles that comply with any of the following Groups:

(a) Any closed wheel vehicle that does not comply with any other category, as defined in 10.10.1 to 10.10.5 or 10.10.7. or 14.1(b), or (c), (d) or 14.1.2.

(b) Hill Climb Supersports Chassis Cars. Must comply with 13.2 or 13.3. and with:

Maximum height	90cm from the ground
Maximum rear overhang	150cm behind rear wheel axis

(c) Sports Racing Cars.

(d) Single seat closed wheel Racing Car the rear wheels enclosed by continuous bodywork.

Proposed Regulation

123.8.5. Suspension pick-up point positions may be altered, providing the suspension system is maintained as being the original type.

123.8.6. Road springs are free.

123.8.7. The wheelbase must be to the dimensions of the original vehicle, plus or minus 2% or 5cm whichever is the greater.

Electrical

123.9.1. Deleted.

123.9.2. Electrical generators may be disconnected or removed.

Regulations for Hill Climb Supersports Cars

Description

13.1. Sports Racing Cars with restricted modifications as follows:

Delete all 13.

Reason: All of current S13 to be deleted. Supersports cars will fall within Sports Libre.

Date of Implementation: 1 January 2020

14. Regulations for Sports Libre Cars

14.1. Vehicles that comply with any of the following Groups:

(a) Any closed wheel vehicle that does not comply with any other category, as defined in 10.10.1 to 10.10.5 or 10.10.7. ~~or 14.1(b),~~ or (c), (d) or 14.1.2.

(b) ~~Deleted.~~ Hill Climb Supersports Chassis Cars. Must comply with 13.2 or 13.3. and with:

Maximum height	90cm from the ground
Maximum rear overhang	150cm behind rear wheel axis

(c) Sports Racing Cars.

(d) Single seat closed wheel Racing Car the rear wheels enclosed by continuous bodywork.

Date of Implementation: 1 January 2020