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## REGULATION CHANGES

**RATIFIED BY BOARD – 23 SEPTEMBER 2020**

**SUPPORTED BY RULES COMMITTEE – 8 SEPTEMBER 2020**

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### Section G Officials

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#### G29.12: CHART OF TIMING EQUIPMENT CLASSIFICATION

Timing Equipment is classified as follows:

Equipment class	Description	Suitable for	Certifying laboratory
G/A	Vehicular actuated apparatus incorporating print-out. Issue times to 0.001 sec	Race/Karting	National observatory or NAMAS certified laboratory
G/A D/A	Vehicular actuated apparatus incorporating print-out. Issue times to 0.01 sec	Any event	As G/A
D	Vehicular actuated digital display. Issue times to 0.01 sec	International speed events	As G/A
E/A	Vehicular actuated apparatus incorporating print-out. Issue times to 0.01 sec	All except FIA events	Motorsport UK
E/A (10)	Vehicular actuated apparatus incorporating print-out. Issue times to 0.01 sec	All below National	Motorsport UK
E/A (10 K)	Transponder actuated apparatus. Issue times to 0.01 sec	Race / Short Circuit Karting	Motorsport UK
E	Vehicular actuated digital display. Issue times to 0.01 sec	National speed events	Motorsport UK
E/B *	Apparatus with multi-memory split and digital display. Issue times to 0.1 sec	National events	Motorsport UK
E/C	Apparatus with split time function. Issue times to 0.1 sec	Clubman speed events	Motorsport UK
F	Vehicular actuated apparatus. Issue times to 0.1 sec	Clubman speed events	Motorsport UK
R	Time of day with split. Issue times to 1 sec	Rally timing	Motorsport UK
R (O/I)	Time of day with split. Issue times to 0.1 sec	Rally timing	Motorsport UK

\*Some class E/B timers incorporate facilities to ensure that only those times coincident with the start of vehicle actuation are recorded to 0.01 sec. These may be used in conjunction with a class E/A printing clock to produce short interval times to 0.01 sec accuracy (Latching System). The time interval is not to exceed 5 mins and in the event of any difference or dispute the E/A time is to be issued as the true time.

**Note: above regulation change refers to new Regulations Q12.8.3, Q12.8.4 and Q12.8.8**

### Section H Licences

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**H8.2.4.** \*Anyone who has held a Competition Licence during 2018 or 2019 and can produce written proof of having been classified as a finisher in at least eight Rallycross, or five Time Attack Hot Lap Challenge events during that time and who passes a written examination.

**Implementation: 1<sup>st</sup> January 2021**

**Reason:** IP rights exist for Time Attack and therefore we are unable to offer the discipline under that title for our Clubs. The Knockhill MSC run Super Lap Scotland which runs to the Time Attack Regulations and therefore we propose to change the discipline title to enable greater utilisation of these regulations. In addition to provide encouragement and ease of access from

Track Days the introduction of an “Intro-Class” allows for drivers to experience competitive motor sport on an event by event basis.

**H8.3.5.** \*Anyone who can provide proof of holding a Pro-Racer card (as approved by Motorsport UK) and has **having satisfactorily completed** obtained eight signatures from qualifying kart races (as approved by Motorsport UK), a minimum of four of which must be outdoor races. (The ‘Starting Karting Pack’ is required in this instance and the driver will be required to pass the ARKS written examination.)

**Implementation Date: 1 January 2021**

**Reason:** *The Pro Racer Card has not been used for many years. The amendment will allow Motorsport UK to accept proof of kart races of approved organisations.*

## Section P Cross Country

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**P11.3.5.** **The Final Results must include a statement of the course length.**

**Implementation date:** 1<sup>st</sup> January 2021

**Reason:** *Competitive Safaris may be run up to an average speed of 30mph, or 50 mph in the case of Safari Plus with increased safety provisions. To assist with the distinction knowing the length of the course indicates whether an event was a Competitive Safari or a Safari Plus.*

## Section Q – Circuit Racing

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**Q8.1.10. (Q11.3 new regulation number for 2021)**

(a) Cars will be Permitted to carry radio transmitters or receivers, for which Ofcom licences, where required, will be checked at scrutineering, in the following races only:

(iv) Where the Competitor has a ~~non-transmitting radio receiver~~ **Motorsport UK-approved information system** tuned to the frequency of a ~~single~~ transmitting device, which is under the direct and sole control of the Clerk of the Course **or Chief Timekeeper**. The system is to be used solely for providing competitors with **timing data issued by the Chief Timekeeper and/or electronic flag signals**, instructions or warnings issued by the Clerk of the Course.

**Implementation: 01 January 2021**

**Reason:** *There are several products now on the market that can be used to transmit data to the competitors under control of the race organisers. Some of these systems use the timing transponder to transmit the data therefore previous reference to a non-transmitting receiver is no longer suitable, using the term “Information System” allows such systems to be used and provides for future products that may use a different method. The important restriction of the system being under the control of the Clerk of Course or Chief Timekeeper is retained to ensure that transmissions are consistent and appropriate. Motorsport UK Approval means that the reliability of the systems can be verified to ensure that the system will work as prescribed.*

**Q12.8.3.** **Transponder only timing must not be to an accuracy of less than 0.01 seconds.**

**Q12.8.4.** **Transponders must be from the Motorsport UK approved list and used in conjunction with decoders certified in accordance with G.29.12.**

**Q12.8.8.** The fitment of the transponder must be in accordance with the manufacturer's instructions at a predetermined position on the vehicle, as detailed in the SRs.

**Implementation: 01 January 2021**

**Reason:** To provide regulation for transponder only timing in circuit racing events, restricted to the production of times to an accuracy of 0.01 seconds.

## Section R Rallying

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**R10.2.4.** If timed to less than a minute, Standard Sections must not ~~use any~~ include more than 250m of private property, other than Footpaths and Bridleways and Restricted Byways, for which approval has been granted by the landowner and the Highway Authority where appropriate.

**Date of Implementation: 1<sup>st</sup> January 2021**

**Reason:** Relaxation of regulations to permit the inclusion of short lengths of private property to assist organisers with route choice within the maximum average speed schedules permitted by legislation and to add to the navigational challenge of Road Rallies.

## Section S – Sprints, Hill Climbs and Drag Racing

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### Organisers' Regulations

Organisers of any Sprint, Hill Climb, Drag Race or ~~Time Attack~~ Hot Lap Challenge Meeting must comply with the Common Regulations for Organisers (Section D) and the following:

**S1.1.** Permits for Sprints, Hill Climbs, Drag Race or ~~Time Attack~~ Hot Lap Challenge are issued at the sole discretion of Motorsport UK, and are dependent upon a valid track licence being in existence.

**S1.1.1.** For ~~Time Attack~~ Hot Lap Challenge a valid track licence for Racing Circuits is required.

**S1.2.** In the case of all Sprints, Hill Climbs or ~~Time Attack~~ Hot Lap Challenge, the Clerk of the Course must hold a CofC licence issued by Motorsport UK valid for the grade of meeting

**S\*2.1.** Practice. \*With the exception of Drag Races and ~~Time Attack~~ Hot Lap Challenge, all Competitors must receive the following opportunities for practice:

**S3.2.** With the exception of ~~Time Attack~~ Hot Lap Challenge, cars shall be started from a standing start with the engine running. No car shall be started whilst there is an obstruction in its path either on the course or in the braking area after the finish, unless the track licence allows more than one car to be on the course at the same time.

**S5.2.4.** ~~Time Attack~~ Hot Lap Challenge: In accordance with Q7.

**S7.1.1.** Competitors in all Sprints, Hill Climbs, Drag Race or ~~Time Attack~~ Hot Lap Challenge must comply with the Common Regulations for Competitors (Section H) and the following:

**S7.1.8.** Competitors in ~~Time Attack~~ Hot Lap Challenge must comply with the minimum licence criteria stipulated in 17.2.4.1.

**S9.1.9.** Vehicles other than those used for Drag Races or ~~Time Attack~~ Hot Lap Challenge may be liable to annual inspection by a Technical Commissioner or designated Scrutineer if:

**S\*9.2.2.1.** During warm-up of a ~~Time Attack~~ Hot Lap Challenge event the SR's or Championship Regulations may authorise the team data analyst to accompany the driver and he would be required to comply with 9.2.1.

Results

(Not applicable for Drag Races or ~~Time Attack~~ Hot Lap Challenge)

**Implementation: 1<sup>st</sup> January 2021**

**Reason:** IP rights exist for Time Attack and therefore we are unable to offer the discipline under that title for our Clubs. The Knockhill MSC run Super Lap Scotland which runs to the Time Attack Regulations and therefore we propose to change the discipline title to enable greater utilisation of these regulations. In addition to provide encouragement and ease of access from Track Days the introduction of an "Intro-Class" allows for drivers to experience competitive motor sport on an event by event basis.

### **S13. Regulations for Modified Cars**

**S13.4.** 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.

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**S13.4.6 Localised alteration for the passage/clearance of the exhaust system.**

**Implementation: 1<sup>st</sup> January 2021**

**Reason:** A fabricated exhaust tunnel is a common modification to certain vehicles and this proposal legitimises common practice for these vehicles.

**S13.5.5.** ~~Plastic is permitted for side and rear windows~~ **It is permitted to replace any glass window with plastic (J5.20.8 applies).** A hole approximately 15cm diameter may be cut in the window next to the driver for signalling or ventilation.

**Implementation: 1<sup>st</sup> January 2021**

**Reason:** Clarification.

**S13.5.9. Deleted** ~~It is prohibited to cut holes in any panel unless specifically permitted.~~

**Implementation: 1<sup>st</sup> January 2021**

**Reason:** Regulation no longer appropriate.

### **Time Attack Hot Lap Challenge**

**S17.2.4.1.** Category of Driver:

There will be:

- (i) **Intro-Class for which a minimum of a RS Clubman licence is acceptable**
- (ii) Club-Class for which a minimum of a RS Interclub licence is acceptable
- (iii) Pro-Class for which the driver must be in possession of a Race Interclub licence, as a minimum.

Designation in regard to (ii) **and** (iii) above is made by the Organising Committee and will be based upon a drivers previous motor sport experience, in the first instance, and then may be dependent upon other factors e.g. engine capacity, vehicle weight, lap times and previous ~~Time Attack~~ **Hot Lap Challenge** classification.

**S17.2.4.1.1.** The Intro-Class provides for an opportunity to experience competitive motor sport on an event by event basis.

- (a) The Class will run separate to any other session.
- (b) The Competitor will not score Points nor be classified, qualify for any end of day awards or set lap records.
- (c) The vehicle must run on List 1A or 1B tyres.

(d) Any competitor who achieves a lap time within 5% of the fastest time of the class above, on three or more occasions, will be reviewed by the Organising Committee who may require the driver to upgrade to the Club-Class.

### **S17.5.1. Warm-up & Qualification**

**S17.5.1.1.** On any car driven by a person who has not received six car race or Time Attack Hot Lap Challenge signatures on his Competition Licence, there shall be on the back of the car a yellow square, 7in x 7in, with a black diagonal cross, with strokes 6in long and 1in wide.

**Implementation: 1<sup>st</sup> January 2021**

**Reason:** *IP rights exist for Time Attack and therefore we are unable to offer the discipline under that title for our Clubs. The Knockhill MSC run Super Lap Scotland which runs to the Time Attack Regulations and therefore we propose to change the discipline title to enable greater utilisation of these regulations. In addition to provide encouragement and ease of access from Track Days the introduction of an "Intro-Class" allows for drivers to experience competitive motor sport on an event by event basis.*

## **Section T - Trials**

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**T10.11.** Class 2 vehicles must use cross-ply tyres (which need not be listed in Lists I or II but which must not be of Grip, Town & Country, Dual Purpose or M&S pattern), ~~with the rolling radius to remain as original on vehicles.~~ Class 2 vehicles must also be: .....

**Implementation date:** 1<sup>st</sup> January 2021

**Reason:** *This relaxation for Class 2 vehicles in Classic Trials provides competitors with Pre 1941 vehicles more choice of available tyres suitable for both the vehicles and the nature of the terrain.*