

REGULATION CHANGES FOR CONSULTATION

Committee:	Technical Committee
Date of Meeting:	3 rd August 2021
Closing date for consultation:	13 th September 2021
Email for comments:	technicalconsultation@motorsportuk.org

Section B– Nomenclature and Definitions

Pump Fuel

- (a) Petrol: Commercially available Motor Gasoline (see Appendix 1: Tables):

BS EN 228 (unleaded and super-unleaded).

Petrol is a product refined from crude oil that contains a large number of identifiable compounds that can typically be 250 in number. These compounds can be identified and compared to the available petrol from major oil companies and suppliers.

Unless otherwise stated or the distinction is made between leaded and unleaded petrol, the motor gasoline fuel shall meet the following: Acceptance levels for Octane Numbers will be accepted or rejected according to the Standard ASTM D.3244. Only additives to this Motor Gasoline Fuel solely for the purpose of lead replacement are allowed.

LRG (unleaded), Lead replacement gasoline (LRG also known as LRP): Only additives to unleaded motor gasoline, solely for the purpose of lead replacement, from Sodium, Phosphorous or Manganese are allowed, subject to application according to manufacturer's instructions and to the treated fuel complying with Appendix 1. Lead in excess of EU Directive 98/70 EC requirements is illegal. This also applies to 'Free Fuel'.

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The addition of a lubricant on current sale is permitted in fuels for use in 2-stroke engines.

For rotary engines, a 2-stroke oil with a minimum viscosity of 5 cSt at 100°C, may be added at a maximum concentration of 0.30% (mixing ratio of 300:1).

Implementation date: Immediate

Reason: To allow the addition of lubricating oil to pump fuel for 2-stroke and rotary engines, as is common practice.

Section J– Nomenclature and Definitions

Technical: Electrified Vehicles

5.23.2. A Standard vehicle is defined as built by the manufacturer in accordance with its homologation/type approval with no modifications whatsoever, other than the fitting of safety equipment which does not require the alteration of the vehicle structure. E.g. competition seats using the original mounting points and fasteners are permitted. A ROPS requiring fastening to the vehicle structure is prohibited.

5.23.9. All EVs (including Standard) must undergo and pass a Vehicle Passport inspection and be in possession of a valid Passport to compete irrespective of discipline or category

5.24.2. All EVs (including Standard) must undergo and pass a Vehicle Passport inspection and be in possession of a valid Passport to compete irrespective of discipline or category. For a modified production vehicle, the inspection will include a comprehensive visual inspection to ensure that installation of the ROPS and non-powertrain modifications have not compromised the HV system Note: no repositioning of HV components (incl cables) is permitted. For a bespoke vehicle a detailed technical inspection of the entire vehicle including the EV system and its safety systems will be required. An EVP will be issued once the vehicle has passed the inspection.

5.24.15. The Inspection of Standard and Modified National Type Approved EVs will focus on ensuring that the installation of the safety items (ROPS, seat, fire extinguisher) has not damaged or disturbed any part of the EV system. It is prohibited to reposition any part of the EV system (including cables).

Technical: Electrified Vehicles

5.23.2. A Standard vehicle is defined as built by the manufacturer in accordance with its homologation/type approval with no modifications whatsoever, other than the fitting of safety equipment which does not require the or alteration of the vehicle structure, **powertrain, or electrified propulsion system**. E.g., competition seats using the original mounting points and fasteners are permitted. A ROPS requiring fastening to the vehicle structure is prohibited.

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Except for Standard EVs in non-Speed Events, All EVs must be in possession of a valid Vehicle Passport to compete. Modified and Bespoke EVs must undergo and pass a Vehicle Passport inspection irrespective of discipline or category.

~~5.24.2. All EVs (including Standard)~~ **Standard EVs may be issued with a Vehicle Passport, without inspection, upon application to Motorsport UK. Modified and Bespoke EVs** must undergo and pass a Vehicle Passport inspection and be in possession of a valid Passport to compete irrespective of discipline or category. For a modified production vehicle, the inspection will include a comprehensive visual inspection to ensure that installation of the ROPS and non-powertrain modifications have not compromised the HV system Note: no repositioning of HV components (incl cables) is permitted. For a bespoke vehicle a detailed technical inspection of the entire vehicle including the EV system, and its safety systems will be required. An EVP will be issued once the vehicle has passed the inspection.

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Section J– Nomenclature and Definitions

5.27.1. A maximum of two motors, whose output are combined mechanically driving the wheels through a mechanical gearbox and differential are permitted. A maximum of two inverters are permitted.

5.28.3. For Bespoke EVs, the maximum total power going out of the RESS at any time is limited to 250kW.

5.28.5. For Bespoke EVs, the maximum voltage on the Power Bus must never exceed 450V.

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5.28.3. For Bespoke EVs, the maximum total power going out of the RESS at any time is limited to 250kW, **except for Drag Racing where the limit is 1MW.**

5.28.5. For Bespoke EVs, the maximum voltage on the Power Bus must never exceed 450V, **except for Drag Racing where the limit is 1000V.**

Implementation date: immediate

Reason: *To simplify the Electrified Vehicle Passport application procedure for Standard roadgoing EVs to encourage participation. Also, to apply more appropriate power restriction levels for EVs in drag racing.*