

# (D) Organisers

## General

1. Competitions may only be organised in the territory of Motorsport UK by:

- (a) Motorsport UK or
- (b) A Club or Clubs registered by Motorsport UK in accordance with A.4.0.
- (c) Any other organisation approved by Motorsport UK for the promotion of motor sport.
- (d) Authorised Entrants organising a Speed Record Attempt.

## Registration of Clubs (A.4.0)

2. No Club may organise an event unless it has first applied for registration with Motorsport UK on the appropriate form, is a member of a Motorsport UK recognised Regional Association (4.3) where appropriate and has paid the appropriate annual registration fee (see Part 3, Appendix 1).

## Fixture List

3.1. All events at Interclub or higher status must be inscribed on the Motorsport UK Fixture List.

3.1.1. Events at a lesser status than Interclub must be listed on a Regional Association fixture list.

3.1.2. To have an event entered on the Fixture List, a club must:

- (a) Apply before a date to be specified annually, or
- (b) If after this specified date, apply a minimum of two clear calendar months before the month in which the event is proposed.
- (c) If an already notified date is to be changed for any reason apply as (b) above.

3.2. Applications made under 3.1.2 (b) or (c) may be subject to a fee detailed in Part 3, Appendix 1 (except in the case of recently Registered Clubs) and will be advised by means of an official announcement and, with the exception of rallies requiring a CAO authorisation, may be subject to objection from Regional Associations or clubs whose dates for a similar type of event have already been listed. Such objection must be made within one month of the date of publication.

3.2.1. The organisers of any event inscribed on the Motorsport UK or Regional Fixture List which is cancelled may be liable for a fee as detailed in Part 3, Appendix 1.

3.2.2. All International events must be inscribed on the International Calendar as prescribed by the FIA. All National Competition with Authorised Foreign Participation (NCAFP) must be inscribed on the relevant ASN's National Calendar as prescribed by the FIA. Separate fees are payable to the FIA in respect of inscription. Information as to the procedure can be obtained from Motorsport UK (4.3.1(d)).

3.2.3. All competitions (including Training Events) must be run in accordance with these Regulations unless specific exemption is given before a permit is granted.

## Necessary Permission

4.1. No Event or Championship shall be held unless Motorsport UK has issued a Permit or the event is of a kind for which Motorsport UK has granted exemption from these Regulations (5).

4.1.1. It is the sole responsibility of applicants to ensure that an application for a Championship, Series or Permit complies fully with the General Regulations. Whilst Motorsport UK, at its absolute discretion, may review any application (in particular those relating to its own Motorsport UK British Championships so as, for example, to ensure compliance with the tender process) it should be noted that Motorsport UK does not approve Championship, Series or Event Regulations and specifically that the issuing of a Permit by Motorsport UK shall not be taken as giving any such approval.

4.1.2. Applications for permit must be made on a form prescribed by Motorsport UK not less than the following time before the event:

- (a) International or National – 8 weeks.
- (b) Interclub – 6 weeks.
- (c) Clubmans – 4 weeks.
- (d) Championships – in accordance with details in appropriate Specific Regulations (7) (Section W).

4.1.3. Failure to comply with time limits (a), (b) or (c) will render the Club liable to a fee specified in Part 3, Appendix 1.6 on the first occasion and increased fees for any subsequent breach.

4.1.4. Any application for Permit not made as prescribed may be refused or returned for resubmission, as may any application from a club which has failed to discharge any requirements or indebtedness to Motorsport UK in respect of previous events.

4.1.5. Motorsport UK reserves full rights to add or modify any conditions attached to the Permit even after it has been granted, and may decline to grant or may withdraw a Permit without stating a reason.

4.1.6. Events of Interclub or higher Permit grade may not be authorised when a club has not organised an event of the same grade and type within the preceding two years, unless upgraded in accordance with the specific regulations.

4.1.7. The scope of a Permit includes approval of the title of an event (the titles Grand Prix, British, United Kingdom, UK etc. are reserved for events or championships organised by, or for, Motorsport UK) and permission to televise or broadcast the event.

**Note:** Throughout these sections an asterisk(\*) indicates a requirement for additional information to be printed in the Supplementary Regulations (SRs). Text shown in *Italics* indicate a Regulation which may be amended in the SRs. Text shown in red indicates a new or amended regulation for 2022.

# How to write and send a press release

One of the best ways to reach your target audiences is through the websites, magazines, newspapers, TV and radio shows that they might read, watch or listen to. For motorsport events, these will usually be motorsport and local media outlets.

The motorsport press will be read by a captive audience of motorsport enthusiasts, while local and mainstream titles will allow you to reach new audiences, which is so important if you want to grow your reach.

A common mistake is to bombard media contacts with incessant press releases repeating the same old lines. Instead, make sure your press releases are planned as part of your wider marketing strategy, and only send a press release when you have news to announce.

## What is news?

A commonly used definition is that 'dog bites man' is not news, whereas 'man bites dog' is. In other words, news is something that is out of the ordinary – this is your news hook. In the case of a motorsport event, this could be: confirming a star driver; achieving a record entry; signing a new sponsor; attracting a record number of volunteers; or raising a significant amount of money for charity.

## How do we write a news story?

Think of a story like an upside-down pyramid; as well as the news hook, you want to get as much important information in at the top as you can. Consider the five Ws: who; what; when; where; why. In the following [fictional!] example, we cover off four of the five Ws in a single sentence:

*The Colnbrook Motor Club [who] has attracted a full entry [news hook] for its inaugural closed-road race [what] in Slough [where] this weekend [when].*

The media will also want a quote from someone involved in your event. They might also need a rights-free image (in high resolution!) and contact details for further information – or to request an interview – so make sure all this is included in your release.

## How do we send a press release?

It's important to make your press release look professional, and it goes without saying that you should proof read it carefully to eliminate spelling, grammar and punctuation mistakes.

When you're ready to send, you could attach it to an email as a PDF, in which case make sure the recipient list is in the Bcc address bar, not To or Cc! However, why not try an email marketing platform? There are plenty out there, so have a look around to find out which one works for you, but Mailchimp, for example, is user-friendly and free to use, providing that you have a contacts list of no more than 2,000 email addresses.

## Can anyone give us a bit of help getting started?

Of course! If in doubt, contact the Motorsport UK Marketing and Communications Team for advice on [media@motorsportuk.org](mailto:media@motorsportuk.org)

**4.1.8.** No event shall be publicised by the issue of regulations or in any other way without the prior approval of Motorsport UK in writing. The issue of a Permit constitutes such approval.

## Permit Fees

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**4.2.** The scale of fees payable to Motorsport UK on the grant of an organising Permit are laid down in Part 3, Appendix 1.

## Grade of Events

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**4.3.** Clubs will start by organising events of Clubman grade and will only be allowed a higher grade after successful upgrading.

**4.3.1.** The following Permit definitions apply.

- (a) Clubmans – Events confined to members of the organising club and not more than fifteen invited clubs. Clubman events may not form part of any Championship other than a Championship restricted to the organising club. Additional regulations applying to certain Clubmans events are detailed in 4.5 below.
- (b) Interclub – Events confined to registered members of the organising club, of other invited clubs, Associations or Groups or (in certain special circumstances) persons having some other particular qualification which shall be agreed in advance by Motorsport UK.

Organising clubs may invite:

45 Clubs provided that the names of those clubs are published in the SRs

or any number of Registered Championships and 4 Regional Associations and/or Recognised Groups.

- (c) National. Events open to any holder of a valid competition licence issued by Motorsport UK and any holder of a valid competition licence acceptable to Motorsport UK.
- (d) International (A.2.3). Events open to any holder of a valid International competition licence issued by Motorsport UK, or any foreign competitor holding a valid FIA International competition licence.

**4.3.2.** An Interclub or National event (non-race), may be a part of any number of championships. All competitors in those championships, where appropriate, must be registered and produce their registration card at signing-on. In all cases the championship(s) must have been registered with or exempted by Motorsport UK (3.2.3) and the registration number shown in the SRs.

**4.3.3.** In an Interclub or Clubmans event, only registered members of such clubs which have specifically been invited and are listed in the regulations for the event shall be eligible to compete.

**4.3.4.** If a club wishes to extend an invitation to all other clubs in a Regional Association or Recognised Group it must first obtain that Association or Group's authorisation.

**4.3.5.** Any events detailed above in 4.3.1(a), (b), or (c) may invite foreign participation subject to the event being entered on the National Calendar.

## Upgrading Requirements

**4.4.** A club requiring an event to be upgraded for the following year must apply to Motorsport UK at least eight weeks before the event so that an observer may be appointed.

**4.4.1.** A fee will be charged for his attendance.

**4.4.2.** No separate observer will be appointed if a Motorsport UK Steward will be attending.

**4.4.3.** In addition to satisfactory reports from the appointed Motorsport UK Stewards or Observers, certain minimum requirements must have been attained before applications for upgrading, or to British Championship status, will be considered.

**4.4.4.** These are detailed under the appropriate Specific Regulations.

**4.4.5.** Additional requirements or changes of date, may be specified by Motorsport UK before acceptance.

## Clubmans Permits

**4.5.** Clubmans Permits for the following types of event must comply with 4.5.1. to 4.5.6.

- (a) 12 Car Rallies.
- (b) Navigational Scatters.
- (c) Sporting Trials.
- (d) Car Trials.
- (e) AutoSolo.
- (f) Autotests.
- (g) Production Car Autotests.
- (h) Cross Country Trials (Untimed).
- (i) Cross Country Tyro Trials.
- (j) A Veteran Car Rally (or Run) (R.17.3).
- (k) Classic Reliability Trials.
- (l) Navigation Rallies limited to 20 cars not being part of a championship other than that of a Regional Association.

**4.5.1.** Application must be made to Motorsport UK not less than four weeks prior to the event.

**4.5.2.** Applications to Motorsport UK do not need to be accompanied by a copy of the Supplementary Regulations for the event. SRs must be prepared however in accordance with the relevant parts of 10 and made available to all competitors before the start of the event and if requested, Motorsport UK.

**4.5.3.** Deleted.

**4.5.4.** Events in 4.5. (b) to (l) may form part of a Regional Association Championship or a Closed to Club Championship as defined in 7.1.3.

**4.5.5.** Unless there has been any incident involving loss or damage to persons or property, in which case full details must be submitted to Motorsport UK, the only documentation required after the event is the completed permit form along with correct fee.

**4.5.6.** Clubs may organise no more than one event of each type prescribed in 4.5 per calendar year as a "Taster Event" where, provided Motorsport UK has granted specific approval, members of unrecognised clubs or members of the public may participate but not officiate and will be deemed to be a member of the club for the day on completion of an application form for an RS Clubmans Competition Licence.

## Events Exempt from these Regulations (Certificate of Exemption)

**5.1.** Clubs organising events of the type specified below may be granted a Certificate of Exemption providing application is made to Motorsport UK not less than four weeks prior to any announcement of the event.

**5.1.1.** A Certificate of Exemption from these Regulations indicates that there is no right of appeal to the MSC and that provided Motorsport UK has granted specific approval members of unrecognised clubs or members of the public may participate, but not officiate, at such events.

**5.1.2.** Any of the following events which are run commercially for profit will be levied a facility fee in accordance with Part 3, Appendix 1 at the discretion of Motorsport UK.

- (a) A Touring Assembly as defined in The Terminology and in which there is no individual timing except for the purpose of preventing competitors travelling too fast or too slow.
- (b) A Gymkhana held entirely on private ground.
- (c) A Treasure Hunt run in accordance with R.17.2.
- (d) A procession for charitable or historic purposes.
- (e) A Concours d'Elegance.
- (f) A Road Safety event run in accordance with R.17.1.
- (g) An approved Driver's Training day or Special Demonstration for non-speed events. A charge may be made by Motorsport UK for such events.
- (h) A Cross Country Promotional Event in accordance with P.9.
- (i) An Economy Rally held in accordance with R.16.2.

**5.1.3.** An event complying with 5.1.2 (b), (c) or (h) organised for Cross Country Vehicles may not be considered suitable for the normal insurance arrangements for this type of event and will be charged a normal per capita insurance and permit fee. Such events must be clearly identified on application.

**5.1.4.** Following the event, copies of all published documents issued for the event must be sent to Motorsport UK.

**5.1.5.** The following special events may qualify for a Certificate of Exemption, and will be charged a facility fee in accordance with Part 3, Appendix 1, 8.2 at the discretion of Motorsport UK:

- (a) Rallysprints.
- (b) Any other event not provided for in the General Regulations which Motorsport UK deem to be appropriate.

## Permission of National and Local Authorities

**6.1.** No Permit, or Certificate of Exemption, will be granted by Motorsport UK, unless the organisers have first obtained such official permission as may be necessary from the competent governmental or local authority.

**6.1.1.** Competitions taking place on the public highway must conform with the laws of the country in which they take place. Any breach of such laws by a competitor or driver during a competition shall be a breach of these rules and may be dealt with accordingly.

**6.1.2.** Any event utilising the Public Highway in England, Wales or Scotland is subject to the provisions of the Motor Vehicles (Competitions and Trials) Regulations.

**6.1.3.** The Road Traffic Act 1991 includes regulations which make dangerous or careless driving in a public place an offence. Section 13A of that act provides for the Motor Vehicles (Off Road Events) Regulations 1995 and the issue of a Motorsport UK Permit exempts competitors from the appropriate sections of the Act (Sections 1, 2 & 3) whilst driving within the rules of the competition.

## Championships

**7.1.** Championship or Series applications must be submitted to Motorsport UK in accordance with Section W.

**7.1.1.** A permit and/or facility fee may be charged for such approval.

**7.1.2.** Motorsport UK reserves the right to charge a Promoter's Permit fee (Part 3, Appendix 1).

**7.1.3.** Exceptionally Championships for Autotests, any form of un-timed Trial, Navigational Rallies, 12 Car Rallies, Scatters and Internal Club Challenges (unspecified events on unspecified dates) which are confined to bona fide members of the organising club are exempt from registering with Motorsport UK.

**7.1.4.** Detailed definitions of the categories of Championship, and Regulations for their approval, are printed on the notes accompanying the Championship Permit Application Form.

**7.1.5.** The right to a championship title resides with the body who originally registered that championship. However, where a championship was originally proposed by a commercial body, that body shall have the right to nominate or change the organisers of that championship, subject to the terms of their contract.

**7.1.6.** The registration of a championship for a specific class of vehicle does not give the Championship Organiser the right to prevent other championships for that class of vehicle (subject to the authority of Motorsport UK).

**7.1.7.** Championship Organisers may specify in their Championship Regulations procedures for the gathering of on-board data logging information.

**7.1.8.** The organisation and control of a championship shall at all times rest with the championship permit holder, subject to these Regulations.

**7.1.9.** Championships bearing the title International, European, British, National or other titles which mean to convey the same impression are normally reserved for series promoted by, or on behalf of, Motorsport UK. Organisations wishing to make application for such a series or to be associated with such a series, should seek separate approval from Motorsport UK prior to application for a Permit.

**7.1.10.** Championships bearing the title British and including one or more qualifying rounds of International status events, where those rounds are also rounds of an FIA Championship, must submit their Championship calendars by 31st May in the preceding calendar year for approval by the Motor Sports

Council Championships bearing the title British and comprising International events not being rounds of an FIA Championship and/or national events must submit their Championship calendars by 31st August in the preceding calendar year for approval by the Motor Sports Council.

**7.1.11.** Motorsport UK alone shall be entitled to authorise the broadcasting, transmission, audio/visual recording and moving picture rights of any Motorsport UK Championship event. Prior to any such event the organising club will arrange for the consent of the landowner to be given so that Motorsport UK can authorise such broadcasting, transmission or audio/visual recordings to take place. For all events held on the public forest estates managed by Natural Resources Wales, Forestry and Land Scotland, and Forestry England, special arrangements exist with Motorsport UK. Further details of these arrangements are available from Motorsport UK.

**7.1.12.** To accrue points or any other form of recognition towards an award or title any organisation, team, company, sponsor or person must be in possession of a valid Entrant's Licence.

## Official Documents

**8.1.** All events are governed by the following Regulations.

**8.1.1.** The General Regulations of Motorsport UK which may hereafter be referred to as these Regulations or GRs (A.2.2).

**8.1.2.** The Supplementary Regulations, which may hereafter be referred to as SRs, published prior to the acceptance of entries by the club organising the event, which may hereafter be referred to as the Organisers. Any SR not in conformity with the GRs shall be null and void.

**8.1.3.** Any relevant Technical Regulations.

**8.1.4.** Any Official Instructions which may be issued in writing by the Organisers to competitors, to deal with particular points arising after the issue of the SRs, but if and so far as such instructions are contrary to the SRs (except as in 11) or these Regulations they shall be null and void.

**8.1.5.** These documents will be jointly referred to as The Regulations of the Event. (The Regulations.)

### Announcement to be made on all Official Documents

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**9.1.** All Supplementary Regulations, Programmes and Entry Forms relating to any event shall bear in a conspicuous manner the following announcement: 'Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations.'

### Contents of Event Supplementary Regulations

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**10.1.** The Event SRs must contain the following information as relevant:

**10.1.1.** The names of the Organising Club and the Promoters.

**10.1.2.** The name, date, place, and nature of the proposed event(s).

**10.1.3.** A statement in accordance with 9.1.

**10.1.4.** The Permit Number and grade of Permit(s) issued by Motorsport UK. In the case of dual Permit meetings, details of what grade of licence is required for each event/race.

**10.1.5.** Details of Eligible Competitors.

**10.1.6.** Details of any Championships incorporated in the Meeting.

**10.1.7.** The dates, times and places fixed for the official Scrutineering of vehicles.

**10.1.8.** The dates, times and nature of starts, with details of any handicapping.

**10.1.9.** A brief description of the proposed event(s) including length of the course, and the categories of vehicle eligible.

**10.1.10.** The relative positions of the vehicles at the start and how they are to be determined.

**10.1.11.** Requirements for practice.

**10.1.12.** Particulars of the identification numbers and marks to be carried (J.4, R.6, S.9.2.3) (U.17.25 to 17.28).

**10.1.13.** Provisions in regard to vehicles in the pits area.

**10.1.14.** The facts to be judged by the Judges of Fact (G.10.2) and Driving Standards Observers (G.11.1 to 11.2).

**10.1.15.** If television coverage is expected, competitors must be advised that restrictions on advertising will be imposed (H.28).

**10.1.16.** A detailed list of prizes allocated to each event.

**10.1.17.** The maximum and minimum number of competitors and how entries are to be selected for acceptance if in excess of the maximum (14.1). Any provision to amalgamate classes.

**10.1.18.** The dates of opening and closing of entries and where they shall be sent (12.1).

**10.1.19.** The amount of the entry fee (12.1), and provisions for the refund of entry fees (H.31.1.2).

**10.1.20.** Conditions in which entries may be refused (14.1).

**10.1.21.** Any additional information required on entry forms (12.3).

**10.1.22.** Whether the nomination of drivers may be delayed (12.3). Whether there is any provision to change nominated drivers.

**10.1.23.** Provisions regarding postponement, abandonment or cancellation (29).

**10.1.24.** The names of the Stewards of the Meeting, the Clerk of the Course, Secretary of the Meeting, Chief Scrutineer and Chief Timekeeper.

**10.1.25.** When and where Provisional Results will be published.

**10.1.26.** The manner in which results will be determined and prizes awarded.

**10.1.27.** A reminder of the Regulations concerning Protests (Section C).

**10.1.28.** In addition to any Parc Fermé required by these regulations organisers may, at their discretion, specify as many Parc Fermé as may be deemed by them to be necessary for the proper conduct of the event (R.31.2.11).

**10.1.29.** All such other requirements and information as shall from time to time be specified in the Motor Sports Yearbook, the Permit Application Form, or as may be necessary for the proper conduct of the meeting.

## Alteration of Supplementary Regulations

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**11.1.** No alteration or addition may be made to the Supplementary Regulations after the commencement of the period for receiving entries unless:

**11.1.1.** Motorsport UK and all competitors already entered agree in writing to the alteration, or

**11.1.2.** The Stewards of the Meeting so decide for reasons of safety or force majeure. or

**11.1.3.** Subject to the agreement of Motorsport UK, amendments restricted to the safe and orderly conduct of the Meeting may be made by the Organiser until the beginning of the Event concerned (as defined in Duration of Meetings and Events (see Section B)).

**11.2.** Where a Championship Permit has been issued, Championship Sporting and Technical Regulations may not be amended after publication unless Motorsport UK and all competitors registered for the Championship agree in writing to the alteration. Such amendments must be circulated to all Registered Competitors, Championship Stewards, Eligibility Scrutineer, Clubs organising Rounds of the Championship and to Motorsport UK.

**11.3.** Championships exempt from registering with Motorsport UK do not need to comply with 11.1.3. above (7.1).

## Opening of Entries

**12.1.** An Organising Permit having been granted, the Organisers may invite, receive and accept entries from eligible competitors.

**12.1.1.** Every entry form sent out by the Organisers shall be accompanied by a copy of the relevant SRs.

**12.1.2.** Every entrant and driver shall complete and sign an entry form and submit it to the Organisers by the appropriate date together with the entry fee (if any).

**12.1.3.** An entry form which is incomplete in any material particular may be accepted by the Organisers conditionally upon a completed entry form being received by a specified date.

**12.1.4.** An entry not accompanied by the entry fee prescribed in the regulations shall be null and void.

## Entry by fax or other electronic means

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**12.2.** An entry may be made by facsimile or by any other electronic means of communication provided it is received before the time laid down for the closing of entries, together with the entry fee (if any).

## Contents of Entry Form

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**12.3.** Entry forms shall contain the following:

**12.3.1.** Title and date of the event and identity of promoters/organisers.

**12.3.2.** A statement in accordance with 9.1.

**12.3.3.** Spaces for the full true names and addresses of entrant, driver(s) and passenger(s) and (if appropriate to the event) the licence number of the entrant, driver(s) and passenger(s). SRs may permit the nomination of drivers and passengers to be deferred, but no driver or passenger shall compete unless he has first signed the appropriate indemnity declaration(s) and/or undertaking(s) as required by 13.1.

**12.3.4.** The forms of indemnity, declaration and undertaking as appropriate in accordance with 13.1 and spaces for the appropriate signatures. N.B. If all competitors in the event hold Motorsport UK licences, 13.2.2 applies.

**12.3.5.** Any other information required by the SRs to be stated on the form (e.g. details of a car or details of the competitor's club).

**12.3.6.** For all events using the Public Highway, the entrant will also be required to supply the name and address of the vehicle's insurers and Insurance Agent (R.5.1.2).

**12.3.7.** Space for the name and address of a relative or friend to be informed in the case of a serious accident.

**12.3.8.** A statement that any indemnity and/or declaration as prescribed below which is signed by a person who has not reached his 18th birthday shall be countersigned by that person's parent or guardian, whose full names and address shall be given. An entry may be made by facsimile or by any other electronic means of communication and must be made by the parent or guardian, whose full names and address must be given (H.32).

## Understandings, Declarations and Undertakings by Entrants, Drivers and Passengers (A.2.6.1) (H.24)

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**13.1.** Every entrant, driver and passenger before taking part in any competition must sign an undertaking as follows:

'I declare that I have been given the opportunity to read the General Regulations of the Motorsport UK and, if any, the Supplementary Regulations for this event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk inherent with motor sport and agree to accept that risk.

'I understand that motorsport can be dangerous and accidents causing death, injury, disability and property damage can and do happen. I understand that these risks may give rise to my suffering personal injury or other loss and I acknowledge and accept these risks. In consideration of the acceptance of this entry I agree that neither any one of or any combination of Motorsport UK and its associated clubs, the organisers, the track owners or other occupiers, the promoters and their respective officers, servants, representatives and agents (the "Parties") shall have any liability for loss or damage which may be sustained or incurred by me as a result of participation in the Event including but not limited to damage to property, economic loss, consequential loss or financial loss howsoever caused. Nothing in this clause is intended to or shall be deemed to exclude or limit liability for death or personal injury. To the fullest extent permitted by law I agree to indemnify and hold harmless each of the Parties in respect of any loss or damage whatsoever and howsoever arising from my participation in this event.

'I declare that to the best of my belief the driver(s) possess(es) the standard of competence necessary for an event of the type to which this entry relates and that the vehicle entered is suitable and roadworthy for the event having regard to the course and the speeds which will be reached.'

## State your age if you are under 18 ...

**13.1.1.** Every entrant shall sign the following declarations (as appropriate):

- (a) In the case of Races or Speed Events: 'I declare that to the best of my belief the driver(s) possess(es) the standard of competence necessary for an event of the type to which this entry relates and that the vehicle entered is suitable and roadworthy for the event having regard to the course and the speeds which will be reached.'
- (b) In the case of any event taking place wholly or partly on publicly adopted roads: 'I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law. I declare that the vehicle entered is registered, taxed, has a valid MOT certificate (where appropriate) and is roadworthy as required by law.'
- (c) If I am the Parent or Guardian of the driver 'I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for this event and the General Regulations of Motorsport UK'. As the Parent/Guardian 'I confirm that I have acquainted myself and the minor with Motorsport UK General Regulations, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from those Regulations (and any subsequent alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me up to the maxima set out in Part 3, Appendix 1.'

Where the Parent is not present there must be a Guardian who must produce a written and signed authorisation from the Parent/Guardian to act as their representative.

**13.1.2.** Every driver taking part in a Car or Kart Race, Speed Event or Special Stage Rally shall sign a declaration in the following form:

'I understand that should I at the time of this event be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of my vehicle, I may not take part unless I have declared such disability to the ASN which has, following such declaration, issued a licence which permits me to do so.'

**13.1.3.** Every driver taking part in a Car or Kart Race or other event requiring that the driver has passed a medical examination shall sign an undertaking in the following form:

'I undertake that at the time of the event to which this entry relates I shall have passed or am exempt from an ASN specified medical examination within the specified period.' (H.10.1.6).

**13.1.4.** Every entrant shall sign the following declaration:

'I have read and fully understood the regulations for Control of Drugs and Alcohol as contained in the Competitors' and Officials' Yearbook Regulations C1.1.7, D35.1, G15.1.4, H38 and have also fully familiarised myself with the information on the web sites referred to ([www.motorsportuk.org](http://www.motorsportuk.org), [www.ukad.org.uk](http://www.ukad.org.uk) and [www.wada-ama.org](http://www.wada-ama.org)) in particular the UK Anti Doping Rules which have been adopted by Motorsport UK.

'Further, if I am counter-signing as the Parent or Guardian of a minor then in addition to the deemed consent to the testing of that minor UK (Anti-Doping Rule 5.7.2) I hereby confirm that I give such consent for the minor concerned to be so tested.'

Entrants must respect that Motorsport UK have the right to require alcohol and illicit drugs testing on any Person whatsoever connected with any Entry operating within a Motorsport UK Permitted Event and shall at all times co-operate fully with the relevant procedures. These procedures are in addition to and not in substitution for any procedure undertaken by or at the instance of UK Anti-Doping (D.35.1.1).

**13.1.5.** Every entrant shall sign the following declaration:

'I hereby agree to abide by the Motorsport UK Safeguarding Policy and Guidelines and the National Sporting Code of Conduct.'

**13.2.1.** An entry may be submitted by an agent on behalf of the entrant but in that case the entrant shall himself sign and submit an entry form as soon as possible, and in any case before the commencement of the competition.

**13.2.2.** In the case of events restricted to holders of competition licences issued by Motorsport UK, or events listed on the FIA Calendar for National Events with Authorised Foreign Participation, the indemnities specified above need not be printed on the entry form but must be incorporated in the 'signing-on' documents.

**13.2.3.** For the purpose of completing an entry form the entrants signature may be either his signature in writing, a facsimile of his signature where the entry is made by facsimile, or in the case of web based electronic submission of entry (primarily by the use of an internet entry form), the organiser may accept that the entry has been signed in accordance with 12.1 and 13.2.2. If the entrant has positively agreed to be bound by the Regulations.

## Acceptance of Entries

**14.1.** If the number of entries received exceeds the maximum number of competitors laid down in the SRs, those to be accepted shall be selected in the manner specified by the SRs.

**14.1.1.** If no method is specified, selection shall be at the discretion of the organisers whose decision shall be final (subject to H.30.1.3).

**14.1.2.** A representative of any sponsor or promoter of an event, championship, or series, may not take an active part in the organisation of the competitive or technical side of that event, if any competitor in the event is entered or sponsored by the individual or firm concerned.

## Nomination of Reserves

**15.1.** Should any competitor be rejected in accordance with 14.1 he may be nominated as a reserve.

**15.1.1.** The number of reserves may not exceed 30% of the number of starters permitted.

## Acknowledgement of Entries

**16.1.** Organisers shall acknowledge entries within seven days of receipt.

**16.1.1.** Organisers shall at the same time inform entrants whether their entry is accepted, refused, or a decision deferred.



## Multiple Entries of a Vehicle

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**17.1.** A vehicle shall not be entered more than once in the same competition unless two entries for the same vehicle are permitted in SRs.

**17.1.1.** In such a case the responsibility of the entry shall be shared jointly by both entrants and the vehicle shall only compete once with the same driver.

## Ineligible Entries

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**18.** It is strongly recommended that no Organising Committee shall accept an entry from any competitor who is closely related to, employed by or employs, one of the Senior Officials of the Event.

## Entry containing a False or Incorrect Statement

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**19.** An entry which contains a false or incorrect statement shall be null and void, the entrant may be deemed guilty of a breach of these Regulations and the entry fee may be forfeited.

## Closing of Entries

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**20.1.** The date specified in the SRs for the closing of entries shall, in the case of International Events, not be less than seven days before the date of the event. For all other events, it shall not be less than three days before the date of the event.

**20.1.1.** Exceptionally, for Clubmans events specified in 4.5, and Clubman Rallies, Trials, Autotests, Kart or Cross Country Events, the SRs may permit entries to be accepted up to one hour before the competition starts.

## Entry

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**21.1.** (H.30.1.1). An entry made and accepted in accordance with these Regulations and any relevant SRs is a contract between a Competitor and the Organisers, by which the Competitor agrees to take part in the competition for which he has entered unless prevented by force majeure, and the Organisers agree to comply with the conditions of entry provided that the Competitor has made every effort to take part in the competition.

**21.1.1.** A breach of such contract may be treated as a breach of these Regulations.

## Official List of Competitors

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**22.1.** (23). The organisers should place an official list of entries at the disposal of the Stewards, Senior Officials and competitors not less than 48 hours before the commencement of the event.

**22.1.1.** Exceptionally when the SRs permit entries to be accepted up to one hour before the competition (20) this list must be exhibited on an official notice-board prior to the start of the competition.

## Contents of Programme

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**23.1.** It is not compulsory to publish a programme, but an official list of entries and officials must be made available to all competitors and officials by the organisers.

**23.1.1.** If a programme is published, it shall contain the following information as relevant:

**23.1.2.** A statement in accordance with 9.1 of these Regulations.

**23.1.3.** A copy of the warning notice as detailed in 31.1 to 32.5.

**23.1.4.** The name of the Organising Club.

**23.1.5.** Place and date of the Meeting.

**23.1.6.** A short description and the timetable of the proposed events.

**23.1.7.** The names of the Stewards of the Meeting (indicating any appointed by Motorsport UK), the Clerk of the Course, Secretary of the Meeting, and Senior Officials.

**23.1.8.** A detailed list of the prizes assigned to each competition.

**23.1.9.** Names of the Entrants and Drivers with their allocated numbers, and the name of the invited club of which the competitor is a member.

**23.1.10.** It is recommended that provision is also made for a "sponsor's" name to be included.

## Publishing of Entries (22)

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**24.** The Organisers shall not enter on the programme or publish as entered the name of any competitor or driver in respect of whom they have not accepted an entry.

## Rights of Organisers

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**25.1.** The organisers may at their discretion:

**25.1.1.** Delete part of the course or event or ignore part of the records of the event in the case of bona fide unforeseen circumstances.

**25.1.2.** Distribute the awards based on intermediate results if, through bona fide unforeseen circumstances, the competition is stopped before its scheduled completion.

**25.1.3.** Offer additional awards.

**25.1.4.** Change the order in which events are run at a meeting which includes more than one competition or event, with the prior consent of the Stewards of the Meeting.

**25.1.5.** Forbid the participation of, or otherwise penalise, any driver or car appearing on examination to be ineligible for the competition, or a class therein, to which the entry refers.

**25.1.6.** Offer before the start of the competition the entrant of any driver or car liable to disqualification under 25.1.5 the option of transfer to an appropriate class, or competition, if such appropriate class or competition is scheduled at the meeting. Such offer shall be without prejudice to the imposition of other penalties.

**25.1.7.** Disqualify any car or competitor whose appearance, condition or performance is not of a standard appropriate to the event.

**25.1.8.** Check the eligibility of any vehicle and/or competitor before, during or after the competition provided that intention to do so after the competition is notified to the competitor concerned within half an hour of the publication of the provisional results. If necessary, the vehicle, or components thereof, may be sealed for subsequent inspection.

**25.1.9.** Require a vehicle to be dismantled by the entrant in order to check its eligibility or suitability as and when directed.



**25.1.10.** Require such components and/or samples as may be specified to be produced by the entrant as and when directed.

**25.1.11.** Require the entrant to defray any costs arising from the exercise of the rights given by 25.1.8 to 25.1.10, subject to any ruling as to costs made by the Clerk of the Course or the Stewards of the Meeting should the dismantling result from a protest (Section C).

**25.1.12.** Permit a change of car or driver(s) from those nominated in the Official Programme of the event on written application being made by the entrant not less than half an hour before the start of practice or competition (where there is no practice) and provided that:

- (a) A change of only one or the other and not both is permitted, unless all the entrants and drivers agree in writing to such a change of both and;
- (b) No change of car is permitted which would prevent the participation in the event of a reserve entry.

**25.1.13.** Exceptionally, in Hill Climbs and Sprints, such permission may be given after the conclusion of practice, but before the start of competitive runs or in the case of Circuit Racing, after qualifying but before the start of the Race and also to be started from the back of grid, ahead of those with a 10 second delay, subject to the vehicle having completed 3 laps qualifying.

**25.1.14.** Disqualify at any time during an Event any Licence holder or other Person connected with the Entrant considered as possibly unfit by reason of health, consumption of alcohol or prohibited substances, and with the exception of road sections of Rallies or Trials, disqualify any competitor found smoking whilst participating in the event (D.35, G.5.2, G.15 and H.38.).

**25.1.15.** Disqualify any person convicted at Law of an offence committed during the event, and report such person to Motorsport UK (H.37.1.1).

**25.1.16.** Reject any claim for expenses arising from the event, incurred by any person either taking part in the event or assisting a competitor.

**25.1.17.** Specify the manner in which a tie shall be resolved should the provisions of the Regulations not produce a result.

**25.1.18.** Specify within any of the Regulations or other official communications relating to an event or within Championship regulations for an event the following:

- (a) The number and location of any Parc Fermé (R.31.2.11).
- (b) The instructions for the placement and retention of vehicles in Parc Fermé.
- (c) Specific conditions attaching to Parc Fermé and to the vehicles placed therein including:
  - (i) The carrying out of any works on the vehicles (R.38.2).
  - (ii) The addition or removal or examination of any parts or fluids on or in the vehicles.
  - (iii) The examination, interrogation or downloading of any data retained or stored by or within any medium currently known or existing in the future.
  - (iv) The persons permitted to enter and/or to remain in Parc Fermé and any conditions attaching to such persons.
  - (v) The extent to which any Parc Fermé shall be a secure area.
  - (vi) If applicable, the route to Parc Fermé.

## Publication of Results

**26.1.** Detailed Provisional Results, in writing, must be made available for inspection by any competitor as follows:

**26.1.1.** Race and Speed Events – within two hours of the end of each race, or the conclusion of a speed competition.

**26.1.2.** Non-Speed Events – within two hours of the last car finishing the competition, or

**26.1.3.** Within seven days of the finish of the competition, by post to each entrant at the address given on his entry form or by electronic communication where the address is disclosed.

**26.1.4.** Where, through force of circumstances, it proves impractical to produce the results within two hours of the finish, 26.1.3. will apply, notwithstanding any statement to the contrary in the SRs.

**26.2.** The date and time of issue of all Provisional and Final Results should be stated on them, and they should be signed by the Clerk of the Course or his Deputy.

**26.3.** These Results become Final when any Protest or Appeal time has expired and all official enquiries by the Clerk of the Course and/or Race Director, all technical matters, and all outstanding Protests or Appeals have been settled.

**26.4.** Within 14 days after each event the following information must be sent to Motorsport UK:

**26.4.1.** A programme, or list of starters (including each starter's competition licence number when appropriate) and a copy of any Official Instructions, Route Book(s), Route Card(s), etc.

**26.4.2.** A copy of the results (provisional or final as the case may be).

**26.4.3.** A résumé of any protests, note of action to date, note of any fines imposed, etc.

**26.4.4.** A report of the Stewards of the Meeting (G.2.6) (This report is not essential if a Motorsport UK Steward has been appointed, and need only be as brief as is applicable). If hearing an appeal delays finalisation of results beyond 14 days, a final Steward's Report and a copy of the results must be submitted to Motorsport UK when the Stewards have announced their decision.

**26.4.5.** The appropriate fees and any fines.

**26.4.6.** If appropriate, details required by Standard Condition 17 of the Motor Vehicles (Competitions and Trials) Regulations.

## Payment of Starting and Prize Money and Presentation of Awards

**27.1.** Unless the SRs stipulate otherwise the Organisers shall distribute all awards, starting and prize money within 21 days after the results of a competition have been finalised.

**27.1.1.** The distribution of prizes must not commence until half-an-hour has elapsed after the publication of the provisional results of a competition.

**27.2.** The rewards offered in events shall be limited as follows and will only be presented to any competitor who has produced all the documentation necessary to prove his eligibility for the event:

**27.2.1.** No starting or appearance money shall be paid at events of below National status.

# How to advertise on Facebook



When it comes to a platform like Facebook, there is good and bad news for motorsport event organisers. The bad news is that unsponsored or 'organic' posts typically reach only one or two per cent of your page's followers, unless they are particularly strong posts that hit the spot with that two per cent and are quickly shared to a wider audience.

The good news is that if you have some budget, then you can unlock a wealth of potential with Facebook's advertising functionality. This allows you to target and reach defined audiences, including those who do not already 'like' your page, often for a relatively modest outlay. This is a great way of marketing your event to new people.

Sounds great. How do we do it?

## Step 1

Choose which post you wish to promote. This is where you should try to think strategically; is your post relevant to the specific audience you want to target, and does it have a call-to-action, such as a link to the page of your website where they can find or sign-up to receive relevant information? Once you have selected the post you want to promote, click the blue **'Boost Post'** button.

## Step 2

Next, you need to set-up your campaign. Choose the objective of your boosted post and the audience you want it to reach. If you want to reach new audiences, select **'People you choose through targeting'**. You can then target an audience by location, gender, age range and interests.

## Step 3

Set the budget for the promotion and decide how long you want it to run. Facebook will give you a predicted reach depending on the amount of money you wish to spend and the length of the promotion. Note the minimum budget is £1.00 a day. If your daily budget amounts to less than this the promotion will not run!

## Step 4

Enter your payment details and submit your post to Facebook for approval. Facebook will then review your post and notify you when it has been approved. This normally happens very quickly. Once approved, your sponsored post will be live.

## Step 5

Track and evaluate your post to make sure it's successful and improve it for next time. You can see the reach and engagement (comments, reactions and shares) data for all your posts using the **'Insights'** tab at the top of your page. Or you can click on the **'Ad tools'** tab to have a look at your current and recent promotions.

## Any other tips?

Why not include a call-to-action button in your post to drive people to take action, like visiting your website, signing up for a newsletter, getting in touch or entering an event?

**27.2.2.** The return of entry fees, in whole or part, is permitted, providing such payment is equally distributed among all eligible competitors.

**27.2.3.** At all events up to National status, Bonus Money may only be paid by Commercial Companies in respect of individual agreements with competitors.

## Unauthorised Competitions

**28.1.** The organisation or holding within the territory of Motorsport UK of any vehicle competition otherwise than in accordance with these Regulations shall render every person connected therewith or taking part therein, whether as promoters, organizing committee, driver, official or otherwise, liable to the consequences as a breach of these Regulations.

**28.1.1.** If such a competition is included in a meeting for which an organising permit has been granted, the permit may be declared null and void, and the organisers may be ordered to return to the entrants all entry fees received from any competitor at such meeting.

## Postponement, Abandonment or Cancellation of an Event

**29.1.** A meeting or an event forming part of a meeting shall not be postponed, abandoned or cancelled unless provision for so doing is made in the SRs, or the Stewards of the Meeting have taken action under G.2.4.

**29.1.1.** In the event of cancellation or postponement for More than 24 hours, entry fees must be returned in full, unless the SRs have provided for a specified amount to be retained for administrative expenses.

**29.1.2.** Postponement shall be subject to approval by Motorsport UK of the proposed new date.

## Insurance

**30.1.** Motorsport UK will arrange Insurance in respect of legal liability for all events authorised by a Permit. The Insurance specifically names:

**30.1.1.** Motorsport UK Association Ltd.

**30.1.2.** The Motorsport UK Registered Club organising the event.

**30.1.3.** Their officials.

**30.1.4.** The entrant and driver (in races, speed events, autotest, special stages and the private land section of trials and cross-country events).

**30.1.5.** The landowner or any Government or Local Authority.

**30.1.6.** Any track or circuit owner or sponsor. Further details are given in Part 3, Appendix 2.

**30.2.** Attention is drawn to the exclusions detailed in Part 3, Appendix 2.

**30.3.** The organisers shall pay all fees due in respect of such insurance as set out in Part 3, Appendix 1.

**30.4.** The organisers shall comply with the terms of the master insurance policies effected by Motorsport UK, the principal terms of which are summarised in Part 3, Appendix 2.

## Warning Notices

**31.1.** The following notices should be prominently displayed as appropriate.

**31.1.1.** At any entrance to an event or part of an event on private ground – Notice 'A'.

**31.1.2.** (E.2.4). Unless any enclosure is surrounded by un-climbable fencing, in the area between the enclosure and the course there shall be displayed at intervals Notice 'B' or notices stating that 'This area is Prohibited and the public are not permitted'.

**31.1.3.** At Race Circuits the following should be displayed:

- at the entrance gate (if any) to the pits,
- in individual pits and
- on the signalling wall opposite the pits.

'Warning, the Pits and Pit Lane are areas of potential danger and great care should be exercised at all times. Children under the age of 16 are not allowed in these areas'.

**31.1.4.** At any means of spectator or vehicular access to a Rally Special Stage – Notice 'C'.

**31.1.5.** In any area of particular danger on a Special Stage (i.e. escape roads etc.) – Notice 'B'.

**31.1.6.** Except where provided for in 31.1.2 and 31.1.5 the limits of spectator access may be defined by the display of Warning Notice D.

**32.1.** These notices, which may be purchased from Motorsport UK, should be visible at any other suitable points, so that no person may be present at the event without having them brought to their attention.

**32.2.** Organisers may also use a notice stating 'It is a condition of your presence that you will obey the instructions of Marshals in relation to the Safety of yourself and others'.

**32.3.** Admission may not be obtained to any enclosure whether or not there is a charge, without a suitable pass and/or ticket (G.13.1 to 13.2).

**32.4.** The programme of the meeting, all tickets, badges, tabards, labels (including car labels) and passes of admission whether for spectators or officials shall bear or be accompanied by a copy of Notice 'A'.

**32.5.** Where the wording is printed on the reverse side of a ticket, armband or lapel badge, the words 'for conditions of admission see over' should appear on the face of the ticket, armband or lapel badge.

## Scrutineering

**33.1.** A Motorsport UK licensed Scrutineer, of the appropriate grade, must take charge of the Scrutineering Team at all Races, Speed Events, Kart Races, Road and Stage Rallies, Competitive Safaris, Hill Rallies and at all other events of National or International Status. For all other events, the scrutineering may be carried out by a suitably experienced scrutineer appointed by the organisers.

**33.2.** The main purpose of Pre-Event Scrutineering is to check, as far as possible under the prevailing conditions, the safety of the vehicle and safety equipment for compliance with Technical Regulations and to superficially check its eligibility for a particular class or category (G.6.7, H.3.2, J.3).

**33.2.1.** If a vehicle component or item of Personal Protective Equipment is found not to comply with required Standards or is in poor or dangerous condition the Chief Scrutineer may impound that item for the duration of the meeting. At the close of the meeting the item will be made available for return to the competitor. Should the item not be collected within 42 days of the event the item may be disposed of.

**33.3.** An essential part of the Pre-Event Scrutineering should be a sound test.

## Procedure for the Testing of Fuel (C.4.1, C.4.2)

**34.1.** The following regulations must be read in conjunction with C4.1 and C4.2.

**34.1.1.** Fuel testing may be carried out at any time, before, during, or after a Competition on the instructions of Motorsport UK, the Clerk of the Course, Technical Commissioner, Chief Scrutineer, Eligibility Scrutineer or the Stewards.

**34.1.2.** The Clerk of the Course must always be notified of the intention to carry out fuel testing.

**34.1.3.** New unused Motorsport UK approved sample containers, capable of being sealed by the authorised sampling official must always be used for the storage of fuel samples.

**34.1.4.** Three samples will be taken and must individually be sealed and labelled in separate Motorsport UK approved containers as per 34.1.3. A Motorsport UK Sealing Certificate must be completed and distributed as detailed on the Certificate. For Comparison Testing only one sample need be taken, providing the vehicle remains secured in Parc Ferme to enable subsequent samples to be taken should this first sample confirm non-compliance.

**34.1.5.** Deleted.

### 34.2. Analysis Testing

**34.2.1.** Each sample must be a minimum of 1 litre.

**34.2.2.** Where there are less than 3 litres available, such that only two minimum 1 litre samples are available the competitor forfeits their right to select a sample (34.2.5) and the result of the Motorsport UK first test (34.2.7) will conclusively determine the compliance or non-compliance of the fuel (34.2.4).

**34.2.3.** If only a single minimum 1 litre sample is available, that sample alone will be tested in accordance with 34.2.7, and that test will conclusively determine the compliance or non-compliance of the fuel (34.2.4). Notification will be given under 34.5.

**34.2.4.** The results of all analysis testing will be compared for compliance with the relevant specification, detailed in Section B: Pump Fuel, in accordance to the reproducibility of the test method.

**34.2.5.** Subject to 34.2.2 and 34.2.3, the Entrant is entitled to select one of the samples for their retention (the "Entrant's Sample") and to nominate a testing laboratory on the list of the United Kingdom Accreditation Service (UKAS) for the independent testing of that sample, if required as per 34.2.9.

**34.2.6.** The remaining samples must be delivered by the organisers to Motorsport UK, normally within 10 days of the event.

**34.2.7.** Motorsport UK will then select one of these two samples at random and arrange testing of the selected sample at a laboratory on the UKAS list. The breaking of the seal must be witnessed by an appointed representative of Motorsport UK.

**34.2.8.** The result of this Motorsport UK first test will be notified pursuant to 34.5.

**34.2.9.** If the result of this Motorsport UK first test indicates non-compliance (34.2.4), the Entrant may, within 14 days of being notified of this non-compliance (34.2.8), submit the Entrant's Sample for testing at the laboratory nominated by them (34.2.5) and at their expense (34.6.2). The Entrant must be given the opportunity to be present at this test and the test – including the breaking of the seal(s) – must be witnessed by an appointed representative of Motorsport UK.

**34.2.10.** If the Entrant does not submit the Entrant's Sample for testing within the said 14 days (34.2.9), or if the result of their test confirms non-compliance (34.2.4), the fuel will be deemed ineligible and notification will be given under 34.5.

**34.2.11.** If the result of the Entrant's test indicates compliance (34.2.4), then Motorsport UK will arrange for the remaining third sample to be tested by a laboratory on the UKAS list not previously used in this particular testing process. The Entrant must be given the opportunity to be present at this test and the test – including the breaking of the seal(s) – must be witnessed by an appointed representative of Motorsport UK.

**34.2.12.** Where testing takes place under 34.2.11, the result of this third test will conclusively determine the compliance or non-compliance of the fuel (34.2.4). Notification will be given under 34.5.

### 34.3. Comparison Testing

**34.3.1.** Each sample must be a minimum of 50ml.

**34.3.2.** The results of all comparison testing will be compared for compliance with the results obtained from a sample taken from the same controlled source, at the beginning of the Event.

**34.3.3.** Comparison testing will only be implemented where fuel for the Event is mandated by the organisers for all competitors in the class(es) to be drawn from a single controlled source. It is the sole method used when use of control fuel is mandatory.

**34.3.4.** One sample, selected at random, will normally be tested on-site in accordance with Motorsport UK approved procedures, by the authority nominated in those procedures.

**34.3.5.** If the result of this test indicates compliance (34.3.2), no further action will be taken.

**34.3.6.** If the result of this test confirms non-compliance (34.3.2), the Entrant will be informed and will be given the opportunity to select one of the two remaining sealed samples (34.1.4) for testing in their presence and in accordance with the same Motorsport UK approved procedures (34.3.4).

**34.3.7.** If the Entrant chooses not to have a sample tested, or if the result of this second test confirms non-compliance (34.3.2), the fuel will be deemed ineligible and notification given under 34.5.

**34.3.8.** If the result of this second test indicates compliance (34.3.2), the remaining third sample will be tested in accordance with the same Motorsport UK approved procedures (34.3.4); the Entrant must be given the opportunity to be present at this test.

**34.3.9.** Where testing takes place under 34.3.8, the result of this third test alone will conclusively determine the eligibility of the fuel (34.3.2). Notification will be given under 34.5.

#### **34.4. Storage of Samples**

**34.4.1.** Samples retained by Motorsport UK or its authorised Officials must be stored in a secure location.

**34.4.2.** If there is any evidence that any seal and/or container has been tampered with, then that sample will be deemed to have failed the relevant test.

#### **34.5. Notification of Results**

The result of either Analysis or Comparison fuel testing will be reported to Motorsport UK or its authorised official and must be communicated to the Clerk of the Course, Technical Commissioner(s), Chief Scrutineer and Eligibility Scrutineer prior to publication (C3.1.1).

#### **34.6. Cost of Testing**

**34.6.1.** Unless fuel testing is specifically authorised by Motorsport UK, the cost of testing shall be initially borne by the Club, organisation or individual requesting the test. However, whenever the conclusion of the testing procedure confirms non-compliance, then the Entrant shall be ultimately responsible for all costs and fees arising from the testing procedure.

**34.6.2.** Where the Entrant chooses to submit a selected sample for testing at a laboratory of their own choice (34.2.9), they will be responsible for all charges relating to that testing.

#### **34.8. The Testing of Vehicle Fluids other than fuel**

**34.8.1.** Three samples, each of equal volume, will be taken at the event/competition venue and must be labelled and sealed. One sample will be tested by a Motorsport UK approved official using approved test equipment in accordance with Motorsport UK approved procedures.

**34.8.2.** The principles applied to the testing of fuel samples in 34.3.2 to 34.7. must be followed as appropriate for the testing of such other vehicle fluids.

### **Procedure for Control of Drugs**

**35.1.** Organisers must respect that Motorsport UK have the right to require alcohol and illicit drugs testing on any Person howsoever connected with any Entry operating within a Motorsport UK Permitted Event and shall at all times cooperate fully with the relevant procedures. These procedures are in addition to and not in substitution for any procedure undertaken by or at the instance of UK Anti-Doping.

**35.1.1.** Deleted.

**35.1.2.** Deleted.

### **Tyre testing procedure for the investigation of performance enhancing products (TTP) (C4.3)**

**36.1.** The following regulations must be read in conjunction with C4.3.

**36.2.** TTP may be carried out at any time, before, during, or after a Competition on the instructions of Motorsport UK, Clerk of the Course, Technical Commissioner, Chief Scrutineer, Eligibility Scrutineer or the Stewards.

**36.2.1.** The Clerk of the Course must always be notified of the intention to carry out TTP.

**36.2.2.** New unused Motorsport UK approved sample containers, or other containers approved by Motorsport UK, capable of being sealed by the authorised sampling official must always be used for the storage of individual tyre rubber samples.

**36.2.3.** Where there is the possibility that the tyre(s) may have "picked up" rubber from the track surface, the entrant shall be permitted (or may be required by the Eligibility or Chief Scrutineer) to remove the "pick up" from the tyre(s) with a mechanical device, such as a scraper. Rubber residue from the cleaning process must be collected and retained by the Chief Scrutineer for further testing as appropriate, and in a separate container as per 36.2.2.

**36.2.4.** Removal of rubber samples from the tyre must be done in a controlled and preferably clean environment within the Venue, such as in the scrutineering bay, and always under the supervision of the Chief Scrutineer or Eligibility Scrutineer. Removal onto a clean surface is essential. The tyre rubber sample(s) will then be subjected to testing in the approved manner as detailed below. The competitor (or in the case of minors, the Competitor and PG) shall have the right to be present.

**36.2.5.** Three samples will be taken and must be sealed and labelled in separate Motorsport UK approved containers as per **36.2.2.** A Motorsport UK Sealing Certificate must be completed and distributed as detailed on the certificate. Prior to sealing, the samples should be wrapped in clean aluminium foil to prevent contact with any plastics.

**36.2.6.** Each sample must be a minimum of 1mm width, 25mm length and 0.3mm depth.

## **Motorsport UK**

OPEN

Monday – Friday  
9.00 – 17.00

Tel: 01753 765000

Membership Team:

Tel: 01753 765050

**Website:**

**[www.motorsportuk.org](http://www.motorsportuk.org)**

**36.2.7.** Each sample shall be placed and sealed in a Motorsport UK tamper-proof evidence bag:

### **36.3. Analysis Testing**

**36.3.1.** The results of all analysis testing will be compared for compliance with the relevant tyre manufacturer's specification for that model retained by Motorsport UK.

**36.3.2.** The Entrant is entitled to select one of the samples for their retention (the "Entrant's Sample") and to nominate a testing laboratory on the list of the United Kingdom Accreditation Service (UKAS) for the independent testing of that sample, if required as per 36.3.6.

**36.3.3.** The remaining two samples must be delivered by the organisers to Motorsport UK, normally within 10 days of the event.

**36.3.4.** Motorsport UK will then select one of these two samples at random and arrange testing of the selected sample at a laboratory on the UKAS list, or a laboratory approved by another ASN. The breaking of the seal must be witnessed by a representative of Motorsport UK.

**36.3.5.** The result of this Motorsport UK first test will be notified pursuant to 36.6.

**36.3.6.** If the result of this Motorsport UK first test confirms non-compliance (36.3.1), the Entrant may, within 14 days of being notified of this non-compliance (36.3.5), submit the Entrant's Sample for testing at the laboratory nominated by them (36.3.2) and at their expense (36.7.2). The Entrant must be given the opportunity to be present at this test and the test, including the breaking of the seal(s), must be witnessed by a representative of Motorsport UK.

**36.3.7.** If the Entrant does not submit the Entrant's Sample for testing within the said 14 days (36.3.6), or if the result of their test confirms non-compliance (36.3.1), the tyre(s) will be deemed ineligible and notification will be given under 36.6.

**36.3.8.** If the result of the Entrant's test confirms compliance (36.3.1), then Motorsport UK will arrange for the remaining third sample to be tested by a laboratory on the UKAS list not previously used in this particular testing process. The Entrant must be given the opportunity to be present at this test and the test, including the breaking of the seal(s), must be witnessed by a representative of Motorsport UK.

**36.3.9.** Where testing takes place under 36.3.8, the result of this third test will conclusively determine the compliance or non-compliance of the tyre(s) (36.3.1). Notification will be given under 36.6.

### **36.4. Comparison Testing**

**36.4.1.** The results of all comparison testing will be compared for compliance with the results obtained from a sample taken from the same manufacturer and model of tyre, from the same controlled source, at the beginning of the Event.

**36.4.2.** Comparison testing will only be implemented where tyres for the Event are mandated by the organisers for all competitors in the class(es) to be drawn from a single controlled source.

**36.4.3.** One sample, selected at random, will normally be tested on-site by a Motorsport UK approved official and in accordance with Motorsport UK approved procedures.

**36.4.4.** If the result of this test confirms compliance (36.4.1), no further action will be taken.

**36.4.5.** If the result of this test confirms non-compliance (36.4.1), the Entrant will be informed and will be given the opportunity to select one of the two remaining sealed samples for testing in their presence.

**36.4.6.** If the Entrant chooses not to have a sample tested, or if the result of this second confirms non-compliance (36.4.1), the tyres will be deemed ineligible and notification given under 36.6.

**36.4.7.** If the result of this second test confirms compliance (36.4.1), the remaining third sample will be tested; the Entrant must be given the opportunity to be present at this test.

**36.4.8.** Where testing takes place under 36.4.7, the result of this third test alone will conclusively determine the eligibility of the tyre(s) (36.4.1). Notification will be given under 36.6.

### **36.5. Storage of Samples**

**36.5.1.** Samples retained by Motorsport UK or its authorised Officials must be stored in a secure location.

**36.5.2.** If there is any evidence that any seal and/or container has been tampered with, then that sample will be deemed to be invalid.

### **36.6. Notification of Results**

The result of either Analysis or Comparison tyre testing will be reported to Motorsport UK or its authorised official and must be communicated to the Clerk of the Course, Technical Commissioner(s), Chief Scrutineer and Eligibility Scrutineer prior to publication (C3.1.1).

### **36.7. Cost of Testing**

**36.7.1.** Unless TTP is specifically authorised by Motorsport UK, the cost of testing shall be initially borne by the Club, organisation or individual requesting the test. However, whenever the conclusion of the testing procedure confirms non-compliance, then the Entrant shall be ultimately responsible for all costs and fees arising from the testing procedure.

**36.7.2.** Where the Entrant chooses to submit a selected sample for testing at a laboratory of their own choice (36.3.6), they will be responsible for all charges relating to that testing.

# Appendix 1: Warning Notices



Notice 'A'



Notice 'B'



Notice 'C'



Notice 'D'