

## Specific Regs for Sprints, Hill Climbs and Drag Racing (S)



# (S) Sprints, Hill Climbs and Drag Racing

## Organisers' Regulations

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

### General

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

**1.1.1.** For Hot Lap Challenge a valid track licence for Racing Circuits is required.

**1.1.2.** A club will only be allowed to organise events up to National status, unless Motorsport UK has specifically approved an application for higher status.

**1.1.3.** Motorsport UK licensed Clerks of the Course Timekeepers and Scrutineers, appropriate to the grade of the event, must be appointed.

### The Clerk of the Course

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**1.2.** In the case of all Sprints, Hill Climbs or Hot Lap Challenge, the Clerk of the Course must hold a CoFC licence issued by Motorsport UK valid for the grade of meeting.

**1.2.1.** For Criteria see Section G.

**1.2.2.** At all National and above events, there should be at least one licensed Deputy/Assistant Clerks of the Course, in addition to the Clerk of the Course.

**1.2.3.** At all other events it is recommended that there be at least one Deputy/Assistant Clerk of the Course in addition to the Clerk of the Course. Any Deputy Clerks must be licensed but Assistant Clerks need not necessarily be so.

### Practice/Competition Restrictions

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

**2.1.1.** Before the competitive runs at least one practice run.

Drivers are also Permitted to either:

- (a) Walk the course, or
- (b) Drive over it at a non-competitive speed.

Supplementary Regulations (SRs) must state which option is to be adopted.

**2.1.2.** Deleted.

**2.1.3.** Deleted.

**2.1.4.** Any Driver who has not previously competed at the course within the preceding six months, must make at least one practice run in the car to be competed in. The Stewards of the Meeting may waive this requirement where a Driver can give satisfactory evidence of familiarity with, the course, and the car in which he is entered to compete but has not practised.

**2.2.** Where practice times are not required for the purpose of arranging the order of competing, such times will be unofficial. Failure to record a time in such a case, for whatever reason, will not automatically qualify the competitor concerned to a re-run, but this may be authorised by the Clerk of the Course.

### Starting

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**\*3.1.** The SRs will specify:

- (a) The starting signal.
- (b) The method of timing.
- (c) When timing commences.

**3.2.** With the exception of 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.

**3.2.1.** Vehicles starting singly or in line abreast shall be placed as follows:

- (a) When start timing is activated by a light beam, the vehicle must be stationary with the part which operates the timing apparatus 10cm behind the starting line.
- (b) If the timing is not recorded automatically, with that part of the front tyres which is in contact with the ground resting upon the starting line.

**\*3.3.** The finishing line will be clearly indicated.

### Flag Signals

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**4.** Flag signals will normally be restricted to a Red flag at each post. Marshals should be briefed as to halting a competitor in the event of an incident in accordance with 9.3.7.

**4.1.** At Sprints at race circuits other flag signals as specified in Q.12.24 may be used provided their use is clearly defined in the SRs.

### Medical and Rescue Requirements

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**5.1. Ambulance and Staff.** The Organisers in conjunction with the Chief Medical Officer will ensure that during practice sessions and competition the following are in attendance:

**5.1.1.** Adequate first-aid staff (e.g. members of St. John Ambulance Association, British Red Cross Society or St. Andrew Ambulance Association).

**5.1.2.** Ambulances should be equipped with basic resuscitation equipment and, if possible, a Casualty Immobiliser for handling a patient over difficult terrain. These ambulances to be reserved for use in connection with casualties arising from the competition.

**5.1.3.** It is important that the ambulance be so equipped that essential equipment does not have to be taken from any other Emergency Vehicle.

**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.

**5.2.** The minimum medical and rescue requirements (including practice) are:

**5.2.1.** Hill Climb and Sprint events: One Doctor (or one Motorsport UK-Registered Paramedic (F.7.3 to 7.5) and one Rescue Unit (F.2)). Subject to the presence of a correctly crewed and equipped Motorsport UK registered Rescue Unit, the attendance of an ambulance is recommended but not mandatory. This is subject to the requirement that if a casualty is within the Rescue Unit the event may not run until the casualty has been released for further care.

**5.2.2.** Drag Races: One Doctor (or one Motorsport UK-Registered Paramedic (F.7.3 to 7.5)) and one ambulance.

**5.2.3.** The Rescue Unit and the Ambulance must be positioned to ensure unobstructed access to the course as per the track licence.

**5.2.4.** Hot Lap Challenge: In accordance with Q10.

**5.3.** In an emergency, the Chief Medical Officer may, at his discretion, designate as an ambulance any vehicle he deems adequate for this purpose.

**5.4.** When public attendance is expected suitable arrangements must be made by the Organisers for dealing with the first-aid requirements of spectators not arising from the event.

## **Timekeepers**

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**6.** Whenever possible, there shall be at least two timekeepers at all speed events (G.6.1.7, G.6.5).

## **Competitors' Regulations**

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### **General**

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

**7.1.2.** \*Cars must be presented for scrutiny and practice at the times specified in the SRs.

**7.1.3.** Cars competing in Hill Climbs and Sprints must comply with Technical Regulations 10-15 and Section I.

**7.1.4.** When signing on, a valid Competition/Entrant Licence for Entrant and Driver must be produced.

**7.1.5.** Deleted.

**7.1.5.1.** Any Driver competing in a Racing or Sports Libre car of more than 1100cc, or equivalent forced induction, with the exception of a pre'1994 Formula Ford 1600 in compliance with the period Ford regulations, must hold a RS National (H.17.1) or Race National Licence, unless the car is currently licensed for use on the public highway and competes in the event in a road-legal condition.

**7.1.6.** Competitors must declare on their entry forms whether or not they have ever held a valid RTA licence. Competitors who have never held a valid RTA licence and who do not have any qualifying signatures towards upgrading their Competition Licence on their Upgrade Card may be specifically observed at the event.

- (a) Any competitor whose vehicle is not self starting, at any part of the course, must declare on their entry form the method of operation together with a detailed starting instruction.

**7.1.7.** For Drag Race competitors under the age of 18 years a PG Entrant licence is required, H26.1.9. applies.

**7.1.8.** Competitors in Hot Lap Challenge must comply with the minimum licence criteria stipulated in 17.2.4.1..

**7.1.9.** Junior Sprint and Junior Hill Climb Competitors aged 14 to 16 may compete, at Interclub status, in a Standard Car of no more than 1400cc and in compliance with 11. until the end of the year of their 16th birthday.

**7.1.9.1.** Junior Sprint. New Competitors will be required to drive observed laps prior to the Competition in order to satisfy the Clerk of the Course that they are competent to take part, subject to the following:

- (a) Start singly and run over the duration of the course at least 3 times.
- (b) A Motorsport UK licensed driver may accompany the new Competitor, subject to approval of the Clerk of the Course.
- (c) Observed laps are not required if the Competitor can provide the Clerk of the Course with proof of having competed as a Driver in three other Motorsport UK Permitted events.

**7.1.9.2.** Junior Hill Climb. For participation in Junior Hill Climb events the Competitor must have gained signatures for having successfully completed a minimum of three Junior Sprint events.

## **Competition Licence Retention and Upgrading**

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**8.** See Section H.17.1.

## **Scrutineering**

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**9.1.1.** No car may be driven in the event until it has been approved by a Motorsport UK Scrutineer of the Meeting.

**9.1.2.** If, after approval, any car is dismantled or modified in a manner that may affect its safety or eligibility, or it is involved in any incident which is likely to have a similar effect, or any aerodynamic device is added or removed, it shall be represented for approval.

The entrant shall be responsible for seeking such fresh approval.

**9.1.3.** Deleted.

**9.1.4.** Any car involved in an incident which is unable to proceed shall not be touched by any person other than officials without the specific approval of the Clerk of the Course. Furthermore, the driver concerned may not drive again without the approval of the Medical Officer in Charge.

**9.1.5.** Any car involved in an accident shall not be taken away from the course without the prior authority of the Clerk of the Course.

**9.1.6.** The SRs for all Hill Climbs and Sprints should specify if timing is being activated by a light beam. In this case competitors must be reminded that a timing strut in accordance with 10.10 is required.

**9.1.7.** All cars competing in Hill Climbs or Sprints must be presented for scrutineering with a valid Competition Car Log Book/Vehicle Passport or an MSA/Motorsport UK Recognised Vehicle Identity Document unless the car is currently licensed for use on the public highway and is competing in a road legal condition. The onus of proof rests with the competitor. (See 10.11.)

**9.1.8.** Any alteration or modification made to the vehicle, or any amendment to the original details shown in the Competition Car Log Book/Vehicle Passport, must be in accordance with the prescriptions of J.2.1.

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

- (a) Fitted with an engine of a greater capacity than that with which it was constructed; and/or
- (b) Altered or modified to cause a change in classification.

## Drivers

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**9.2.1.** Throughout practice and Competition, upon exiting from and until returning to the Paddock, when the driver is seated in the vehicle he must wear clothing, helmet and goggles complying with K.9 to 11 or, where appropriate the specific Class regulations for Drag Races.

**9.2.1.1.** Overall homologated to FIA 8856- 2000, FIA 8856-2018 or FIA 1986 standard are mandatory, with the exception of Standard Cars (11) where flame resistant clothing is recommended (arms and legs must be covered) and Road Cars (12) where overalls must comply with K9.1.4.

**9.2.1.2.** Competitors are required to wear flame-resistant gloves (K.14.3(e)), with the exception of Standard Cars (11) and Road Cars (12) where their use is recommended.

**9.2.1.3.** An FIA approved FHR device, fitted in accordance with FIA regulations is mandatory for all drivers with the exception of Period Defined Vehicles, Standard Cars (11) and Road Cars (12).

**9.2.1.4.** All these items required by 9.2.1.1-9.2.1.3, must be produced for inspection and approval at scrutineering.

**9.2.2.** Only the driver may be in a car during the competition or practice.

**\*9.2.2.1.** During warm-up of a 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 Hot Lap Challenge)

**9.2.3.** A driver may drive any number of cars for which an entry has been accepted by the organisers, unless the SRs specify a limit.

**9.2.4.** The same car may not be entered to compete for the same award more than twice, and then only provided it is driven by different drivers.

## Competition Numbers

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**9.2.5.** Cars will be identified by means of a competition number, allocated by the organisers, which must be visible from each side of the vehicle and displayed on a contrasting background in a proper and durable way, acceptable to the Chief Timekeeper of the day.

**9.2.6.** Competition numbers must be covered or removed at all times whilst driving on the public highway.

## Paddock and Track Regulations

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**9.3.1.** The spinning of wheels (tyre warming) will only be permitted in a designated area and which should be clearly defined.

**9.3.1.1.** With the exception of Drag Racing, the heating of tyres, by any method other than 9.3.1. above, or their treatment by any chemical substance is prohibited. For the avoidance of doubt, no manner of abnormally raising the temperature of the tyres/wheels above the natural ambient temperature is allowed.

**9.3.2.** Any car unable to complete the course shall be stopped well clear of the course and shall not be moved without prior permission from the Clerk of the Course.

**9.3.3.** No competing car shall be driven in the reverse direction of the track except under official supervision.

**9.3.4.** Refuelling and work on the cars, other than by a Driver or Officials, can only be carried out in the paddock unless the Clerk of the Course specifically authorises otherwise.

**9.3.5.** No more than two people at any time, in addition to the Driver and Officials, are allowed in attendance on each car in the identified starting area.

**9.3.6.** Except while on the track no competing car shall be driven at a speed exceeding 10 mph without the specific permission of the Clerk of the Course.

### 9.3.7.

(a) In Hill Climbs If the Red flag (or red light signal) is displayed, competing cars should come to a standstill when practicable, and await further instructions from the marshals (4).

(b) In Sprints if the Red flag (or red light signal) is displayed, competing cars should come to a standstill when practicable and await further instructions from the marshals, but Q.12.24.3(j) may apply if the SRs specify that it is applicable.

## Starting and Practising

**9.4.** Cars will start as specified.

**9.4.1.** Sprints and Hill Climbs: Singly.

**9.4.2.** The number of vehicles on a track at any one time is that permitted by the track licence, with the exception of Junior Sprint or Hill Climb Competitors who will be on the track singly at any time.

**9.4.3.** The starting order will be in classes as determined by the organisers, unless the SRs specify otherwise.

**9.4.4.** Deleted.

**9.4.5.** In Hill Climbs or Sprints on sealed surfaces, should a competitor make an unsatisfactory start, and provided that neither of the rear wheel centres have crossed the Start Line, he may be permitted a Re-Start.

**9.4.6.** Drivers will be under Starter's Orders when instructed by an Official to proceed to the Start Line. If a Competitor takes undue time to comply, the Clerk of the Course, or his Deputy, may specify that he comes forward within two minutes or he will forfeit his run.

**9.4.7.** After crossing the finishing line, competitors must slow down as appropriate and proceed as instructed.

## Results

(Not applicable for Drag Races)

**9.5.1.** Drivers must be allowed a minimum of two runs in the same car in each Class entered, the faster run to count for the results unless the SRs say otherwise.

**9.5.2.** As between two competitors the more meritorious performance will be that of the competitor who has covered the course in a lesser time.

**9.5.3.** A competitor's time will be credited only if:

- (a) All four wheels of the car are on the track when it crosses the finish line.
- (b) The run is made during the period provided for cars in the appropriate class and not more than the appropriate number of competition runs have been made.
- (c) The vehicle completes the correct course without outside assistance.

**9.5.4.** If the boundaries of the track are indicated by temporary markers, the SRs shall specify if any and what penalties apply for striking a marker or crossing a given line.

**9.5.5.** To be classified as a finisher in the competition a competitor must have completed at least one competition run.

**9.5.6.** Only an equal number of runs for all competitors in the same class will be counted. In the event of a tie between two or more competitors, the results of the next fastest run recorded (during competition runs) by the competitors concerned shall be compared, and so on.

**9.5.7.** If through his own error a driver fails to record a time he shall not be entitled to a re-run.

**9.5.8.** In other circumstances (e.g. baulking) a re-run may be granted by the Clerk of the Course who may order any penalties incurred in the initial run are applied to the re-run.

Judges may be appointed to adjudicate on:

- (a) Unsatisfactory or False Starts.
- (b) Not following correct course, or touching marker.
- (c) Baulking.
- (d) Noise.

## Technical Regulations

### Categories

**10.1.** Categories are defined in the following regulations (11 to 15) (except for Period Defined Vehicles (Non-Rally) A-E inclusive, which remain free). Classes within those categories are free but must be stated in the SR's.

Other than the provisions of Section J, 10.2 below, and the specific Category regulations below, as appropriate, modifications are free.

**10.1.1.** Motorsport UK retains the sole discretion to determine the category into which a vehicle should be categorised, should there be any doubt.

**10.1.2.** The onus of responsibility for the eligibility of competing vehicles lies with the competitor.

**10.1.3.** Standard Cars – Cars complying with 11.

**10.1.4.** Road-Cars – Cars complying with 12.

**10.1.5.** Modified Cars – Cars complying with 13.

**10.1.6.** Deleted.

**10.1.7.** Deleted.

**10.1.8.** Sports Libre Cars – Cars complying with 14.

**10.1.9.** Racing Cars – Cars complying with 15.

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

### Sprint and Hill Climb Vehicles

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

#### Safety

**10.2.1.** Be fitted with a Roll Over Protection System complying with Motorsport UK requirements as specified in Section K, except for cars of Periods A – E (Nomenclature and Definitions), Standard Cars (11.1) and Road Cars Series Production (12.) where it is recommended. If fitted with lightened non-standard doors be fitted with a doorbar(s) complying with K1.3.5(b) on the driver's side as a minimum.

**10.2.2.** Deleted.

**10.2.3.** Deleted.

**10.2.4.** Deleted.

**10.2.5.** Deleted.

**10.2.5.1.** Deleted.

**10.2.5.2.** Deleted.

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

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

**10.2.8.** Road Cars: front seats may be replaced by fully trimmed Competition versions.

**10.2.9.** Standard Cars and Road Cars must comply with K.2.1.1 with the exception of Junior Sprint and Junior Hill Climb Competitors who must comply with K.2.1.2. as a minimum.

**10.2.10.** Modified Cars must comply with K.2.1.2/K2.1.4.

**10.2.11.** Sports Libre Cars and Racing Cars must be equipped with a homologated FIA safety harness complying with K.2.1.3 or K.2.1.4.

**10.2.12.** Deleted.

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

**10.2.14.** Fire Extinguishers – K.3.1 recommended.

**10.2.15.** Towing point(s) of adequate strength and size are mandatory. They must be clearly identified and suitably marked using a contrasting colour and be accessible to the front and rear of the vehicle.

### 10.3. Windscreen/Glass

#### 10.3.1.

- (a) Windscreens are mandatory for all closed vehicles. They are free for open vehicles.
- (b) Laminated windscreens, lamp glass security and rear view mirrors are not required unless specified in SRs or where there is a possibility of one car overtaking another.
- (c) Windscreen wipers must be operative on all cars with windscreens.

## 10.4. Engines

**10.4.1.** Forced induction equivalence 1.4. with the exception of 11., where forced induction equivalence is 1.7.

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

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

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

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

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

## Wheels and tyres

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

## 10.6. Fuel

**10.6.1.** For Standard Cars, Road Cars-and Modified Cars, pump fuel is mandatory. Only air may be mixed with the fuel as an oxidant.

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

- (a) Any vehicle using methanol must include an approved additive which provides a distinguishable colour and smell when burning. The maximum permitted volume of additive within the fuel is 0.2%.

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

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

## 10.7. Electrical

**10.7.1.** All vehicles must be equipped with an ignition cut-off switch having positive 'ON/OFF' positions clearly marked. The ignition cut-off and fuel pumps isolation system(s) must be operable by the Driver when normally seated with seat belts secured, with the exception of Standard Cars as defined in 11. where it is recommended.

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

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

## 10.8. Brakes

**10.8.1.** Deleted.

**10.8.2.** Deleted.

## 10.9. Transmission

**10.9.1.** For Road Cars-and Standard Cars, the reverse gear must remain operable at all times.

**10.9.2.** For all other Categories a reverse gear is recommended.

**10.9.3.** K.12 recommended for all front engined vehicles.

## General

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

## Public Highway

**10.11.** Where cars are required to compete in a road legal condition they must comply with Section J of these regulations, and all statutory regulations concerning the construction and use of vehicles. In addition such cars must:

**10.11.1.** Be currently registered and taxed as a private car.

**10.11.2.** Have registration documents and, where a car is required by law to have a certificate, a valid MOT Certificate where appropriate. These documents must be produced at scrutineering UPON REQUEST.

**10.11.3.** Only a full MOT including lighting is acceptable. See 10.7.2.

## 11. Regulations for Standard Cars

### 11.1. Description

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

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

**11.1.3.** Organisers may provide an Intro-Class which will allow new drivers to experience competitive motor sport on an event by event basis, with the exception of Juniors (7.1.9).

- (a) The RS Clubman licence is acceptable
- (b) The Class will run separate to any other session
- (c) The vehicle must run on List 1A tyres

### 11.2. Permitted Modifications

Other than as detailed, no other modifications are permitted:

- (i) Any FIA/MSA/Motorsport UK approved/homologated safety equipment may be installed.
- (ii) Brake friction material may be upgraded.

## Engine

**11.3.** Forced induction equivalence 1.7.

## Wheels and tyres

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

## 12. Regulations for Road Cars

## Description

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

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

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

## Chassis

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

### 12.4. Body (including aerodynamics)

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

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

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

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

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

### 12.5. Engines

**12.5.1.** For Road Cars – Series Production, the cylinder block and cylinder head must remain in the original position and be externally identifiable as that fitted to the original model or specified option. Induction is free, as are exhaust systems.

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

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

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

## Wheels and tyres

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

### 12.7. Suspension

**12.7.1.** The suspension type, mountings, mounting method and position must remain the same as that fitted by the vehicle manufacturer with the exception of lever arm shocks which may be changed to Telescopic shock absorbers.

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

**12.7.3.** Adjustable spring platform struts are permitted.

**12.7.4.** Deleted.

**12.7.5.** Springs are free but must retain their original location.

**12.7.6.** For Road Cars – Series Production bushes may be changed for similar polymer materials but not to spherical or similar metal joints.

**12.7.6.1.** For Road Cars – Specialist Production bushes may be changed for similar polymer materials, spherical or similar metal joints.

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

### 12.8. Transmission

**12.8.1.** Road Cars – Series Production.

- The gearbox and differential casing must be externally identifiable as that fitted to the original model or specified option and remain in their original position;
- The method of gear selection must remain standard (sequential selection only where fitted as standard).

## 13. Regulations for Modified Cars

### Description

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

**13.2.** Modified Cars – Specialist Production. Must have been originally available in quantities of not less than 20 chassis within 12 consecutive months.

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

### Safety

**13.3.** See section 10.

### Chassis

**13.4.** 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:

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

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

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

**13.4.4.** Reinforcing of the chassis is allowed.

**13.4.5.** Bulkheads and/or inner wings may be modified to permit the clearance of the induction system. This shall be understood to include air induction ducting, manifolding, trumpets/ram pipes for engine carburation or fuel injection system only.

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

### 13.5. Bodywork (including aerofoils)

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

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

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

**13.5.4.** Detachable hardtops are permitted providing the silhouette remains unaltered.

**13.5.5.** 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.

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

**13.5.7.** Open car with hoods may have them removed. Vehicles may run open or closed. If running closed, a rear window of safety glass or plastic of minimum thickness 4mm is mandatory. 13.5.8. Tonneau covers are permitted providing they are of flexible material and were originally specified for the vehicle.

**13.5.9.** Deleted.

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

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

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

### **13.6. Engine**

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

**13.6.2.** With the exception of any engine fitted to a vehicle complying with 13.1, the engine must be of a make and type produced in at least 1,000 identical units and fitted to a vehicle originally available through the normal commercial channels of a land vehicle manufacturer.

**13.6.3.** Induction system free.

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

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

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

### **13.7. Transmission**

**13.7.1.** Transmission layout to remain as original.

**13.7.2.** Gearbox and differential are free.

**13.7.3.** Driven axle(s) free (see 13.8.4).

### **13.8. Suspension**

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

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

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

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

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

**13.8.6.** Road springs are free.

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

### **Electrical**

**13.9.** Electrical generators may be disconnected or removed.

## **14. Regulations for Sports Libre Cars**

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

- (a) Any closed wheel vehicle that does not comply with any other category, as defined in 10.1.1.3 to 10.1.5 or 10.1.9 14.1(c) or (d) or 14.1.2.
- (b) Deleted.
- (c) Sports Racing Cars.
- (d) Single seat closed wheel Racing Car the rear wheels enclosed by continuous bodywork.

## **Regulations for Open Wheel Single Seat Racing Cars**

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### **Dimensions**

#### **15.1.1.**

Maximum width ahead of front wheels	150cm
Maximum width behind front wheels	140cm
Maximum height of any part wider than 110 cm ahead of the front wheels	Not to exceed the top of the front wheel rim
Maximum height	90cm from the ground
Maximum rear overhang	150cm behind rear wheel axis.

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**15.1.2.** Maximum height is measured with the car in any condition and driver aboard. Safety roll-over bars and air boxes are not included in this measurement.

### **Wheels**

**15.2.1.** Twin rear wheels are permitted.





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Modular design 4-12 cylinders

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Pressure based knock control (used in F1 only)

Increased performance

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Compatible with Motec M1 series ECU (Motec package included)

The AI based logic optimises the following parameters by measuring, calculating, and optimising indicated mean effective pressure cycle-by-cycle with different target options, such as maximum performance, minimum fuel consumption, or any user defined optimum:

- Air-to-fuel ratio
- Ignition timing
- Turbocharging parameters
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## Drag Racing

### Organisation

Regulations within the [Drag Race Yearbook](#) may apply further limitations or requirements, additional to the following:

**16.1.1.** Unless stated hereafter, Organisers must comply with Sections D and S of these General Regulations.

**\*16.1.2.** For any Technical or Safety criteria not provided for by these Specific Regulations the SRs must state the definitive source of reference.

**16.1.3.** Permits may be issued for a Drag Race or a Straightline event which will be run in accordance with the Straightline Event guidelines.

### Officials and their duties

**16.2.1.** Unless stated hereafter, Officials must comply with Section G of the General Regulations.

**16.2.2.** The Race Director shall have the same responsibilities, duties and powers of a Clerk of the Course and the same discretion in the general conduct and control of the event and the application of penalties for any infringement by participant or vehicle.

**16.2.3.** Subject to the prescriptions of the General Regulations the decision of the Race Director shall be final.

### Competitors

**16.3.1.** Unless stated hereafter, Competitors must comply with Section H and the specific regulations for Sprints, Hill Climbs and Drag Racing.

**16.3.2.** Participants shall be deemed to be any person within the meaning of Sections H.1, H.32 and H.33.

**16.3.3.** The display of any identification, badge or pass will be deemed to identify the person concerned with the entrant and will imply their acceptance of these regulations.

**\*16.3.4.** Entrants and Drivers must ensure they have a Competition/Entrants Licence valid for the event.

**\*16.3.5.** The SRs must state what qualification is required to drive a specific category of vehicle.

**16.3.6.** Where a driver is required to make an observed run prior to taking part in the competition (16.8.1 and 16.8.2) it is the drivers responsibility to report this fact when signing on and await the instructions of the Race Director.

**16.3.7.** The Race Director may forbid a driver to take part in the competition for reasons of safety or any apparent deficiency in performance.

**16.3.8.** A driver may not drive more than one vehicle in any category at the same event. Dual eliminator registration is prohibited.

**16.3.9.** Any driver deemed to have driven in a manner not compatible with general safety or whose behaviour or actions is prejudicial to the interests of the organisers or motor sport generally may be immediately disqualified from the meeting (C.1.1.5).

### Vehicles

**16.4.1.** Unless stated hereafter, Vehicles must comply with Section J and S of the General Regulations.

**16.4.2.** Trucks or Commercial vehicles are prohibited to take part in Drag Races without the prior approval of Motorsport UK. Series production truck vehicles of up to 1 ton payload are permitted.

**16.4.3.** Junior Dragsters may not be included in any event without the prior approval of Motorsport UK.

**\*16.4.4.** Classification, shall be as prescribed in the specific class regulations contained within the SRs.

**16.4.5.** With the exception of Straightline events annual registration of vehicles and drivers with each Organising Club is mandatory.

**16.4.6.** Registration must be submitted on the official Race Vehicle Registration form issued by each Organising Club. Forms which are amended, incomplete or defaced are invalid.

**16.4.7.** Re-registration may be required for any change made to the classification of a vehicle.

**16.4.8.** Vehicles may be given a permanent race number for the year.

**16.4.9.** Numbers must be displayed in accordance with the specific class format; affixed in such a way to ensure their durability and legibility and be of sufficient contrast to their background. They shall be subject to the approval of the Chief Timekeeper.

**16.4.10.** The naming of a vehicle will be subject to the approval of each Organising Club. Duplication of names will not be permitted.

**16.4.11.** Decals must be displayed as required by the event or series organiser.

**16.4.12.** Vehicles must be in a clean and presentable condition throughout an event. Personnel attending a competing vehicle should be aware of the same considerations.

### 16.5. Scrutineering

**16.5.1.** No vehicle is permitted to take part in practice or a race without the approval of the Chief Scrutineer.

**16.5.2.** The Race Director may require:

- (a) The eligibility of an entrant, driver or vehicle to be checked at any time or prescribed place before or during the meeting or afterwards subject to the Entrant being notified not later than half an hour after the publication of a valid provisional result,
- (b) A vehicle to be re-scrutineered at any time throughout the meeting,
- (c) A vehicle to be dismantled to ensure it complies with the regulations,
- (d) An entrant to supply such components and or samples as may be required,
- (e) A driver to be medically examined for reasons of safety,
- (f) ) A car to practice before its eligibility is verified.

### Pits Paddock and Track Fuel

#### 16.6.1.

- (i) The handling and storage of fuel must comply with the law and local fire regulations.
- (ii) The SRs shall specify the requirements of GRs Q.12.25.1 to Q.12.25.4 inclusive.
- (iii) The fuelling and draining of vehicles outside a designated fuelling area is forbidden.
- (iv) The engine must be stopped during fuelling and the driver must vacate the vehicle.
- (v) The vehicle must be clear of any fuel handling or storage when starting the engine.

- (vi) The entrant must ensure that throughout fuelling a person will stand by the vehicle with an adequate fire extinguisher.

**16.6.2.** Engine starting and Warm-ups. It is mandatory for a driver or competent crew member to be seated in the normal driving position at any time the engine is running.

### Medical and Rescue (5 and Section F)

**16.7.1.** In addition to the requirements of 5.2.1 there must be a second emergency vehicle equipped specifically for fire fighting with the following minimum equipment:

20lb (9kg) dry powder fire extinguishers.

2 fire resistant blankets 6ft x 6ft (2m x 2m).

2 pairs fire resistant/industrial gloves.

**16.7.2.** The Rescue Unit and the Ambulance must be positioned to ensure unobstructed access to the course.

### Practice and Qualification

**16.8.1.** With the exception of Straightline events a new driver who has not previously held a Competition Licence will be subject to a cockpit orientation (blindfold) test.

**16.8.2.** A driver may be required to make runs under observation at any time.

### Penalties

**16.9.** Any specific penalties mentioned in these regulations does not preclude the imposition of additional penalties as deemed appropriate.

### Instructions and Communications to Competitors

**16.10.** Any additional instructions published will be deemed to be an Appendix to and have the same powers as these Regulations.

### Race Procedures

**16.11.** In accordance with the requirements of the Supplementary Regulations of the event.

## Hot Lap Challenge

### Organisation

**17.1.1.** Unless stated hereafter, Organisers must comply with Sections D and S of these General Regulations. Q4.1.; Q4.2.1.; Q4.3 to Q4.5., Q4.7. Q4.8, Q8.1.5; Q8.1.8.; Q8.1.9., Q.13.1.1 to Q.13.1.4 and Q15 also applies.

\***17.1.2.** For any Technical or Safety criteria not provided for by these Specific Regulations the SRs must state the definitive source of reference.

\***17.2.4.** The SRs must state what qualification is required to drive a specific category of vehicle.

**17.2.4.1. 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 Hot Lap Challenge classification.

**17.2.4.1.1.** 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.

**17.2.4.2.** Where the Event forms a round of a Series or Championship a competitor who achieves a lap time within 5%, three or more times, of the fastest time of the class above them will be reviewed by the Organising Committee who may require the driver upgrades to that class.

**17.2.4.3.** A new driver, who has not previously held a Competition Licence, will be observed during practice by the Clerk of the Course. It is the drivers' responsibility to report this fact when signing on and await the instructions of the Clerk of the Course.

**17.2.4.4.** A driver may be required to make runs under observation at any time.

**17.3.1.** Unless stated hereafter, Vehicles must comply with Sections J, K and S of the General Regulations.

**17.3.2.** For Commercial type vehicles (J.5.20.6) applies.

\***17.3.3.** Classification shall be as prescribed in the specific class regulations contained within the SRs.

**17.3.4.** Competition numbers must be in compliance with Q11.4 or Q11.5.

**17.3.5.** Tyres – Club Class to Section L, List 1A or 1B. Pro Class free.

### 17.4. Scrutineering

**17.4.1.** The Organising Committee may request the Clerk of the Course to verify the eligibility of a vehicle by requiring it to practice.

#### 17.5.1. Warm-up & Qualification

**17.5.1.1.** On any car driven by a person who has not received six car race or 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.

**17.5.1.2.** A Warm-Up session will be provided.