



The Motorsport UK Yearbook 2022

66th EDITION

ISBN 978 1 912447 08 4

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These regulations become effective 1st January 2022.
This publication supersedes previous editions.

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Published by: Motorsport UK Association Ltd
Printed by: Penrose Group, Ashford, Middlesex
Editor: Stuart Haviland
Advertising Manager: Martin Fallon

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Motorsport UK Licensed Officials details are available on the Motorsport UK website www.motorsportuk.org

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Looking forward to 2022

2021 was very much a recovery year, driven by our community's strong desire to return to normality as soon as possible. The easing of restrictions allowed us to enjoy the sport we love once again, and fully welcome competitors and spectators back to our venues in a way that had not been possible since 2019.

The momentum of motorsport's recovery has been extraordinary, and I would like to pay tribute to the entire community for the resilience and commitment that has brought us through this unprecedented challenge and made us even stronger together.

One of the positive outcomes of the past couple of years is that it has forced us to implement new solutions with great speed, and I am very pleased that as a sport we are better prepared to embrace new opportunities more rapidly than we could ever have imagined.

Motorsport UK's relocation to Bicester Heritage has been a symbol of our ambition and a catalyst for much of this impetus. Now we are in the heart of 'Motorsport Valley' we have a more relevant home, one that ensures we can become the more dynamic and engaging organisation we envisaged. The new headquarters are already working well as a hub for our community, as we have welcomed hundreds of our members to training days, events and conferences. We have also opened our doors to new audiences visiting Bicester Heritage and we will be announcing a programme of events to ensure that our member groups can benefit from this impressive new facility during the year ahead.

While the pandemic is far from over, motorsport is back on track, and we embark on 2022 with much to look forward to. At the same time, we must address the many issues that have been growing in focus for a number of years and that recent challenges have brought squarely into the spotlight: Environmental and Climate concerns; Health and Safety; Equality, Diversity and Inclusion; and Youth engagement. We face a very different world going forward and we must take action that is considered, yet agile, in order to adapt to this changing environment.

I would like to personally thank you all for your continued support of Motorsport UK, and for being part of our community of over 60,000 competitors, officials, marshals and volunteers.

Please continue to let us know your views in the surveys we carry out through the year. Your feedback is invaluable as Motorsport UK goes about administering, promoting, training, safeguarding, developing and regulating the sport.

My best wishes to you and your families as we look forward to a safe, fair, and fun year ahead.

David Richards CBE
Chair



How to use this Book

All the basic rules governing participation in motorsport events in Britain are contained in this 'Blue Book'. To enjoy the sport to the full, Organisers, Competitors and Officials should ensure they are familiar with the regulations relevant to their own particular discipline.

The Yearbook is split into four main Parts:

Structure of the Sport

The first (RED) Part describes the governance and structure of the sport in Britain, describing the role of Motorsport UK and introducing some of the people involved in the sport, from Council Members to Technical Officials.

The Regulations

The second (BLUE) Part contains the detailed motor sport regulations which are split into two Sections:

- **Common Regulations** effecting all disciplines of the sport from Autotests to Rallying; and
- **Specific Regulations** effecting individual motor sport disciplines, giving Organisational, Competitor and Technical information for each discipline.

Within [The Regulations](#) all new regulations are indicated by the use of **red text**.

The Appendices

These contain much detailed information that has been extracted from the main body of the text in order to make the other Sections more accessible and more readable.

The Directory

The fourth (GREEN) Part includes the regular Motorsport UK Motor Sports Directory advertising products and services from over 180 companies in 100 different categories.

In general it should be possible for readers to find

all the relevant Regulations they require by consulting just two sections in the blue part of the book.

As in previous years, a certain amount of cross-referencing between Sections is necessary due to similarities between different disciplines, and because the safety criteria are common to many.

We hope that once you become familiar with the new Blue Book you will find it easy to read and quicker to navigate through. We would welcome all feedback from readers on this revised publication in the hope that we can continue to improve this important motor sport document.





Image: Mathieu Bonnevie



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An introduction to Motor Sports

The end of the 19th century saw the establishing and subsequent rapid development of the motor car industry in Britain. From these early years motor clubs sprung up all over the country and for over 100 years these have been the bedrock on which the sport has advanced and prospered, both nationally and internationally.

Britain today remains at the very heart of the international motor sports industry. At a national level, it turns over around £2.9-billion annually and is recognised by Government as a major exporter, generating in excess of £750-million in foreign earnings last year. It offers full-time employment to around 38,000 people (source MIA), and part-time work to a further 100,000.

Involvement at all levels

In sporting terms it involves people at all levels: at grass roots through the activities of 720 Motor Clubs (with a total membership of over 200,000) who annually organise in the region of 4,500 events for 120,000 competitors in 22 different disciplines; at elite level through events such as the British Grand Prix.

The sport is open to all. Events are available for competitors as young as six years old. Others are devoted to women drivers only and there are even opportunities for severely disabled drivers to compete. There are further opportunities for non-drivers to participate as passengers and navigators, or to act as marshals and officials at motor sport events, progressing into areas of scrutineering and timekeeping. On

the safety side there are opportunities for first-aiders, doctors and paramedics in rescue and recovery units.

Training and coaching

Throughout the sport, a comprehensive programme of national training and coaching initiatives are in place to develop skill levels whatever the involvement: competitor, official, marshal, medical officer or administrator.

The governance and administration of this hugely successful sport in Britain is today the responsibility of Motorsport UK, with its roots in the Royal Automobile Club that successfully formed and has moulded the sport for over a century.

The sport's governing body

Motorsport UK is authorised by UK Statute to regulate and permit motorsport competitions and is recognised as the governing body of motorsport in Britain by the world governing body, the Federation Internationale de l'Automobile (FIA). As such, Motorsport UK is responsible for administering and controlling the rules governing the sport.

This Motorsport UK Yearbook, known as the 'Blue Book' and published annually by Motorsport UK, is the sport's regulatory 'Bible' for Organisers, Competitors and Officials.

