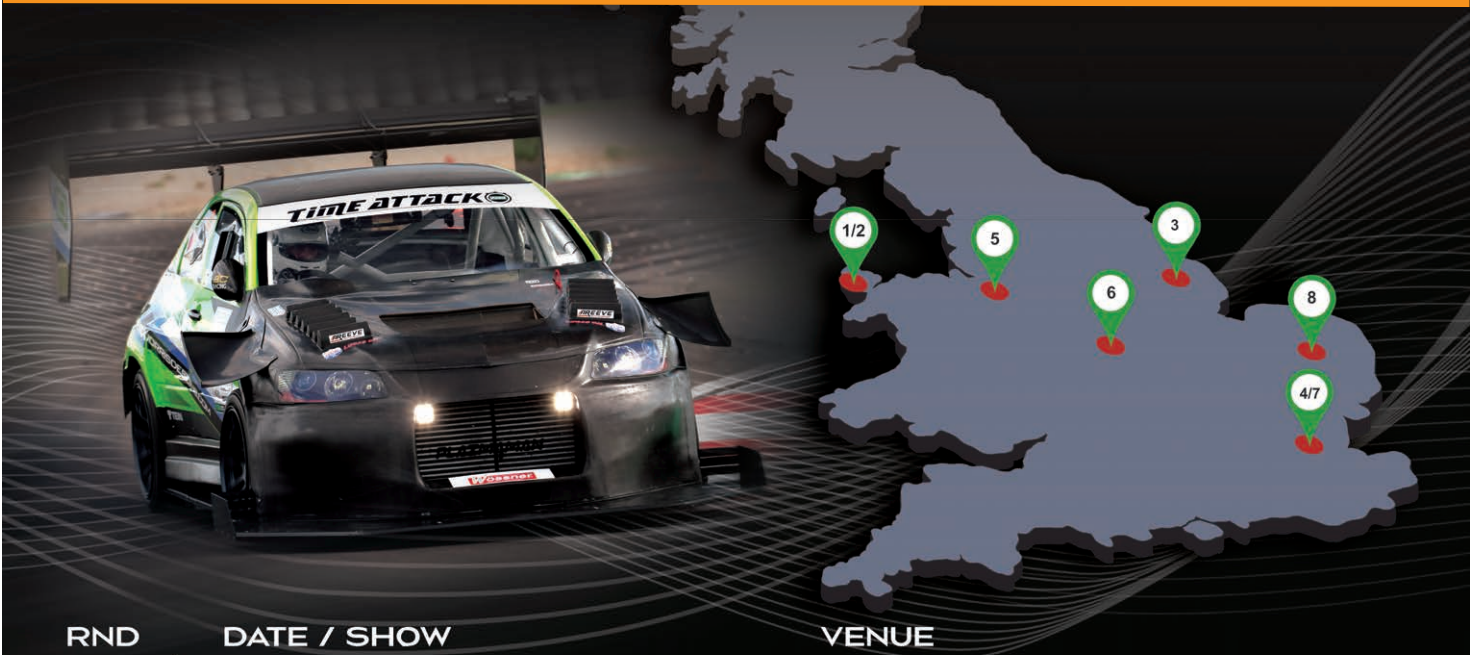


TIME ATTACK

2024 CHAMPIONSHIP REGULATIONS



RND	DATE / SHOW	VENUE
1/2	20TH APRIL / 21ST APRIL	ANGLESEY (COASTAL/INTERNATIONAL)
3	6TH MAY MODIFIED LIVE	CADWELL PARK (FULL)
4	16TH JUNE TUNERFEST SOUTH	BRANDS HATCH (INDY)
5	20TH JULY TUNERFEST NORTH	OULTON PARK (ISLAND)
6	18TH AUGUST TUNERFEST MIDLANDS	DONINGTON PARK (NATIONAL)
7	8TH SEPTEMBER GO JAPAN!	BRANDS HATCH (INDY)
8	20TH OCTOBER MODIFIED LIVE	SNETTERTON (200)



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CONTENTS

1. SPORTING REGULATIONS - GENERAL
2. SPORTING REGULATIONS - JUDICIAL PROCEDURES
3. SPORTING REGULATIONS - EVENTS
4. CHAMPIONSHIP EVENT PENALTIES
5. TECHNICAL REGULATIONS
6. COMMERCIAL REGULATIONS

APPENDICES

- A Championship decal positions
- B Entry closing dates
- C Race with Respect

Welcome to the 19th edition of the UK Time Attack Championship. Whether you are a returning competitor or a newcomer to the series, we invite you to join us for an eight-round season that takes place over seven event weekends at six of the UK's top circuits. Much of the calendar has been retained to ensure the championship continues to deliver fantastic value for money and attracts large and enthusiastic audiences to the well-established accompanying shows.

The season features one double-header and six single-round events across seven weekends at six different venues. As well as the Time Attack Championship, each event includes a round of the Motorsport UK Drift Pro and Racing Hondas Championships, a package that provides an intriguing mix of top-level, national motorsport and an action-packed year ahead.

These Championship Regulations are set out in accordance with the Motorsport UK General Regulations, specifically Section (S) Hot Lap Challenge 17.1.1 (page 359) in the 2024 Yearbook. In addition, the following has been compiled taking into account the unique format of Time Attack and the knowledge gained from running 18 previous seasons.

It is imperative that you read the following information thoroughly, even if you have competed before, in order to ensure you are fully conversant with the contents and aware of any changes and amendments that have been made to that of previous years' regulations.

1. SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The 2024 Time Attack Championship is organised and administered by Club Time Attack, in accordance with the General Regulations of the Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Championship permit number: CH2024/S027 (Grade C)

1.2 Championship Officials

1.2.1 Championship Co-ordinator

Simon Slade

UK Time Attack Championship, Kleer House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB

Tel: +44 (0)1935 424873 / Mob: +44 (0)7966 153555 / Email: simon@timeattack.co.uk

1.2.2 Championship Clerk of the Course

Luke Caudle (or an appointed Deputy)

UK Time Attack Championship, Kleer House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB

Tel: +44 (0)1795 581366 / Email: caudleluke@gmail.com

1.2.3 Championship Eligibility Scrutineer

Michael Mattison

UK Time Attack Championship, Kleer House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB

Tel: +44 (0)1795 581366 / Email: scrutineer@timeattack.co.uk

1.2.4 Championship Secretary

Mark Baulch

UK Time Attack Championship, Kleer House, Windsor Ind Est, New Rd, Sheerness, Kent ME12 1NB

Tel: +44 (0)1795 581366 / +44 (0) 7789 901341 / Email: secretary@timeattack.co.uk

1.2.5 Championship Stewards

Nigel Drayton / David Walton / Esmor Jones

Three Stewards will constitute a quorum. In the event of any Championship Stewards listed being unavailable or being unable to consider any particular matter due to a perceived conflict of interests, the Organisers reserve the right to appoint one or more alternative Championship Stewards.

1.2.6 Judges of fact

Refer to section (G) 10.1 – 10.3.1 in the current Motorsport UK Yearbook.

1.2.7 Changes of officials

Any changes to Championship Officials during the season will be notified in an official bulletin.

1.3 Competitor Eligibility

1.3.1 Drivers and Entrant/Drivers must be members of Club Time Attack, be registered for the Championship and be in possession of a current Motorsport UK Competition Licence as follows:

- Club Category Classes: RS Inter Club (or higher status)
- Pro Category Classes: Race Club (or higher status)

• Overseas drivers: National Competition Licences issued by countries outside the UK will be deemed valid for British events, providing the following applies and competitors obtain approval from their own ASN (H) 25.2. Eligibility must be agreed in advance of entry.

1.3.2 A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

1.3.3 Whether signing on is carried out electronically in advance or in person on the day of the event, all documentation must be available for checking at each round.

1.3.4 Competitors must ensure their entered vehicle complies with the conditions of eligibility and safety throughout Warm up, Practice, Qualifying and the Final sessions.

1.3.5 Drivers who have not previously held a competition licence will be observed during the first two sessions by the Clerk of the Course. It is the driver's responsibility to report this fact in advance of the event starting.

1.3.6 Any driver who has not competed in at least five car-races or Time Attack events, a yellow square measuring 7"x7" with a black diagonal cross of strokes 6" long and 1" wide, must be affixed to the rear of the car. In cases where organisers are unaware of the number of events contested, a driver may be asked to provide proof in order to remove the black cross. This can be done by gathering signatures from the Clerk of the Course following an event, submitting copies of the official results with the driver's name included on the finishers' list, or completing an upgrade card that can be downloaded from the Motorsport UK website and submitting this card to the Championship Secretary. It is a driver's responsibility to observe this regulation. Failing to do so will result in a penalty being applied or disqualification from the event.

1.3.7 Anyone who has held a Competition Licence during 2022 or 2023 and can produce written proof of having been classified as a finisher in at least eight Rallycross, or five Time Attack Hot Lap Challenge events during that time and who passes a written examination. (H) 8.2.4.

1.4 Registration

1.4.1 Drivers are invited to register by joining Club Time Attack and paying the annual membership fee of £80. Club registration does not guarantee entry.

- 1.4.2 Championship registration will commence from the publication of these regulations.
- 1.4.3 Competitors are invited to apply for entry by completing and submitting the official online application form and paying the correct fee by the closing date, as follows:
 - Club Classes:** Single payment option - to be paid before 15th March 2024: £2550 (includes £270 annual registration fee)
Round-by-round payment option - £270 annual registration fee to be paid before March 15th 2024.
Then £310 per round, payable before the latest entry/payment date (Appendix B).
 - Pro Classes:** Single payment option - to be paid before 15th March 2024: £3050 (includes £270 annual registration fee)
Round-by-round payment option - £270 annual registration fee to be paid before March 15th 2024.
Then £372 per round, payable before the latest entry/payment date.
 - Single Round:** Club Classes: £370 - payable before the latest entry/payment date.
Pro Classes: £430 - payable before the latest entry/payment date.
 - Late payment fee:** A surcharge of £50 will be applied for entries and payments made after the latest payment date (Appendix B), but before the end of the week. After that time, entries will not be accepted.
All figures include VAT.

Reference should be made to the championship entry form for details and methods of payment (see regulation 6.1.8).

- 1.4.4 If any rounds are cancelled, competitors will be eligible for a refund/credit of applicable value.
- 1.4.5 **Phased Payment Plan Terms & Conditions:** The round-by-round payment instalment plan option is offered to and agreed by competitors by Time Attack Ltd to assist in spreading the cost of entry across a longer period to benefit a competitor by reducing the initial impact of entry cost to the Championship, which they have freely chosen to enter. Consequently, this arrangement between the competitor and Time Attack Ltd is binding and will stand as agreed until such time as all payments have been made by the competitor to Time Attack Ltd in full. Whether a competitor enters each and all events in the Championship, the amounts due on the specified dates will stand and must be paid in full without deduction, delay or offset regardless of cause. For the avoidance of doubt, this covers all circumstances including but not limited to scenarios such as changes in personal circumstances, issues and problems with competing vehicles, damage, engine failure, team members etc. Any amounts paid may not be carried over to cover future events, unless agreed in writing.
Competitors entering into the payment agreement do so knowingly and agree that the amounts will be paid in full and on time as specified. No refunds for deposits or entry payments will be given at any time (including early and one off season payments) and the purchase of the entry and any payment plan is done so by the competitor on these terms alone. If payments are not made on time or are defaulted upon, Championship status will be revoked, points and achievements declared void and legal action to recover any outstanding amounts including any legal costs will be sought. The Championship has been organised for each competitor for an entire competition year and therefore the terms of payment, the commitment to them and the responsibility to pay on time and in full are unique and legally binding. Upon signing the entry form, competitors will be bound by these payment terms (if chosen) in which case it shall supersede any previous agreements whether in writing or verbally.
Any instalments that fall due and are not paid on time and become outstanding for a period longer than 5 days beyond the agreed date will incur an automatic admin surcharge of £50 to each payment which is late.
- 1.4.6 All applications will be considered by Time Attack organisers before entry is confirmed. This process includes allocation into the class deemed most appropriate. To achieve this, further details, proof of lap times and photographs of the competing vehicle may be requested. The organisers may require the vehicle to be observed on the track in order to establish performance. The decision regarding class allocation will be that of the organisers, who's ruling will be final.
- 1.4.7 Submission of the entry application form and the payment of the fee does not guarantee entry. Organisers reserve the right to refuse entry without giving a reason.
- 1.4.8 Competitors wishing to be assured championship entry should register and pay the entry fee before the last payment date. Competitors may register for the championship after this date and at any point during the season following agreement with the organisers.
- 1.4.9 Registration numbers will be issued to each driver. These will be the permanent competition numbers for the season and will be allocated on a first-come, first-serve basis, unless a number has been held during the previous year in which case it will be reserved until the entry closing date.

1.5 Championship Rounds

- 1.5.1 The 2024 Time Attack Championship will be contested over eight rounds as follows:

Round 1:	Saturday 20th April - Anglesey Coastal	-
Round 2:	Sunday 21st April - Anglesey International	-
Round 3:	Monday May 6th - Cadwell Park	Modified Live
Round 4:	Sunday 16th June - Brands Hatch	Tunerfest South
Round 5:	Saturday 20th July - Oulton Park	Tunerfest North
Round 6:	Sunday 18th August - Donington Park	Tunerfest Midlands
Round 7:	Sunday 8th September - Brands Hatch	Go Japan!
Round 8:	Sunday 20th October - Snetterton	Modified Live

- 1.5.2 All events will be organised by Club Time Attack.
- 1.5.3 The main contact for entries is the Championship Secretary. See regulation 1.2.4
- 1.5.4 Organisers reserve the right to amend the calendar at any time during the season. Details will be notified in an official bulletin. Motorsport UK regulation D.11.2 will apply.

1.6 Point scoring

1.6.1 Drivers registered for a full season of the Time Attack Championship will score points that will be awarded as follows:

Finishing position	Qualifying session	Final session	Establishing a new class lap record (Practice, Qualifying & Final sessions only).
1	10	15	5 (allocated to the driver who holds the record at the end of the event).
2	8	12	-
3	6	10	-
4	5	8	-
5	4	6	-
6	3	5	-
7	2	4	-
8	1	3	-
9	-	2	-
10	-	1	-

1.6.2 Only competitors who have registered for a full season will be eligible to score championship points.

1.6.3 Drivers who compete as a Single Round Entry are ineligible to score championship points and will not be included in season's standings.

1.6.4 Classified finishers will be declared as per Motorsport UK Regulation S 9.5.3.

1.6.5 Championship points appeals are to be made in accordance with Motorsport UK regulation C6.5.

1.6.6 The season's eight rounds are point-scoring competitions of the 2024 Time Attack Championship. Competitors will subtract the points from their two lowest scoring rounds towards their final total. If six or less rounds are held, competitors will subtract the points from their lowest scoring round towards their final total. The total of points scored will determine the final championship positions. Drivers disqualified from the results for sporting/technical infringements may not use that (those) event(s) as non-scoring round(s) for the purpose of the overall championship placings.

1.6.7 Ties will be resolved in accordance with Motorsport UK regulation W1.3.4, as follows:

(a) By considering in the best scoring events of the competitors concerned, the number of first places or class wins.

(b) By considering the number of class or outright second places where there are no classes, and so on in the best scoring events.

(c) By considering the placings in all Championship events.

1.6.8 Drivers sharing a car during the season may combine their points score. Consequently, they cannot be classified as individuals. They will share the championship position and any awards that may be presented at the end of the year.

1.7 Awards

1.7.1 All awards are to be provided by Time Attack Limited.

1.7.2 Awards for each round

Trophies will be awarded for first, second and third place in each class.

A trophy will be awarded to the first Single Round Entry finisher in each class.

1.7.3 End of season Championship awards

A trophy will be awarded for first, second and third place in each class.

1.7.4 Additional awards

The Organisers reserve the right to introduce or cancel awards due to an insufficient number of entries at any point before or during the season. These changes will be notified to competitors via an official bulletin.

1.7.5 Presentations

Trophies will be presented at the end of each round at a prizegiving ceremony. Drivers must attend these ceremonies unless given specific permission by the organisers not to do so. Racesuits must be worn (correctly) by drivers collecting an award.

1.7.6 Title to All Trophies

Time Attack Limited holds the rights of title to all of the trophies. Therefore, in the event of Provisional Results or Championship tables being revised after the awards have been presented, if a driver's position has changed, any previously allocated trophies must be returned in good condition within seven days.

1.7.7 Entertainment Tax Liability (prizes)

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents. Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due. For further information contact: - The Inland Revenue, Foreign Entertainers Unit centre for Non-residents, standard John's House, Merton Road, Merseyside L69 9BB. Tel: 0151 472 6488.

1.8 Documentation

1.8.1 These Championship Regulations, together with the 2024 Motorsport UK Yearbook, sets out the rules for the 2024 Time Attack Championship and all of its rounds.

1.8.2 Competitors will receive a set of Event Supplementary Regulations and Final Instructions before every round. These are to be regarded as an official bulletin and will carry the same force as these Championship Regulations.

1.8.3 Further official bulletins may be issued to competitors prior to each round.

- 1.8.4 Competitors will be notified of any changes, additions or deletions to these Championship Regulations due to exceptional circumstances via an official bulletin, taking into account that Championship Regulations may not be amended after publication of the Championship Permit, subject to the agreement of Motorsport UK (GR D11.2). Such amendments will be circulated to all Registered Competitors, Championship Stewards, Permanent Clerk of the Course, Eligibility Scrutineer, Secretary and Motorsport UK. (GR D11.2).

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Events

In accordance with Regulation Section C of the current Motorsport UK Yearbook and the provisions of these Championship Regulations.

2.2 Championship

In accordance with Regulation Section C of the current Motorsport UK Yearbook and the provisions of these Championship Regulations.

3. SPORTING REGULATIONS - EVENTS

3.1 Entries

- 3.1.1 Competitors who have registered for the championship at the start of the season will be automatically included on the entry list for each round. Competitors unable to enter a round must inform the organisers in advance of the event, or a penalty may be applied.
- 3.1.2 Single Round Entry competitors must join Club Time Attack and submit a completed entry application form together with the correct fee (see regulations 1.4.3) at least 10-days before the event they wish to enter. Submission of this form does not guarantee entry.
- 3.1.3 Championship Organisers reserve the right to refuse entries in accordance with H 29.1.3b
- 3.1.4 Incorrect or incomplete entry application forms (including driver to be nominated entries) and for forms that are not accompanied by the correct fee, are to be held in abeyance until all details are complete and correct.
- 3.1.5 Withdrawal of entry or driver/vehicles changes must be made in accordance with Motorsport UK Regulation (D) 25.1.12.
- 3.1.6 Competitors may change cars during the season. The Championship Coordinator must be informed when the change takes place and before entries for the forthcoming event are finalised.
- 3.1.7 Competitors may only enter and drive one car on each round, unless agreed by the championship organisers, in which case all competitors in the class must be in agreement with the change. The car must be technically eligible for the class entered.

3.2 Briefings

- 3.2.1 The Organisers will notify competitors of the times and locations for briefings in the Final Instructions or Supplementary Regulations for that meeting. Competitors must attend all briefings. A check list/signing sheet will be used to ensure all drivers are present. Failure to attend briefings may result in a penalty being applied and/or a fine of up to £250, in accordance with Motorsport UK regulation G.5.3.8, Appendix I 13.6.i.

3.3 Scrutineering

- 3.3.1 Unless otherwise notified, scrutineering will take place at the event. All vehicles must report to scrutineering and receive a 'passed' sticker before being allowed to take part in the event. Vehicles failing to pass the requirements must have the remedial work carried out and be re-submitted for scrutineering before being allowed to compete.
- In the case of pre-event self-declaration, drivers must complete and submit the appropriate form to confirm that it complies with the requirements set out by Motorsport UK and these Championship regulations. Vehicles will be checked at the event at the frequency and discretion of the scrutineers.
- Competitors must cooperate and comply with all requests.
- 3.3.2 All vehicles must pass a noise test before being allowed to take part. Noise tests may also be carried out during the event. If the vehicle exceeds the maximum noise levels it will be withdrawn from the event until effective remedial work rectifies the issue. If a competitor is reported to be involved in contact incidents during any session, they will be required to re-present the vehicle to the scrutineers before continuing.

3.4 Signing on

- 3.4.1 All drivers must sign on, either electronically in advance or in person on the day, depending on prevailing circumstances. A bulletin will be issued to confirm the method adopted. Competitors must 'check-in' with the organisers and make the required documentation available for inspection at the event. Drivers will be provided with a wristband, which must be worn in order to gain access to the track. A signing on process card may also be issued. Details will be provided in the Final Instructions.

3.5 Track sessions and event format

- 3.5.1 A Time Attack round will comprise four sessions of between 15 (minimum) and 20 minutes (maximum):
Session 1: Warm-up
Session 2: Practice
Session 3: Qualifying
Session 4: Final
- 3.5.2 Championship points will be scored in accordance with regulation 1.6. Where sessions are reduced, the event will still count as a full-point scoring round.
- 3.5.3 Organisers may, if circumstances dictate, restrict the number of competitors taking part in the Final session according to their performance in the Qualifying session. If this procedure is implemented, competitors will be notified in the Final Instructions or via an Official Bulletin.
- 3.5.4 Organisers reserve the right to split or amalgamate classes for one or more sessions. Competitors will be notified in the Final Instructions via an Official Bulletin and/or at an Official Briefing.
- 3.5.5 In the event of a high number of entries, organisers may choose to increase the number of sessions. The number of sessions may also be reduced to correspond with entry levels or the event timetable. Competitors will be notified in the Final Instructions or via an official bulletin.
- 3.5.6 All sessions will operate using an open pit lane system, unless otherwise stated in the final instructions or via an official bulletin.
- 3.5.7 In all sessions, when on a 'hot' lap, headlights must be ON. When on a 'cool down' lap, headlights must be OFF and the rear flashing 'cool down' light (where fitted), must be ON. Drivers failing to observe this regulation will be penalised in accordance with championship regulation 4.2.
- 3.5.8 During sessions that relate to a Championship round, only the registered driver may drive the vehicle entered.
- 3.5.9 The Clerk of the Course shall have the right to disqualify any competitor whose driving is considered unsatisfactory, as per Motorsport UK Regulation Q 12.4.3.
- 3.5.10 Organisers reserve the right to change the programme outlined in the final instructions to correspond with operational requirements, or due to unseen circumstances. These changes are subject to the approval of the Stewards of the meeting and will be notified to competitors at an Official Briefing or via an Official Bulletin.

3.6 Warm up and Practice sessions

- 3.6.1 Competitors are advised that the warm up session should be used to familiarise themselves with the circuit, marshals' post locations, track conditions and the operation of their vehicle. It is not to be regarded as a competitive session.
- 3.6.2 Each driver should complete a minimum of three laps of warm up and/or practice in the same car that was presented at scrutineering, or at the discretion of the Clerk of the Course - prior to the Qualifying and Final sessions.

3.7 Qualifying and Final sessions

- 3.7.1 In some circumstances, Qualifying sessions may be used to measure the performance of competitors in order to establish those that will take part in the Final. However, it is expected that all competitors will be eligible to take part in the Final. If this is not the case, competitors will be notified in the Final Instructions or via an Official Bulletin.
- 3.7.2 Final results will be taken from the lap times achieved in the Final session.
- 3.7.3 All competitors taking part in the Qualifying and Final sessions must make their cars available for scrutineering immediately after each session and should not return to their pit garage or paddock area until a scrutineer has instructed them to do so. Parc Ferme regulations will apply. Failure to comply will result in a penalty being applied.

3.8 Class Allocation Rule

- 3.8.1 Any 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 Organisers who may deem the driver upgrades to that class. Ref: Motorsport UK regulation (S) 17.2.4.2. Weather, track conditions and the level of competition will be taken into account. The Organisers' decision is final and not subject to protest, notwithstanding a competitors' right to appeal.
- 3.8.2 If the performance or specification of a car is deemed by the Organisers to be incorrect for the class, the competitor will be instructed to move to a different class, during or following an event. The Organisers' decision is final and not subject to protest, notwithstanding a competitors' right to appeal.
- 3.8.3 Competitors who are required to move to another class are reminded that their vehicle and grade of competition licence will need to comply with the regulations for that class. Drivers will not be able to carry-over any previously accrued championship points, unless given consent to do so by Championship organisers, but may retain any trophies and lap records that have been awarded.
- 3.8.4 The onus is on the competitor to ensure that accurate and true information is on the championship entry form and consequently, they are allocated into the correct class before participating in the first event.

3.9 Session Stops

- 3.9.1 Should any session be disrupted, the Clerk of the Course shall not be obliged to resume the session.
- 3.9.2 Should the need arise to stop a session, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at points around the circuit. This is the signal for all drivers to cease circulating at competitive speeds, to slow to a safe and reasonable pace and return to the pit lane unless directed by officials not to do so.
- 3.9.3 In the event of any Session being cancelled/stopped and unable to be started/restarted, then the final positions (results) will be confirmed at the discretion of the Clerk of the Course in consultation with the Stewards of the Meeting. Points will be allocated as applicable by the championship organisers.
- 3.9.4 Should a session be cancelled/stopped because the track becomes too wet to continue or the weather is deemed potentially hazardous, the session will be started/restarted at the discretion of the Clerk of the Course.

- 3.9.5 Any driver who causes a red flag incident will be required to return to the pits and have their car inspected by the championship scrutineers. They may be allowed to return to the track during the session in which the incident took place at the discretion of the Clerk of the Course.
- 3.9.6 If, in the opinion of the Clerk of the Course, a driver is deemed to have caused a stoppage due to poor driving standards during an Official session(s), they will have their Fastest Lap time cancelled. If the stoppage is caused deliberately or by driving in a manner not compatible with general safety, all times from that session may be cancelled.
- 3.9.7 If a driver causes a stoppage for whatever reason for the second time in the same session, they will not be able to continue in that session.

3.10 Session Finishes

- 3.10.1 Drivers must only pass the chequered flag once and then slow down progressively and safely remaining behind competitors ahead of them. They should then return to the Pit Lane entrance or Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep their helmets on and safety harnesses fastened while on the circuit or in the Pit Lane.
- 3.10.2 Competing cars may be required to enter the Parc Fermé area in order to undergo technical checks. Failure to comply with the requests of an official in respect of this requirement may result in a non-compliance penalty being applied. Only the driver and their team members authorised by the Eligibility Scrutineer or Chief Scrutineer are permitted in Parc Ferme.

3.11 Pits and Pit Lane Safety

- 3.11.1 Entrants must ensure that Motorsport UK, Circuit and Championship Regulations are complied with at all times.
- 3.11.2 In all cases, the pit lane speed limit will be 50kph/31.07mph, unless specified otherwise in the final instructions. Drivers failing to observe the limit will have their fastest lap time deleted from that session.
- 3.11.3 No car may reverse in the pit lane under its own power.
- 3.11.4 The outer lane and emergency vehicle access roads are to be kept unobstructed at all times.
- 3.11.5 Refuelling may only be carried out in accordance with Motorsport UK Regulations S 9.3.4, Championship Regulations or the Final Instructions issued for each circuit / meeting. Refuelling is prohibited in the pit lane.
- 3.11.6 Four pit lane wristbands will be issued to each team. These will allow four team members to work on a competing car whilst it is in session. In addition, two lanyards will be issued to each team. These will allow the nominated team members wearing it to cross to the pit wall for the purpose of signaling to the driver. It is the driver's responsibility to comply with this regulation. Failure to comply with these measures will result in a penalty being applied to the relevant driver.

3.12 Results & Timing

- 3.12.1 All results are deemed provisional until all vehicles are released by the Scrutineers after post event Scrutineering and/or after completion of any Judicial or subsequent Technical Procedures and signed as 'final' by the Clerk of the Course, GR D 26.2
- 3.12.2 All competitors will be required to fit Electronic Self Identification Modules (transponders) to their cars for the purposes of accurate timing. It is the responsibility of the competitor to install these units securely and ensure they are functioning correctly. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers.
- 3.12.3 Transponders will be available for competitors to hire at each round of the Championship. Competitors will be charged by the timing company for replacement of the Modules if they are not returned or subject to abuse.
- 3.12.4 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing points. Teams may not operate any form of timing equipment from the pit wall.
- 3.12.5 Lap Records: Times set during Practice, Qualifying and Final sessions will count towards a class lap record. Single Round Entry competitors are eligible to set lap records, subject to confirmation of vehicle/class eligibility.

3.13 Overtaking & Baulking

- 3.13.1 Whilst overtaking on the left is encouraged, competitors may overtake on both sides when it is safe to do so, dependent on the nature of the circuit, track conditions, visibility and position of other cars. The Clerk of the Course will advise on best practice at drivers' briefings. The onus of overtaking safely rests entirely with the competitor. Failure to do so will result in a penalty being applied.
- 3.13.2 Competitors on a 'cool down' lap must not baulk faster cars approaching from behind. Failure to do so will result in a penalty being applied. Blue flags may be shown to alert the driver in the slower car. Any driver who appears to ignore the blue flags will be reported to the Clerk of the Course.
- 3.13.3 Drivers who are clearly on a fast lap with headlights on will not be shown blue flags unless it is deemed necessary for safety reasons.

3.14 Track Regulations

- 3.14.1 Refer to Motorsport UK Yearbook Q 12.17 - Q 12.23 (not including Q 12.22.1), for regulations covering:
- Leaving the track due to entering the pits or being unable to maintain racing speed
 - Stopping during the session and rejoining the track
 - Overtaking and track positioning
 - Track limits, use of kerbs and white lines
 - Causing a collision and driving standards
 - Direction of travel and taking evasive action

4. CHAMPIONSHIP EVENT PENALTIES

4.1 Infringement of Technical Regulations

4.1.1 Arising from post session Scrutineering or Judicial Action:

Minimum Penalty: Any vehicle found ineligible will have all its times from that session disallowed.

4.1.2 Arising from post event Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations C 3.5.1 (a) & (b) apply.

For infringement deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Motorsport UK Regulation C 3.5.1 (c).

4.2 Infringements of Non-Technical Motorsport UK Regulations and the Sporting Regulations Issued for the Championship

As per current Motorsport UK Judicial Procedure Regulations.

4.2.1 For offences under Motorsport UK regulations C1.1.5, C1.1.6 and Q12.21, the Clerk of the Course, at their discretion, may additionally impose a championship penalty based on the prevailing circumstances, in the form of the following:

- Drivers contravening Track Limits (Q12.21.2) will have the corresponding lap time deleted.
- For an offence in any session: The loss of one or more position in Qualifying or the Final for each offence.
- For an offence in a session where the offending driver is not classified: Loss of 10 Championship points for each offence.
- For a driver who has already been allocated a penalty during the course of a season, any subsequent penalty will have a championship penalty applied. Where a championship penalty has previously been applied, the severity will be increased.
- Otherwise as per Motorsport UK Judicial Procedure Regulations and the provisions of these championship regulations.

4.2.2 For offences under Motorsport UK regulations C1.1.5 and C1.1.6, the Clerk of the Course - at their discretion - may additionally impose a penalty in the form of the following:

- For an offence in Warm-up, Practice or Qualifying: Disqualification of entry into following session(s).
- For an offence in Qualifying or the Final: Disqualification from all results in the meeting.

4.2.3 Drugs and alcohol. See Motorsport UK Anti-Doping regulations: D.25.1.14, D.35, G.5.2, G15 and H.39.

4.2.4 Protests must be submitted in accordance with General Regulation C5 of the Motorsport UK Yearbook.

4.2.5 Appeals must be submitted in accordance with General Regulation C6 of the Motorsport UK Yearbook.

4.2.6 In order to maintain standards of conduct on and off the circuit, the Championship Organisers will monitor all Officials/Observers reports of adverse behaviour at meetings. If any individual is included on two such reports during one season the Championship Organisers will request the Clerk of Course at future meetings to consider specific observation of that driver's conduct.

4.3 Social Media and Competitor Behaviour

4.3.1 Social media, including, but not restricted to, Facebook, Instagram, Twitter etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championship, Club Time Attack and its competitors and teams should reflect the impact social media has.

4.3.2 In the opinion of the organisers, if a competitor is considered to have brought the Championship and/or Club Time Attack into disrepute, the matter will be referred to Championship Stewards who will decide on the appropriate action which may result in a penalty being applied or disqualification from the championship. The case may also be referred to Motorsport UK and the National Court for further judicial action.

4.3.3 Competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties.

4.3.4 Away from social media, unsporting and aggressive behaviour will not be tolerated. If the driver, their team or those associated with them are deemed to have acted in this way, in the opinion of the organisers, they will be subject to a penalty or disqualification from the championship.

4.4 Race and Respect

4.4.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix C).

4.4.2 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

4.4.3 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

5. TECHNICAL REGULATIONS

5.1 Introduction

The following Technical Regulations are set out in accordance with the specified format of the Motorsport UK and it must be clearly understood that if the following regulations do not clearly specify that you can do it, you must work on the principle that you cannot. If no class is specified, then the regulation shall apply to all competing vehicles.

5.2 General Description

- 5.2.1 The UK Time Attack Championship is open to cars of any recognised manufacture or have a body profile that has previously been available as a production vehicle. This rule does not apply to cars entered in the Prototype Class.
- 5.2.2 Cars must have four wheels.
- 5.2.3 Cars powered by petrol/diesel may only have one engine.
- 5.2.4 Electric and Hybrid powered vehicles are eligible to take part provided they comply with all motorsport regulations and safety criteria issued for these types of vehicle. Section J Appendix 2. The allocation of class will be based on the car's specifications and potential performance.
- 5.2.5 Single-seaters and open-wheeled vehicles are not permitted to take part.
- 5.2.6 Commercial vehicles will only be permitted to take part at the Organiser's discretion.
- 5.2.7 All cars must retain the original chassis/bodyshell, except in Pro Extreme and Prototype classes. Any modifications to the chassis/body not covered in these regulations must be submitted for pre-approval of the Championship Scrutineer who's decision will be final, notwithstanding a competitor's right to appeal.
- 5.2.8 There will be no minimum or maximum weight limits.
- 5.2.9 Unless fitted as standard, space/tube frame chassis of any description are only permitted in the Pro Extreme and Prototype Classes. In the Pro-Extreme class, the silhouette of the bodywork must resemble that of a recognisable production car above the waistline.
- 5.2.10 Throughout the event, cars must be presented in a manner that represents the class, category and championship. Organisers reserve the right to refuse entry if a car does not comply or, in their opinion, the standard of preparation is not to an acceptable standard.
- 5.2.11 Soft Top/Convertible cars are only permitted if fitted with a roll bar to comply with Motorsport UK Regulation Section K Drawing No. 1.
- 5.2.12 All relevant parts of the current Motorsport UK Yearbook Section J 'Competitors Vehicles' and K 'Competitors Safety' will apply. Where an item is listed as 'free' Section J will still apply.

5.3 Categories & Classes

- 5.3.1 There will be two overall categories of classification: Club and Pro, split into various classes and sessions as follows:

Club category classes

- Clubman Session 1
- Clubman+ Session 1
- Pocket Rocket (Naturally Aspirated) Session 1
- Pocket Rocket (Forced Induction) Session 1
- Classic & Retro Club Session 1
- Club Sport Session 2
- Club 2WD Session 2
- Club 4WD Session 2

Pro category classes

- Club Pro: 2WD/4WD Session 3
- Pro: 2WD/4WD Session 3
- GT/ProSport/Prototype Session 3
- Pro Extreme 2WD/4WD Session 3
- Classic & Retro Pro Session 3

- 5.3.2 Organisers reserve the right to cancel, add, amend, adapt or amalgamate classes and sessions to correspond with the number and types of vehicles entered and circuit limits. Any changes will be notified in an official bulletin.
- 5.3.3 Competitors are responsible for declaring all modifications for approval by the championship organisers. The eligibility and classing and the allowance of unclassified modifications will be confirmed following consultation. The Championship Organisers' decision will be final, notwithstanding a competitor's right to appeal.
- 5.3.4 Sub-classes may be introduced when entries have been received.
- 5.3.5 Cars taking part in the Clubman and Clubman+ classes will follow the same technical regulations but will be placed into the class according to potential performance and/or potential lap times.
- 5.3.6 Unless otherwise stated, Pocket Rocket Class regulations will follow those of the Club Class.
- 5.3.7 Unless otherwise stated, Club Pro Class regulations will follow those of the Pro Class.
- 5.3.8 The Club Sport Class is designed for lightweight and track-based cars, such as Caterhams, Westfields and Ariel Atoms. In general, cars will follow the same regulations as Club Class cars, other than the allowance of certain levels of spaceframing, aero, dashboards and interiors. The Championship Organisers' decision on which cars are eligible for the class will be final, notwithstanding a competitor's right to appeal.
- 5.3.8 The GT/ProSport/Prototype Class is designed for all categories of Sports and GT cars, Prototype sports cars - whether homologated or not - and Club Sport Class cars (5.3.7) running on slicks. LMP1, LMP2, LMP3, Daytona and other FIA-listed models are ineligible. In general, cars will follow the same regulations as the Pro Extreme Class and must comply with Motorsport UK regulations in respect of construction and safety and be approved for participation in motorsport. The Championship Organisers' decision on which cars are eligible for this class will be final, notwithstanding a competitor's right to appeal.
- 5.3.9 Organisers reserve the right to provide dispensation to a competitor to enter a class if their car falls outside certain technical regulations for that class, but has parity of performance with other cars in that class. This also applies where cosmetic modifications have been carried out that do not provide a performance advantage, in order to classify a car in the class in which it would be mechanically

compliant and therefore, comparatively competitive. In these cases, competitors may apply for a dispensation that must be approved by the Championship Scrutineer before the start of the season or the meeting entered. The Championship Organisers' decision on which cars are eligible for the class will be final, notwithstanding a competitor's right to appeal. A list of approved dispensations will be published. Dispensations cannot be carried over from a previous season, or in the case of a single round entry, a previous meeting.

5.4 Examination of Vehicles

5.4.1 The Organisers (in addition to any other powers they may have under these Regulations) reserve the right to designate competing cars for special eligibility scrutineering at any point during an event. Upon such selection being made, the competitor shall place the car in the control of the Organisers to allow for scrutineering, examination, sampling and testing to be carried out. The Organisers have the right to: Examine the car at the circuit for such period as they may reasonably require and/or:

a: Seal the car and/or its components so that the competitor - at their own expense - can present the car for a detailed inspection at another location chosen by the Organisers, within a specified period and/or remove the car to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

Seals must not be broken from the time of application until the time of the inspection. If a seal is found to be broken without the scrutineer being present, a penalty will be applied as set out in section 4 of these regulations.

b: The stripping of an engine or any other component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor at their expense for labour, parts and consumable materials.

5.4.2 The Organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a Regulation infringement or circuit incident.

5.4.3 Competitors will be personally and solely responsible for ensuring their cars comply with the details provided when registering and with these regulations. Failure to comply in either respect will be deemed a breach of these Regulations. Queries concerning eligibility should be referred in writing to the Coordinator/Championship Scrutineer at least seven days prior to entering an event, to allow time for a ruling to be made.

5.5 Safety Requirements

The following articles of Motorsport UK Regulation Section K Competitor Safety regulations will apply:

5.5.1 Safety Rollover Structures - Motorsport UK Regulation K1

CLUB CATEGORY CLASSES

A roll cage is not mandatory but highly recommended, except in the case of soft-top cars. See Regulation 5.2.

Competitors are advised that safety cages will become compulsory in all classes except Clubman & Clubman+ in 2025.

Cars with non-OE doors must have double-type door bars minimum: Motorsport UK drawing 12 (g, h or j).

PRO CATEGORY CLASSES

A roll cage is mandatory to Motorsport UK Regulation K 1 minimum: drawing 5 or 6, with door bars drawing 12 (g, h or j).

5.5.2 Seats/Seat belts - Motorsport UK Regulation K2

ALL CLASSES - EXCEPT PRO EXTREME & GT/PROSPORT/PROTOTYPE

Two seats are required. The passenger seat and belts need to be of the same standard as the drivers' SEAT if they are to be used by a passenger. *Competitors are advised that full-size passenger seats will be required for 2025.*

Open top cars must have arm restraint belts fitted.

CLUBMAN CLASSES

A competition drivers' seat is highly recommended.

Four-point (minimum) seat belts manufactured to FIA standards are mandatory, but do not have to be 'in date' but it is recommended that they are.

POCKET ROCKET & CLUB CATEGORY CLASSES

A competition drivers' seat constructed to FIA specification is mandatory but does not have to be in date. Four-point (minimum) seat belts manufactured to FIA standards are mandatory, but do not have to be 'in date' but it is recommended that they are.

PRO CATEGORY CLASSES

An FIA homologated drivers' seat - in date - fitted in accordance with the manufacturer's instructions, is mandatory. See Motorsport UK Regulation K2.2 – K2.2.3. Seat belts, FIA homologated and in-date, five-point (minimum) are mandatory. See Motorsport UK Regulation K2.1, 2.1.3, 2.1.4 and 2.1.5-2.1.12.

GT/PROSPORT/PROTOTYPE CLASS

A plastic, moulded racing seat approved for motorsport use may be used. It must be fitted to comply with manufacturer's and FIA instructions.

5.5.3 Fire Extinguishers - Motorsport UK Regulation K3

ALL CLASSES

Fire extinguishers should be serviced every 24-months or sooner and as specified by the manufacturer.

CLUB CATEGORY CLASSES

Minimum requirement: Motorsport UK Regulation K 3.2 hand-held extinguisher fitted in accordance to Motorsport UK regulations.

A plumbed-in system is highly recommended.

PRO CATEGORY CLASSES

Minimum requirement: Motorsport UK Regulation K 3.1, plumbed-in extinguisher fitted in accordance with the homologation instructions supplied by the manufacturer.

5.5.4 External Circuit Breaker - Motorsport UK Regulation K8**CLUB CATEGORY CLASSES**

Highly recommended, but not compulsory. See section 5.10 of these Regulations.

PRO CATEGORY CLASSES

Compulsory. See section 5.10 of these Regulations.

5.5.5 Personal Driver Equipment**ALL CLASSES**

Crash helmets must be in accordance with Motorsport UK Regulation K 10. Goggles must be in accordance with Motorsport UK Regulation K 11 and must be used in open top cars, with open-face helmets or with full-face helmets without a visor.

Racing boots and gloves are compulsory and must be in accordance with Motorsport UK Regulation K 9.1.0 and must be FIA approved.

Fireproof underwear and balaclavas are recommended and, if worn, must be in accordance with Motorsport UK Regulation K 9.1.0. FIA Homologated overalls are compulsory. Motorsport UK Regulation Section K 9 applies.

It is mandatory for all competitors to use a FHR (Front Head Restraint) device that must be fitted in accordance with Motorsport UK Regulation K 10.4.

5.5.6 Rear Cool-down Lap/Rain Warning Lamp

ALL CLASSES - except Clubman and Single Round Entry competitors if contesting one event only:

The official championship Cartek cool-down/rain lamp must be fitted as prescribed. This item is only available from the Time Attack web shop. Recommended for all competitors.

5.6 Structure of Vehicle (see regulation 5.2)**5.6.1 Bodywork/Chassis****CLUBMAN CLASSES**

All OE body panels in the original material of manufacture must be retained.

POCKET ROCKET CLASSES

Cars should be B-segment models or of a similar size, such as Hot Hatches or compact sports cars.

ALL CLASSES - EXCEPT CLUBMAN

Body panels may be replaced with alternative material but must retain a shape similar to that of the original, except in the case of Pro Extreme, where further modifications can be made in accordance with regulation 5.2.7. If OE doors are replaced, or strengthening bars are removed, then a safety cage with double door bars must be fitted as listed in Section K of the Motorsport UK Yearbook. If bonnet and/or boot lids are replaced or modified, or the internal release mechanism has been removed or disabled, retaining pins must be fitted. Genuine road going/road legal cars may run without pins.

ALL CLASSES - EXCEPT CLUBMAN

Strengthening of suspension mounting points and joints is allowed. Unwanted brackets and fittings may be removed. If, in the opinion of the scrutineers, a bodyshell has been modified to an extent that may cause a structural weakness, the car will not be permitted to take part until further checks have been carried out in order to establish the integrity of the bodyshell. Competitors are therefore advised to check with the scrutineer before carrying out any weight-removal modifications.

Bonnet vents or apertures must be covered by a grille, mesh or moulded vent.

Front bulkheads/firewalls must be steel.

PRO EXTREME & GT/SPORTS/PROTOTYPE CLASS

Front bulkheads/firewalls must be steel or alloy. Location is free, subject to approval of the Championship Scrutineer.

5.6.2 Windscreen and Windows

Glass windscreens must be of laminated type.

Windscreen wipers must be retained and be in working order.

Windscreen areas must be kept clear, other than for championship decals, orange disk (see regulation 5.11.2) and driver's name.

Glass sunroofs are not permitted. Sunroofs may be of a non-shattering solid material other than glass. The sunroof aperture may be closed by solid material permanently fitted in place. Motorsport UK Regulation 13.10.6.

Tinted windows are allowed subject to Motorsport UK Regulation J 5.2.10.

Exceptionally, vehicles fitted with fabric, folding type sunroofs are permitted providing that they are fitted with a full roll cage with ROPS as in K.1.6.1 or K.1.6.2.

Glass sunroofs are not permitted. Sunroofs may be of a non-shattering solid material other than glass. The sunroof aperture may be closed by solid material permanently fitted in place (Motorsport UK Regulation Q 13.10.6).

CLUBMAN CLASSES

Original window glass must be retained.

ALL OTHER CLASSES

Clear Polycarbonate that is no less than 4mm thick, unless specified in homologation paperwork, may be used to replace the windscreen, side and rear windows. An opening hatch large enough to accommodate an extended arm must be located in the driver's window.

5.6.3 Mirrors

An internal mirror (except Prototypes) and an external door mirror on each side of the car must be fitted. Other than Clubman Class, external mirrors may be replaced by a different type.

5.6.4 Towing Eyes

Substantial towing eyes must be securely fixed to the main structure of the vehicle within the confines of the body, front and rear, to enable the vehicle to be moved. Towing eyes should have a minimum internal diameter of 60mm. Apart from the Clubman Classes, protruding OEM towing eyes are not permitted. Towing eyes/towing points should be painted in a contrasting bright colour ('Day-Glo' red, orange or yellow).

5.6.5 Aerodynamic Modifications (Aero)**ALL CLASSES**

Section J of the Motorsport UK Yearbook applies, subject to the following:

No part of the front or rear wheels or tyres should be visible when viewed from above, other than through vents or grilles.

Front and rear tyres should not be visible by more than 100mm above the axle line at any point when viewed from the rear of the car.

No aero devices can be located above the bonnet of the car.

CLUBMAN CLASSES

OE-style aero only. Manufacturer options and copies of manufacture options only are permitted.

POCKET ROCKET AND CLUB CLASSES

Rear wings must not protrude by more than 100mm above the roof or from the rear of the car and be no wider than the car itself.

Additional aero (including extended wheel arches) must not protrude more than 100mm from the car, measured at the sides from a point on the waistline directly below the door mirror and from the standard bodywork/bumpers at the front and rear of the car and must follow the shape of the bumper around its circumference. Active aero and flat floors are not permitted.

CLUB SPORT CLASS

Aero should follow the same regulations as the Club Class, unless a dispensation is applied for and approved by the Championship Scrutineer.

PRO CLASSES

Rear wings should not protrude by more than 150mm above the roof or from the rear of the car and be no wider than the car itself.

Additional aero (including extended wheel arches) should not protrude more than 150mm from the car, measured at the sides from a point on the waistline directly below the door mirror and from the standard bodywork/bumpers at the front and rear of the car and must follow the shape of the bumper around its circumference. Active aero is not permitted. Flat floors are permitted.

GT/PROSPORT/PROTOTYPE CLASS

Aero should follow the same regulations as the Pro Class, unless a dispensation is applied for and approved by the Championship Scrutineer.

PRO EXTREME CLASS

Unlimited.

5.6.6 Dashboard and Interior**CLUBMAN CLASSES**

Manufacturer's interior, door cards, dashboard and dials must be retained. Rear seats, carpets and headlining may be removed.

POCKET ROCKET AND CLUB CLASSES

A dashboard of similar style to that of the original must be fitted. Instruments may be changed. Interior trim is free. Door cards must be fitted. There must be no sharp edges.

PRO CLASSES

A full-width dashboard top (minimum). Instruments are free. Interior trim is free. Door cards must be fitted. There must be no sharp edges.

PRO EXTREME, GT/PROSPORT/PROTOTYPE CLASSES

Dashboards are free, although a full-width dashboard top is preferred. Interior trim is free. There must be no sharp edges.

ALL CLASSES

Any information device (including but not limited to: data loggers, displays, instrumentation, communication systems, trip computers etc.) mounted within the cockpit must use a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. Where possible, a secondary means of attachment should also be used. Suction mounts are not acceptable as the primary mounting method.

5.7 Engines and mechanical components**5.7.1 Engines****CLUBMAN CLASSES**

The Cylinder head, block and internal components must be of original specification. Engine swaps are allowed but must be approved by championship organisers. Turbo and super-chargers are allowed provided the car was fitted with one originally. Some modifications may be permitted but must be approved by championship organisers before eligibility to the Clubman Classes can be confirmed.

See regulation 5.1.

POCKET ROCKET CLASS

FI Class: Engines of 1600cc or less with forced induction.

NA Class: 2240cc or less, naturally aspirated (see Motorsport UK Regulation S10.4.1 Forced induction equivalence ratio of 1.4)

Cars must retain the style of engine to that of the original factory fitment at the time of manufacture. ie: number of cylinders, in-line / transverse.

ALL OTHER CLASSES

Engines are free, subject to regulation 5.2. Turbo and super-chargers are allowed.

ALL CLASSES
ECUs are free.

5.7.2 Cooling Systems

CLUBMAN CLASSES

The standard cooling system must be retained. Silicone hoses and replacement radiators may be fitted.

ALL OTHER CLASSES

The cooling system is free.

5.7.3 Induction Systems

ALL CLASSES

Induction system is free.

5.7.4 Exhaust Systems

ALL CLASSES

Motorsport UK Regulation J 5.16.7 applies.

Maximum noise levels as per Motorsport UK Regulation J 5.17 and J 5.18. In some cases, venues may impose a lower limit. If so, this change will be detailed in the Final Instructions or via a competitor bulletin.

Side exit exhaust outlets may not be more than 20cm above the lowest point of the vehicle floor. Motorsport UK Regulation 5.16.6 applies. Screamer pipes are not allowed.

5.7.5 Breather systems

ALL CLASSES

Unless the standard breather system is retained, a 2-litre catch tank must be fitted.

5.8 Suspension, Brakes & Steering

5.8.1 Suspension

ALL CLASSES - EXCEPT PRO EXTREME

Suspension is free, providing the OE chassis mounting points are retained and used.

PRO EXTREME, GT/PROSPORT/PROTOTYPE CLASSES

Suspension is free. Mounting points may be moved.

5.8.2 Brakes

ALL CLASSES

Brakes are free, subject to Motorsport UK Regulation J 5.6.1.

A handbrake must be fitted and in working order.

All brake and clutch cylinder reservoirs must be fitted outside of the passenger compartment, or be protected by a sealed fire-proof panel if fitted inside.

ALL CLASSES - EXCEPT CLUBMAN & CLUBMAN+

A brake bias control may be fitted but must not be adjustable by the driver whilst the car is running.

CLUB CATEGORY CLASSES

Carbon disks and pads are not permitted unless fitted as standard items.

5.8.3 Steering

ALL CLASSES

Steering is free. However, steering locks must be removed, other than cars that are taxed, hold a valid MOT and currently used on the road.

5.8.4 Wheels

ALL CLASSES

Wheels are free and must be suitable for the vehicle to which they are attached. Steel wheel bolts/nuts must be used.

Wheel spaces may be used but must not exceed 25mm in width.

5.8.5 Ride Height

ALL CLASSES

There must be a minimum clearance of 40mm under the car with driver seated. Cars must not have 'skirts' or intermediary devices bridging the gap between the underside of the chassis/body of the vehicle and the road/track.

5.9 Tyres

5.9.1 The following tyres must be used:

CLUB CATEGORY CLASSES

Any make of tyre may be used, provided it is included in the Motorsport UK 1A, & 1B lists.

CLUB PRO CLASS

Any make of tyre may be used, provided it is included in the Motorsport UK 1A, 1B & 1C lists.

Any make of motorsport approved Racing Wets must be used when conditions are declared 'wet'.

PRO CATEGORY CLASSES

Any make of motorsport approved Slicks & Racing Wets

ALL CLASSES

The use of tyre warmers is only allowed in classes where slicks are used. The championship has obtained specific exemption from Motorsport UK in respect of regulation (S)9.3.1. Tyre warmers may not be used within pit lane.

The cutting or re-grooving of tyres is not allowed.

When using treaded tyres, there must be minimum of 1.6mm tread across $\frac{3}{4}$ of the tyre remaining after each session.

5.10 Transmission**5.10.1 Gearboxes & Drivetrain****CLUBMAN CLASSES**

Standard OE gearboxes and drive train must be retained. However, a limited slip differential may be fitted.

CLUB CLASSES

Unless fitted as standard, sequential systems or shift mechanisms are not permitted. Dog tooth gearboxes are permitted.

PRO CLASSES

Transmission is free but must comply with Motorsport UK Regulation J.5.11.1.

ALL CLASSES

Cars must have a reverse gear. Motorsport UK Regulation J 5.11.2.

5.11 Electrics**5.11.1 Exterior Lighting****ALL CLASSES**

Head, side, indicator, brake and hazard lights must be fitted and in working order. Glass headlamps must be protected against breakage by tape or film.

CLUB CATEGORY CLASSES

OE lights must be retained. Headlights cannot be modified or removed for any purpose, including the provision of an air intake.

PRO CLASSES

LED lights may be fitted, but headlights must output a beam of at least 3000 lux.

5.11.2 Battery**CLUBMAN CLASSES**

The battery must be located in its original position.

ALL OTHER CLASSES

A battery may be replaced and or moved from its original location. Wet batteries installed in the driver compartment must be securely mounted in a sealed box.

5.11.3 Cut off Switch**CLUB CATEGORY CLASSES**

An externally operated circuit breaker as per the Pro Class is highly recommended.

PRO CATEGORY CLASSES

Vehicles must be fitted with an externally operated circuit breaker having positive ON-OFF positions clearly marked. Motorsport UK Regulation Section K. The internal ignition cut-off and fuel pump isolation system(s) must be operable by the Driver when normally seated with safety harness fastened.

5.11.4 Ignition System**ALL CLASSES**

Ignition system is free.

5.11.5 Alternator**ALL CLASSES**

An alternator must be fitted and be in working order.

5.11.6 Radios**ALL CLASSES**

Cars are permitted to carry radio transmitters and receivers, subject to Motorsport UK regulation Q 11.3.

5.11.7 On Board Cameras**ALL CLASSES**

Motorsport UK regulation J.5.21 applies.

5.12 Fuel Tank, Systems and Fuel

5.12.1 Fuel Tank & Systems

CLUBMAN CLASSES

Cars must retain the original manufacturers' fuel system. Fuel pumps and filters may be changed.

CLUBMAN, POCKET ROCKET & CLUB CATEGORY CLASSES

Methanol may NOT be used as an additive or spray.

ALL OTHER CLASSES

Fuel systems and tanks are free. A fireproof bulkhead or sealed section must separate the tank, pumps and swirl pots from the passenger compartment.

Fuel cells may be fitted. If so, they must comply with Motorsport UK regulation K 4.1 – K 4.3 and be within date.

If fuel lines are routed inside the passenger compartment, then braided hoses must be used.

Competitors are expected to fit fuel tanks that will carry enough fuel to avoid having to re-fuel during a session.

5.12.2 Fuel

CLUB CATEGORY CLASSES

Commercially available Petrol, Diesel up to a maximum of 100 octane (published figure) and E85 Bio Ethanol fuel may be used. See Motorsport UK Yearbook Section B, Pump Fuel. No additives may be used. Nitrous Oxide and Methanol are not permitted.

CLUB PRO CLASS

Commercially available petrol, diesel, E85 Bio Ethanol and race fuels can be used. Nitrous Oxide, Methanol and additives are not permitted.

PRO CLASSES

Commercially available petrol, diesel, E85 Bio Ethanol and race fuels can be used. Nitrous Oxide and additives are permitted. Methanol MUST NOT be brought to the circuit in its pure form.

ALL CLASSES

Vehicles running on non-pumped fuel: Bio Ethanol, Nitrous Oxide and Methanol etc. must declare as such to the scrutineer at each meeting and display a 3" diameter orange disk by the side of the competition number wherever it is displayed.

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

5.12.3 Nitrous Oxide

PRO & PRO EXTREME CLASSES ONLY

Nitrous Oxide bottles must be securely mounted and only gas cylinders certified for use at the working pressure of the system as a fuel reservoir are permitted. All receiving cylinders should have a rupture disc or safety valve to stop over pressurisation, the bottle to solenoid supply pipe should be of steel or high quality steel-braided Teflon hose and securely fastened every 6 inches. All fittings must be of screw sealing type, all systems must include a device which prevents the system being activated before the throttle is operated. A warning light clearly labelled N₂O must be wired into the solenoid circuit so that it is illuminated when the system is armed and must be in drivers eye sight line, bottles in the drivers compartment must be equipped with a relief valve and vented outside the compartment. All vehicles using Nitrous Oxide must display the appropriate N₂O green sticker alongside the orange sticker (as per 5.12.2) next to competition numbers.

5.12.4 Fuel sampling

ALL CLASSES

Competitors may be asked for fuel samples. These must be provided. Competitors must fit dry-break couplings as close to the fuel rail as possible (not Clubman Classes) in order for sampling to be carried out safely and efficiently. See Motorsport UK regulation J 5.13.7 and J 5.13.8. From time-to-time, competitors in classes that use fuel up to a maximum of 100 octane will be provided with Sunoco RSUR 100 octane fuel (or Sunoco E85 where applicable) by the organisers. This must be added to the fuel tank before the following session. It is the competitors' responsibility to ensure their engines are capable of running this type/make of fuel without issue. The championship does not accept liability for any engine malfunction, changes in performance or outcome of the results, howsoever caused.

Competitors found breaking fuel regulations will be subject to a penalty as deemed appropriate by the Clerk of the Course and the Stewards as set out in Section 4 of these regulations.

5.13 Competition Numbers/Decals

ALL CLASSES

5.13.1 Competition numbers will be allocated when entries are accepted and will be retained by the competitor for the whole season.

Numbers must be positioned on both sides of the car and on the front screen (Appendix C). The numbers for each rear side window, shall be:

- (i) a minimum of 200mm high
- (ii) with a stroke width of at least 20mm
- (iii) coloured white.

In addition, the windscreen of these cars must display the competition number positioned on the upper area of the passenger's side of the windscreen, as follows:

- (i) the numerals must be at least 150mm high
- (ii) be in the same colour and font as those displayed on the rear side windows
- (iii) be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.

- 5.13.2 No advertising, colouring or obstructions may be added to any clear areas or glass other than those specified in Motorsport UK Regulation Q 13.2.2.
- 5.13.3 All Championship decals and race numbers will be supplied at the start of the season by the organisers and may be updated during the season as required.
- 5.13.4 To qualify for points and awards it is a Championship requirement that all cars must carry decals in the designated positions for all sessions (Appendix C). If it is not possible for decals to be positioned exactly as per the plan, competitors must contact the Championship Coordinator to gain approval for the decals to be moved.
- 5.13.5 Blank number plates must be fitted to the front and rear of the car for the purpose of carrying championship decals. These should be standard UK size (520mm x 111mm) and positioned as close as possible to the original locations. Actual vehicle number plates are not required. If it is not possible for plates to be fitted, then championship decals should be affixed clearly in a similar position.

5.14 Specific Regulations for Classic & Retro Vehicles

- 5.14.1 Vehicle chassis/bodyshell design must be of that manufactured in or before 1997 (25 or more years old). Cars manufactured after this date which follow the same chassis/bodyshell design as those manufactured before will be eligible.
- 5.14.2 All other Time Attack Championship regulations will apply.
- 5.14.3 The eligibility and classing of Classic & Retro vehicles will be made following consultation with the championship organisers, whose decision will be final, notwithstanding a competitors' right to appeal.

6. COMMERCIAL REGULATIONS

The terms of the Commercial Regulations are designed to form a contract between the Championship Promoters (Time Attack Ltd.) and the entrant. Registration and entry into the Championship is conditional upon the entrant meeting these conditions. Any breach of the Commercial Regulations may render the entrant ineligible for competition, points, awards and/or participation in the Championship. The onus to ensure that all team personnel are aware of and comply with the requirements of these Commercial Regulations, is that of the entrant.

6.1 Registration and Entry

- 6.1.1 Registration fees must be paid in full by the due dates. Entries will not be accepted until full payment is made.
- 6.1.2 Application forms will be recorded in date order of completed entry received.
- 6.1.3 Full season entries will be accepted from 1st January 2024.
- 6.1.4 The entrant is responsible for advising the Championship Co-ordinator of any changes to their entry in writing at least seven days before the meeting.
- 6.1.5 If a full-season entrant wishes to withdraw from one or more of the meetings, they must inform the Championship Co-ordinator in writing at the first opportunity and at least ten days before the event, unless unforeseen circumstances prevail. Failure to do so may result in a penalty being applied.
- 6.1.6 If a full-season entrant wishes to substitute another driver for the driver nominated on the Entry Application Form, they must apply in writing to the Championship Coordinator.
- 6.1.7 If a full season entrant wishes to change classes, they must apply in writing to the Championship Co-ordinator.
- 6.1.8 The championship offers competitors a phased payment installment plan option. This is to assist in spreading the cost of entry across the season and consequently, this arrangement between the competitor and Time Attack Limited means that all payments must be made, whether all rounds are entered or not.
- 6.1.9 If a competitor withdraws from the championship for whatever reason, no refunds for deposits or payments made will be given (unless exceptional personal circumstances prevail). If payments are not made on time, then the competitor's entry and all championship points will be revoked.

6.4.3 Driver Attire

Organisers reserve the right to specify reasonable clothing requirements for drivers at awards ceremonies and other promotional occasions. For podium presentations, drivers must wear their racing overalls, zipped up and with belts (where applicable) fastened.

6.4.4 Team Clothing

Teams are to ensure that their representatives are dressed and presented in a smart and professional manner and in such a way as to not cause offence. Consideration should be made to the family nature of the events and a breach of this regulation in the opinion of the Organisers may result in the removal of the offending person(s) from the venue.

6.4.5 Working Areas

Championship Organisers reserve the right to refuse entry and/or forbid further participation if a team's pit garage or paddock area does not meet the minimum safety or presentation standards that are expected.

6.5 Parking

- 6.5.1 The Paddock areas are intended to be working areas for the preparation of competition cars. No other vehicles should occupy this space.
- 6.5.2 The Championship Coordinator will produce a pits and paddock area parking allocation plan that will be sent to competitors with the Final Instructions. It is the responsibility of the team to ensure they park and set up in the correct area. Failure to do so will result in them having to move.
- 6.5.3 It is the responsibility of the team to advise the Championship Coordinator of any special requests regarding the size of the area required or the location of their area in respect of another team. These requests will be endeavoured to be met, although reasonable understanding and cooperation is expected when space is at a premium.
- 6.5.4 One support vehicle will be allowed within each team's allocated space. Trailers and private vehicles must be parked in the designated areas. Any team found breaching this requirement will be asked to move their vehicle(s). Failure to do so will result in a fine of £50 and a penalty applied against the driver of the competing car.
- 6.5.5 Other areas outside of the paddock may be specified for the parking of team motor homes and private cars in accordance with the requirements of the venue.
- 6.5.6 Competitors may be issued with specific times to arrive, park and have their competing vehicle scrutineered. Arrival outside the set periods is allowed only with the specific approval of the Championship Coordinator.

6.6 Pit and Paddock Responsibilities

- 6.6.1 A maximum speed limit of 10 mph will be imposed in the Paddock at each venue. The only permitted movement of race cars within the Paddock is on the way to and from Scrutineering, to the Assembly Area and on the way back from Parc Fermé - unless specifically requested by the Organisers or Eligibility Scrutineer. At all times the car must be under the control of a licenced driver correctly seated.
- 6.6.2 Any motorised team vehicles (including Quad bikes) must only be used by persons holding an appropriate licence and must keep to circuit roadways and be used only on official race team business. Recreational use is strictly forbidden.
- 6.6.3 Tailgates on transporters must remain closed unless cars and equipment are being loaded/unloaded and whilst open must be attended at all times by a team member. Tailgates must not be opened across circuit roadways at any time.
- 6.6.4 Access ways, fire lanes and emergency exits must not be blocked or impeded by team vehicles or equipment at any time.

- 6.6.5 Teams are expected to keep their working areas in a neat, tidy and safe condition at all times.
- 6.6.6 Barbecues and naked flames must not be used in the pit garages or working areas. If used, extreme care must be taken and fire extinguishers must be in place and easily accessible.
- 6.6.7 Any team not adhering to these paddock responsibilities will be penalised accordingly.

6.7 Hospitality

- 6.7.1 Hospitality and entertaining by the team for the provision of food and drink to anyone other than team personnel is strictly prohibited. All requirements that fall into this category must be arranged in advanced with the Championship Organisers. Any team that does not apply for permission will be fined accordingly.
- 6.7.2 Any external catering companies will need to apply for accreditation and permission in advance from the Organisers.

6.8 Infringements of Commercial Regulations

- 6.8.1 Time Attack Limited reserves the right to impose an appropriate penalty on either a team and/or a driver should there be an infringement of these commercial regulations or an infringement relating to the visual representation of the team, its race vehicles, support vehicles, associated persons, including items issued by the Championship Organisers.
- 6.8.2 The Championship Promoters may also issue financial penalties at a rate of £250 +VAT per instance for infringements relating to:
 - Television, filming and intellectual property
 - Adverse press, social media and broadcasting activity
 - Livery and championship decals (see Appendix C)
 - Presentation of car driver and team
 - Podium and promotional presentations
 - Personal conduct - in person and on-line
 - Bringing the championship into disrepute

APPENDIX A

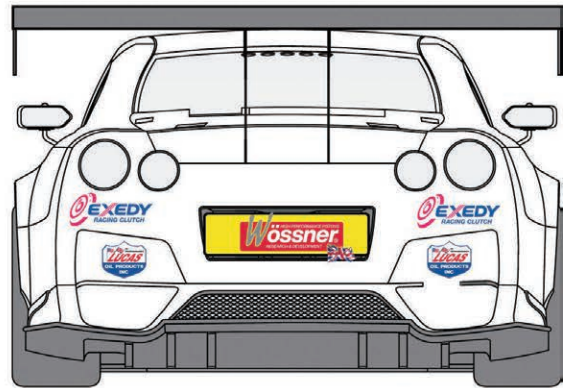
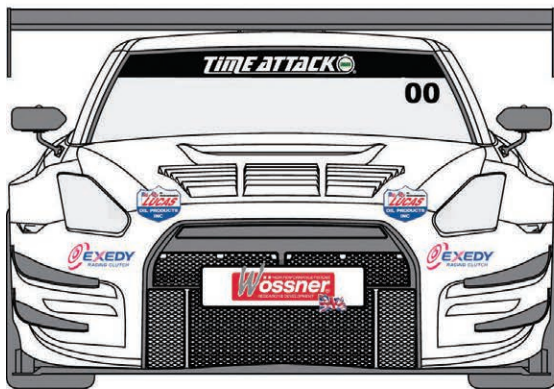
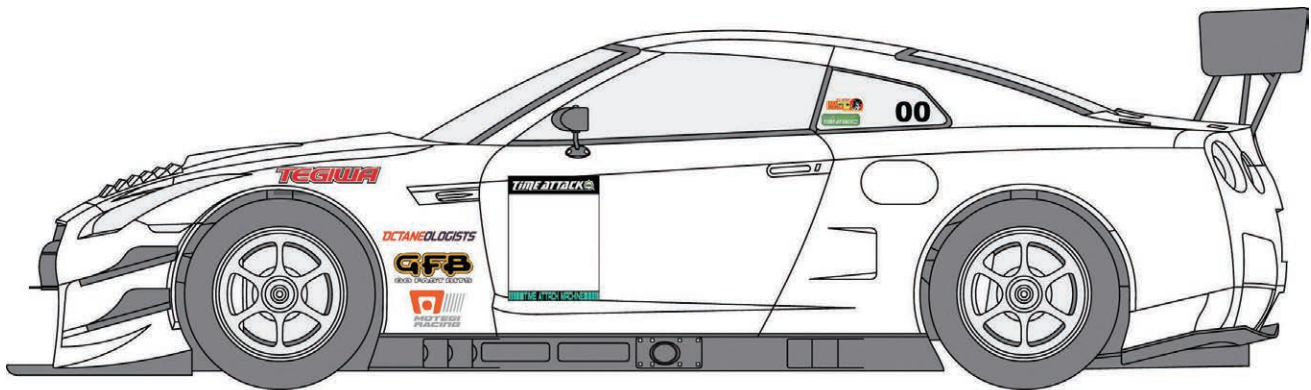
Championship decals

Decals must be positioned as close as possible to the diagrams below. Exceptions will be considered if the bodywork of the car does not allow accurate placement and not because other decals or graphics occupy the same areas.

Applying these decals correctly is part of the technical regulations and consequently, will be checked as part of the scrutineering process.

NUMBER PLATE DECALS

These must be located in the traditional positions ONLY and not on bonnets or splitters. If necessary, brackets must be used to mount them correctly, even in the case of air intakes to radiators and intercoolers.



APPENDIX B

Entry closing dates

Rounds 1 & 2	Anglesey	Monday 8th April
Round 3	Cadwell Park	Monday 22nd April
Round 4	Brands Hatch	Monday 3rd June
Round 5	Oulton Park	Monday 8th July
Round 6	Donington Park	Monday 5th August
Round 7	Brands Hatch	Monday 26th August
Round 8	Snetterton	Monday 7th October