

Draft Regulations

1 SPORTING REGULATIONS GENERAL

1.1 Title & Jurisdiction:

The Ultimate Racing Championship organised and administered by Club Time Attack (TA) in accordance with the general regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these championship regulations.

Motorsport UK Championship Permit No. TBC

Race Status: Interclub Motorsport UK Championship Grade: C Sponsored

1.2 OFFICIALS

1.2.1 Championship Co-ordinator: Lee-Anne Harper

1.2.2 Licensed Eligibility Scrutineer: Mike Mattison

1.2.3 Championship Stewards: Nigel Drayton, Brian Hemmings & David Walton

1.2.4 Championship Clerk of the Course : Luke Caudle (or an appointed deputy)

Championship Stewards

NCRs Chapter 2, Appendix 5, 1.5. Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

NCRs Chapter 2, Appendix 5, 1.6. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with NCRs Chapter 2, Appendix 2, Section 1 (subject to the rights of appeal provided for in NCRs Chapter 2, Appendix 4, Appendix 6 and Appendix 7).

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- (a) be fully paid up valid membership card holding members of Club Time Attack and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licence, minimum Race Club grade

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current members of Club Time Attack and
- (b) be registered for the Championship, and
- (c) be in possession of valid Competition (Racing) Race Club status Licence, as a minimum

(d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent as per Motorsport UK NCRs Chapter 6, Appendix 3, 1.6-1.8 and FIA ISC Article 2.3.7.b applies)

(e) If participation in the Championship requires absence from education a driver in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3 All necessary documentation must be presented for checking when signing-on.

1.4 Registration

1.4.1 Competitors are invited to apply for entry by completing and submitting the application form.

All applications will be considered and selected by the organisers at its sole discretion with applicants advised of the outcome by 28th February 2025. All entry fees and registration processes must be completed prior to the Soft and Hard deadlines (see Appendix 4). Entries received after the Soft but prior to the Hard shall have a late payment fee imposed of £50 inc. VAT. The late payment fee shall be donated by the club at the end of the competition year to charity as chosen by poll of majority by all club members. Entries or payments submitted after the Hard date shall not be accepted.

1.4.2 Fees

- Full season entry, one off payment £2870 inc. VAT (£410 per round inc. VAT)
- Round by round entry fee £450 inc. VAT

Entry fees for 2025 are subsidised by commercial sponsorship.

1.4.3 A maximum of 12 reserves will be selected without guarantee of entry but may be called upon as first reserves to drivers requiring a substitute for one or more rounds.

1.4.4 Successful applicants will be expected to take part in every round of the 2025 Ultimate Racing Championship.

1.4.5 Drivers must be paid-up members of Club Time Attack (£80 inc. VAT) and pay the separate registration fee. All drivers must complete the official online Ultimate Racing Championship entry form and complete their online Club membership documents.

1.4.6 Reserve or guest drivers may be invited to take part in rounds where track capacity allows. In these cases, drivers must be paid up members of Club Time Attack, pay the event entry fee (£450 +VAT) and complete the official online Ultimate Racing Championship entry form. Reserve Drivers who wish to score championship points must pay an additional £350 INC VAT registration fee.

1.4.7 Registrations and fees must be received in accordance with Appendix 4.

1.4.8 Incorrect or incomplete entry applications that are not accompanied by the correct fee, are to be held in abeyance until all details and payments are complete and correct.

1.4.9 Organisers reserve the right to refuse entry without giving a reason, in which case any fees will be refunded. Motorsport UK NCRs Chapter 6, Appendix 1, 10.3c applies.

1.4.10 Competition numbers will be issued to each driver. Where possible, the number can be chosen by the entrant. 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. Number 1 will be reserved for the reigning Overall Champion.

1.4.11 Any paid entry fees will not be refunded for any reason unless any rounds are cancelled by the organiser. In this case, competitors who have paid will be eligible for a refund/credit of applicable value.

1.4.12 Registrations for 2025 will be considered and approved from 30th November 2024. Any driver which is refused entry will be refunded the club membership and registration fee.

1.4.13 The Club Membership Fee is £80 inc. VAT and the Registration Fee is £350 inc. VAT

1.4.14 Registration numbers will be the permanent competition numbers for the championship.

1.4.15 The Championship may have multiple Classes according to car specification and power to weight BoP.

Additional drivers may be considered under case by case consideration and will run as guests (see Championship Regulation 1.6.5)

The maximum grid at each round will be 34 cars, split between classes. Any additional entries may be run as reserves or guest entrants or when track licences permit.

No garages will be available - teams will be in their own paddock.

1.5 CHAMPIONSHIP EVENTS

The Championship will be contested over seven one day race events to include 14 rounds defined as two races per meeting as follows:

Provisional Calendar

Date:	Circuit:	Organising Club
26 th May	Donington Nat	Club Time Attack
15 th June	Brands Hatch Indy	Club Time Attack
27 th July	Snetterton 200	Club Time Attack
25 th August	Oulton Park	Club Time Attack
7 th Sept	Brands Hatch Indy	Club Time Attack
27 th Sept	Knockhill	Club Time Attack
19 th October	Snetterton 300	Club Time Attack

1.6 SCORING

1.6.1 Points will be awarded to competitors listed as classified finishers in the Final Results as follows:

Competitors listed as starters (see 1.6.5) and as classified finishers in the results in each race, scoring will be 25-22-20-18-16-14-12-11-10-9-8-7-6-5-4-3 for each class, plus within each class:

Two (2) points will be awarded to all other classified finishers (see Championship Regulation 1.6.5).

One (1) point will be awarded to all other competitors for starting (see Championship Regulation 1.6.5).

One (1) point for setting the fastest race lap.

If six (6) or less cars qualify as starters in a class scoring will be 18-15-12-10-5.

In the qualifying final results, points shall be awarded in each class and will be 5-4-3-2-1 from first to fifth.

Classified finishers will be declared as per Motorsport UK NCRs Chapter 14, Appendix 3, 3.3.

Championship points appeals are to be made in accordance with Motorsport UK NCRs Chapter 2, Appendix 5, Section 2.

1.6.2 The totals from all qualifying races run less two will determine final championship points and positions. Any round not entered by a competitor shall be counted as a zero score. Any competitor penalised by the championship or race organisers must count the penalty result in their championship total. Dropped scores will include all points at that round, however scored. Therefore, the total number of points scored from 12 rounds will determine the final championship positions.

1.6.3 Ties shall be resolved using the formula in the current Motorsport UK NCRs Chapter 4, Appendix 3, Section 4, 4.1 as follows:

1. By considering in the best scoring events of the competitors concerned, the number of first places or class wins.
2. By considering the number of class or outright second places where there are no classes, and so on in the best scoring events.
3. By considering the placings in all Championship events.

1.6.4. Where the race distance has been reduced it shall still count as a full point scoring round.

1.6.5. Competitors not registered for the championship may be permitted on an individual race basis and will:

- (a) be deemed "Guest competitors"
- (b) not score points and for the purpose of points scoring will be ignored,
- (c) not qualify for event awards,
- (d) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (a) and (b) and 1.3.2. (a) and (b), as appropriate.

1.7 AWARDS

1.7.1 Awards are to be provided by Club Time Attack.

1.7.2 Per race: Trophies to 1st, 2nd, and 3rd in each class. Trophies will be provided for presentation at the end of each race or at the end of the meeting presentation ceremony.

1.7.3 The Championship

Trophies will be given for 1st 2nd and 3rd place in each class.

1.7.4 Presentations

Awards will be presented at the end of each race event and at the end of The Championship at the designated presentation ceremony.

1.7.5 Entertainment Tax Liability. N/A

1.7.6 Title to all Trophies

If provisional results or championship tables are revised after any presentations and these revisions affect the distribution of awards the competitors concerned must return them to the organisers in good condition within 7 days.

2 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing dates for entries before each event as shown in Appendix 4. A late payment fee of £50 inc. VAT shall apply when entries are lodged after the soft deadline and prior to the hard deadline. This fee shall be donated to the Club chosen charity at the end of the year.

2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the meeting organiser receives the missing or corrected information or fee.

2.1.3 Any withdrawal of entry or driver/car changes made after acceptance of any entry must be notified to the meeting organisers in writing. NCRs Chapter 6, Appendix 1, 10.4f applies.

2.1.4 The entry fee for each event shall be specified in the SRs and on the entry form.

2.1.5 Reserves will be listed in the final list of entries published with final instructions or in a bulletin.

2.1.6 Paid up Entries may be substituted to another driver, only twice per season, round by round subject to an admin fee of £80+vat each time subject to final approval by Club Time Attack. No entries may be substituted after the entry cut-off date for each round and no refunds will be made.

Any driver wishing to delay their paid-up entry to a later round in the same year may do so as long as it was paid and advised prior to the cut-off date for the original round entered and subject to a £80+vat admin fee. Should this not be the case the entry may not be moved and no refund or entry substitution may take place.

Substitutions will not be eligible to score points when taking substituted rounds.

Existing declared full season entrants may not be substitutions for another competitor's entry.

It is the drivers responsibility to make each round and or make provisions for appropriate substitutions or delays in entry by advising Club Time Attack of the same. Under no circumstances may a refund be given once paid up, it may only be substituted or delayed in the same competition year.

Any entry not used, delayed or substituted within the appropriate timeframe will be forfeited.

2.1.6.1 Driver substitution

Should a sponsored driver wish to nominate a replacement driver to take their place as a championship scoring entrant for future rounds, permanently replacing them, they must submit an application in writing to the Championship Coordinator for consideration. In the event this is granted, the original sponsored driver shall no longer be able to accumulate points should they rejoin the championship and any points accumulated by the original driver shall not be carried over to the substitution but they shall be retained in the Championship points table.

2.1.7 Scrutineering and Signing On

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.

2.1.8 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.

2.1.9 All drivers must sign on, either electronically in advance or in person on the day, depending on prevailing circumstances. A bulletin will be issued in advance 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.

2.2 BRIEFINGS

Organisers should notify competitors of the times and locations for all briefings in the final instructions for the meetings. Competitors must attend all briefings.

2.3 QUALIFICATION PRACTICE

2.3.1. Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.3.2. Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, to qualify as per NCRs Chapter 14, Appendix 1, 5.4 and Chapter 12, Appendix 6, 3.2.

2.3.3 Practice will be 15 minutes in length and qualifying 15 minutes in length.

2.3.4 Grid positions for Race 1 will be determined from the fastest lap recorded by drivers during the official qualifying session.

The grid positions for Race 2 will be derived from the order of the classified finishers list of Race 1. The first six to ten finishers in Race 1 will be reversed to form the grid of Race 2, with the rest of the field starting in their Race 1 finishing position. Therefore, the winner of Race 1 will start in sixth to tenth position on the grid for Race 2. The actual position will be determined by a draw by the winner of Race 1. Retirements will be placed at the back of the grid in reverse order of retirement.

Once the grids have been established, grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed. Where a grid penalty is to be applied the penalty will be applied after the grid has been reversed.

Where a time penalty is applied, if, after the grid is reversed this results in a competitor being placed in a higher grid position than before the grid was reversed they will be demoted to the grid position that would have applied prior to the application of the time penalty. For the avoidance of doubt, where a competitor receives any penalty they shall never benefit from a higher grid position due to the reversal of the grid, than they would have had prior to the penalty.

2.4 RACES

Races will be 20 minutes in length. Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race as per NCRs Chapter 12, Appendix 6, Section 9. (Article 1.6.4. above applies)

2.5 STARTS

2.5.1. All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.5.2. The start will be via standing start

The minimum countdown procedures / audible warnings sequence shall be: -

- I. 1 minute to start of green flag lap or pace lap - start engines / clear grid.
- II. 30 Seconds - Visible and audible warning for start of Green Flag / Pace Lap.
- III. A five second board will be used to indicate that the grid is complete.
- IV. The red lights will be switched on five seconds after the board is withdrawn.

2.5.3. Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the start line or pitlane exit, whichever is the later to take the start from the grid.

2.5.4. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per NCRs Chapter 12, Appendix 6, Section 6.11. In addition, any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5. In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.6 SESSION RED FLAG

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start line and RED FLAGS will be displayed at the Start line and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

Cars should not enter the Pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

2.7 PITS, PADDOCK & PITLANE SAFETY

2.7.1. Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with. No garages will be available - teams will be in their own branded paddock area which will be specified within a paddock plan at each event.

2.7.2. Pit lane: The outer lane or lanes are always to be kept unobstructed to allow safe passage of cars. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.

2.7.3. Refuelling: May only be carried out in accordance with the National Competition Rules, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

2.7.4. Speed Limit: Pit Lane Speed Limit will be 30 mph

2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.8.1 Parc Fermé

At all events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will fall under Parc Fermé rules. It is prohibited to work on a competing car after the chequered flag has been shown. This includes tyre pressure checking, changing wheels or changes of driver, unless authorised by the Eligibility Scrutineer or their deputy.

2.8.1.2 Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team

personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy. No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé, unless authorised by the Eligibility Scrutineer or their deputy.

2.8.2 Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

2.8.3 Parc Fermé is a secure area. Therefore supporters, family, or members of the public are not permitted to enter, unless authorised by the Eligibility Scrutineer or their Deputy.

2.9 RESULTS

All practice timesheets, grids, race results are to be deemed provisional until all vehicles are released by scrutineers after post practice/race scrutineering and/or after completion of any judicial or technical procedures as per NCRs Chapter 3, Appendix 6.

2.10 TIMING MODULES

All cars must be fitted with transponders complying with the requirements of TSL Sports Timing.

2.11 QUALIFICATION RACES

N/A

2.12 OPERATION OF SAFETY CAR

The Safety Car will be brought into operation and run in accordance with Motorsport UK NCRs Chapter 12, Appendix 8, Section 2.

2.13 ONBOARD CAMERAS

2.13.1 All cars must have a camera fitted in a place and position that will give a 'driver's eye' view to include, where possible, the steering wheel, dashboard mounted number board, the track ahead of the vehicle with a field vision of approx. 100 degrees and a proportion of the view out of the nearside passenger window.

2.13.2 The mounting must be of a mechanical means of attachment, sufficiently robust to withstand anticipated stresses and vibration. The mounting must not present any sharp edges or projections in the vicinity of the driver's body or helmet and must be approved by the eligibility scrutineer. Motorsport UK NCRs Chapter 7, Appendix 9, applies.

2.13.3 The unit must be operating at all times when the car is on track for the full duration of any official free practice, qualification session and race. The onus is on the competitor to ensure that the unit's battery is charged and the camera is switched on to record during these sessions.

2.13.4 The memory card/method of video storage belonging to the competitor may be removed by the championship organisers at any time during the meeting and marked with an appropriate seal and/or number. The recorded footage may be copied for use in broadcast or any other area deemed appropriate by the championship organisers. Failure to make the recorded session video on the memory card/method of video storage available when requested will be deemed an obstruction to the facts and the action reported to the Clerk of the Course.

2.13.5 It is the driver's responsibility to ensure that prior to official qualifying, all previous camera footage is deleted. Footage from each qualifying session or race must be downloaded from the camera and retained by the driver or team for a minimum of 28 days and be made available to the Championship

organisers or Clerk of the Course immediately when requested.

- 2.13.6 Should a competitor fail to make the memory card or video footage available, the Clerk of the Course will impose a penalty under Motorsport UK NCRs Chapter 2, Annexe A, 1.7. Up to a 10-place grid penalty may be applied for a driver's future race in this Championship.
- 2.13.7 Cameras must be capable of producing full video format for television usage and have the date and time set correctly.
- 2.13.8 Memory cards of not less than 32Gb capacity shall be used. The camera and/or memory card shall be easily removable and playback of the footage must be possible at events using regular means, such as a laptop computer. Each memory card shall be clearly marked with the allocated competitor number. This will aid identifying the relevant competitor for the return of the card. Competitors must provide a spare card for use if the original card has been removed and retained by the organisers.

3 CONDUCT

- 3.1 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 1).
- 3.1.1. 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.
- 3.1.2. 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.

4 PENALTIES

In accordance with Chapter 2 of the current Motorsport UK National Competition Rules

- 4.1. Infringements of Technical Regulations:
- 4.1.1. Arising from post practice scrutineering or Judicial Action: Minimum Penalty: The provisions of Motorsport UK NCRs Chapter 2, Appendix 8.
- 4.1.2. For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Motorsport UK NCRs Chapter 2, Appendix 8, Section 2.

5 TECHNICAL REGULATIONS

5.1 INTRODUCTION

- 5.1.1 The technical regulations are as detailed on the website. Competitors will need to register for access.

5.2 GENERAL DESCRIPTION

The following Technical Regulations are set out in accordance with the specified format of 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

- 5.2.1 Competitors must ensure their cars comply with the conditions of eligibility and safety throughout the events.

5.2.2 The declaration and presentation of a car for scrutineering will be deemed an implicit statement of conformity.

5.2.3 See Appendix 2 for eligible cars. The list may be amended at any time by the Technical department.

5.3 SAFETY REQUIREMENTS

5.3.1 All cars must conform to the general and competition regulations of the Motorsport UK, which define minimum safety requirements for racing purposes. All cars must conform to these regulations before they can be accepted for either racing or official practice. Competitors should refer to Motorsport UK National Competition Rules (NCR) Section 7.

5.3.2 It is generally accepted that in order to ensure the safety and security of a car, it must be kept clean and in good condition so that faults can be easily spotted and identified. Likewise, the components of the car should be race-worthy to the best possible degree and fitted securely. Therefore, it is a requirement of entering the Championship that competitors will ensure their cars are properly prepared, well presented and clean prior to practice, qualifying and the races.

The Scrutineers reserve the right to refuse to scrutineer a car if it is presented in a sub-standard condition.

Furthermore, the Clerk of the Course reserves the right, on the Eligibility Scrutineer's advice, to prevent a car from taking part in qualifying or races, should the presentation not be up to standard.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

5.4.1 This is a Championship for cars that are generally recognised as a touring car in build and specification, which feature up to a 2litre turbo charged engine without hybrid technology.

5.4.2 All vehicles must comply with Motorsport UK NCRs Chapter 7 AND Chapter 12.

5.4.3 Any updates to safety related regulations will be notified by an official bulletin.

5.4.4 Competitors are free to source parts and consumables from any party as they see fit. Replacement to non-oem parts that are deemed like for like, not originating from the manufacturer or official manufacturer supplier to save costs or to enable ready supply, may be submitted for review by the Technical team and any decision deemed final prior to installation by the Eligibility Scrutineer.

5.4.5 The Technical Regulations will be set out in Motorsport UK format

Should the technical regulations not specify modification to the car model competitors must work on the principle that modifications to the model are NOT permitted.

5.4.6 Pit-to-car radios: These are permitted. The Championship reserves the right to change this regulation if the permit and general regulations allow. Any change will be communicated by official bulletin.

5.5 CHASSIS

Any chassis deemed a touring car chassis build in specification

5.6 BODYWORK

In accordance with the cars original touring car design feature/specification

5.7 ENGINES

5.7.1 Competitors are not limited to how many engines may be used per season.

5.7.5 Each engine must be sealed by the Eligibility Scrutineer before being used. It will be sealed in a way that prevents the dismantling of the cylinder head and oil sump. Removal of any seal must be approved beforehand by the Eligibility Scrutineer.

Any seal breaking without prior approval/authorisation will be penalised which may go as far as disqualification.

5.7.7 **TURBOS**

5.7.9 Turbo units must be sealed by the Eligibility Scrutineer before being used.

Broken seals without prior approval by the Eligibility Scrutineer will incur a penalty which may include a 10 place grid penalty for the next race.

5.7.11 **REPLACEMENT CARS**

At each round, the car (identified by its unique chassis number) in which a driver races, must be the same car in which the driver qualified.

5.7.12 No replacement cars are permitted to be used at any individual Event during the Championship.

5.11 **GEARBOXES**

Gearboxes are free.

5.13 **TYRES**

5.13.1 Control Tyres

Only the following tyres shall be used in any session. Hankook 260/660R18, Slick and Wet racing tyres.

Tyres are identified by barcodes on the tyre wall to confirm identity and supply. Tyres supplied direct from the Championship or its nominated tyre distributor are those only to be used.

Tyres are supplied by Time Attack Ltd, Klear House, Windsor Industrial Estate, New Road, Sheerness, Kent, ME12 1NB. Tel 01795 581366. Online purchase of tyres for pre-event delivery to teams:
<https://www.timeattack.co.uk/product-category/tyres>

Tyres must be purchased in advance of the event, no later than 10 days prior. Trackside fitting and support may be provided by the Championship's technical partner.

No tyre warmers or TPMS may be used in any session.

Tyre usage limits: A maximum of sixty dry slick tyres may be used in a season. There is no limit for wet racing tyres. A maximum of six new and used slick tyres are permitted on the driving axle for qualifying and both races at any one meeting. The quantity of non driving axel tyres that can be used on a race weekend is unlimited. For safety reasons an additional two new slick driving axel tyres may be permitted in the event the championship tyre manufacturer considers that wear levels and track conditions dictate. This will be confirmed by the issuing of an official bulletin from championship organisers.

A new tyre is defined as a tyre not ever having been used before. No maximum to wet tyres used. Tyres will be checked by barcode. It is not permitted to mix dry and wet tyres on a car.

A used tyre is defined as a tyre where detectable wear to the tread surface has clearly occurred. Tyres may not be modified in any way.

5.14 **WEIGHTS**

5.14.1 The Minimum Racing Weight is as per the defined Power to Weight ratio including the driver, as the car crosses the line.

5.14.2 Only scrutineers, officials and team members - on officials' request - may enter the weighing area. No intervention of any kind is allowed there unless authorised by such officials.

5.14.3 Cars are performance balanced by power verses weight as described in the table below.

The power to weight formula is based on the power at the flywheel as recorded on the Championship dyno and may be altered at any time by the Championship Organiser via an official bulletin:

- 290 bhp/tonne for cars with a sequential gearbox
- 300 bhp/tonne for cars with a DSG gearbox

5.14.4 Power, weight checks and component sealing will be carried out prior to the start of the season or before the first event entered.

5.14.5 ECUs will have an adhesive seal placed over access points, including the input port. All ECUs must be of the type for the vehicle as designed and produced.

5.14.6 When required and in the case of late confirmation of entry, a competitor will be asked to self-declare their car's power and weight. Components will be sealed pending confirmation checks that must be carried out within one month or before the next round entered.

5.14.7 Datalogging: All cars must accept championship specified data logging equipment for use in the measurement of the cars data, specification and datalogging. Supplier is Race Technology www.race-technology.com. Teams are responsible for the installation and hire of the equipment.

Data may be checked at any time during an Event. It is the responsibility of the competitor to ensure that the device is working and will provide the data required by the Scrutineers. Failure to provide such data for any reason will lead to a Non-Compliance report being issued to the Clerk of the Course and penalties applied.

5.14.8 **BALANCE OF PERFORMANCE**

Equalisation will be carried out through a balance of performance process

Equalisation will not just be achieved through power to weight ratio alone

Equalisation methods may include the addition of weight or minimum ride height, air intake restrictors, boost pressure or any other method deemed suitable.

All cars must adhere to the balance of performance (BOP) figures set down on the Ultimate Racing Championship balance of performance document which will be distributed before each race weekend.

5.14.9 The weight of the cars and their Power to Weight ratio will be defined before the start of the season and may be updated during the season according to Bulletin releases and using power to weight classification using equipment at the Championships designated dyno. Championship may add or remove weight to a car type to achieve a balance of performance as required by the organisers throughout the season. A sticker showing the power/weight shall be displayed on the outside of each car and must remain in place throughout the season.

5.14.10 The dyno measurements and the adjustments to the technical specifications of the cars are carried out by the Club. All cars must undergo a pre-season power testing session to determine power output and boost pressures to determine a power to weight ratio.

The engine, sump, turbo charger and ECU will be sealed at the dyno. The dyno measurement must be carried out at the championships designated tester:

Tegiwa Imports Ltd

Tegiwa House, Sutherland Road Stoke-on-Trent ST3 1HZ. 01782 334440. www.tegiwa.com

Dyno figures recorded shall be noted and made available to other teams upon request.

Cars shall be weighed at the dyno facility, weight recorded and made available to other teams upon request. Weight figures shall be rounded up to the nearest 5kg.

5.15 FUEL TANK/FUEL

Fuel and fuel systems are free.

5.17 NUMBERS and CHAMPIONSHIP DECALS

See Championship Regulation 6.3 and Appendix 2

5.18 SPECIFIC CHAMPIONSHIP REGULATIONS

No championship control parts are required to be installed or controlled purchase of parts and services other than the data logging services and tyres.

5.18.1 Ground Clearance

The minimum ground clearance at all times during a race meeting will be designated across all cars. No alterations of the car will be permitted prior to ground clearance checks. Ground clearance of each car type may be reviewed by the technical team at any time and will be advised by official bulletins.

Minimum tyre pressure of 1.5 bar must be used when check ride height.

Any breaches of these rules will be reported to the Clerk of the Course and Championship Organisers.

6 APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or Motorsport UK/the MSC.

6.1 ORGANISING CLUB CONTACTS

Championship Stewards

Nigel Drayton, Brian Hemmings and David Walton – contact via Club Secretary

Championship owner – Time Attack Ltd

info@timeattack.co.uk

Championship Director – Andy Barnes

andy@timeattack.co.uk

Championship Secretary – Mark Baulch

secretary@timeattack.co.uk

Championship Coordinator – Lee-Anne Harper

Lee-anne@timeattack.co.uk

Championship Chief Scrutineer – Mike Mattison

scrutineer@timeattack.co.uk

Championship Social Media Community Manager – Lexie Barwell

lexie@timeattack.co.uk

Championship Accounts – Debbie Steele

debbie@timeattack.co.uk

Club Time Attack HQ and postal address

Time Attack Ltd,. Kleer House, Windsor Ind.Estate, New Road, Sheerness, Kent, ME12 1NB

Motorsport UK - Bicester Motion OX27 8FY

Tel: 01753 765000

6.2 COMMERCIAL UNDERTAKINGS

Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for publicity purposes.

The Championship title and associated logo styles may only be used with the prior written approval of the Organisers.

6.2.1 Intellectual Property Rights

The Intellectual, Commercial, Merchandising and Sponsorship rights of the Ultimate Racing Championship and the Time Attack brands are the property of Time Attack Limited. Time Attack Limited owns the rights to the championship logos and the words 'Time Attack', when used in connection with motorsport activities.

Competitors and associated parties must acknowledge this intellectual property belongs to Time Attack Limited and must not use the brand in any way or form whatsoever - including the use of logos - without written consent of Time Attack Limited. Failure to observe this requirement may result in legal action being taken.

6.2.2 Sporting and Organisational Rights

The Sporting and Organisational Rights of the Ultimate Racing Championship are the property of Time Attack Limited. These rights may not be assigned to any other party or person without their written agreement.

6.2.3 Television/Online Coverage

All on-board cameras must be under the control of the film production company appointed by Time Attack Limited. The physical installation of the equipment must be safety checked and signed off by the Safety Scrutineers. All footage recorded by a competitor using their own installation should be made available to Time Attack Limited and the nominated film production company if requested to do so immediately after the conclusion of the event.

The footage collected from personal on-board cameras may only be used by the team and driver with the Championship's approval. Requests for event footage required for commercial usage by a team, driver or sponsor will be reviewed on a case-by-case basis by the Time Attack Limited, where an appropriate rights fee may be applied.

No strategically placed advertising that is visible to an on-board camera – on the car or driver - will be allowed.

6.2.4 Television/Online Rights

If television or streaming broadcasts are produced, through their nominated film production company, Time Attack Limited hold the exclusive broadcast, recording, cable, satellite, digital, video, internet, mobile and interactive rights and rights to all other mediums to film and record the participation of the Driver, Entrant, Sponsor and any other team member(s) in the events and activities throughout the championship and to licence, assign or otherwise deal with such rights and/or film and recording. The competitor accepts without reservation or recourse the surrender of his/her rights (if any) in such matters, which may then be used at the discretion of the Championship Promoters.

6.2.5 Press / Media Interviews

Everyone connected with the Championship is expected to promote the highest ideals at all times. No person connected with the Championship shall bring it and Time Attack into disrepute by means of a statement or

communication to the press, media or social media, which may be considered negative or demeaning. Competitors are obliged to assist in promotion of the Championship by granting interviews when requested and are expected to comply with any other reasonable requests regarding promotion. The Social Media guidelines issued by Motorsport UK shall apply (see Appendix 1).

6.2.6 Autograph Sessions

From time-to-time, autograph sessions for the public to meet the drivers may be arranged. It is a Championship requirement that drivers attend wearing race overalls in the proper manner – i.e. not with sleeves tied around the waist.

6.2.7 Public walkabouts

From time to time grid, pitlane and paddock walkabouts for the public may take place. It is a Championship requirement that during these periods competing cars are on show, working areas are presented in a neat and tidy manner and drivers should be in attendance, wearing race overalls in the proper manner.

6.2.8 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.

6.2.9 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.

6.3 Decal Plans and Overall Patches:

A car decal plan will be included and Club Time Attack will own certain areas of each car as detailed in Appendix 2. Driver overall patches will be provided by the Organisers and must be present on the left and right breast of each driver, totalling three. These will be made up of championship name, title sponsor and control tyre manufacturer. They shall be provided at no charge or the artwork provided for drivers to include when designing a suit.

6.3.1 Race Numbers

Colour: Reflective yellow

Side windows : 200mm high x 20mm stroke

Windscreen : 150mm high positioned on the passenger side no closer than 50mm beneath the screen header and 50mm from the window pillar

Rear screen : 150mm high

6.3.2 Driver name

Colour: White

Height: Sides, front, rear : 80mm

Length: 450mm max

Style: Initial / stop / space / surname (e.g. A. DRIVER)

6.3.3 Decal positioning

Decals must be positioned as close as possible to the diagram shown in Appendix 2. Exceptions will be considered if the bodywork does not allow accurate placement and not because other decals or graphics occupy the same area. Displaying these decals correctly is a feature of the technical regulations and consequently their compliance checked as part of the scrutineering process. Decals associated with other championships may not be displayed on cars or the drivers racewear.

6.3.4 Decals

Championship decals will be provided to entrants at no charge when registered and paid up. Replacements will be supplied at no charge throughout the season as required. Competitors are to provide decals for names and numbers,

6.4 Promotional Activities

May be arranged by the organisers, including a Championship launch event

7 REGISTRATION

Drivers will apply for their membership and administrate their entries and events using the club driver portal here : <https://admin.timeattack.co.uk/auth/login>



motor
sport
UK



APPENDIX 1

A socially-minded standard of behaviour is expected from everyone within the motorsport community. By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect #RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

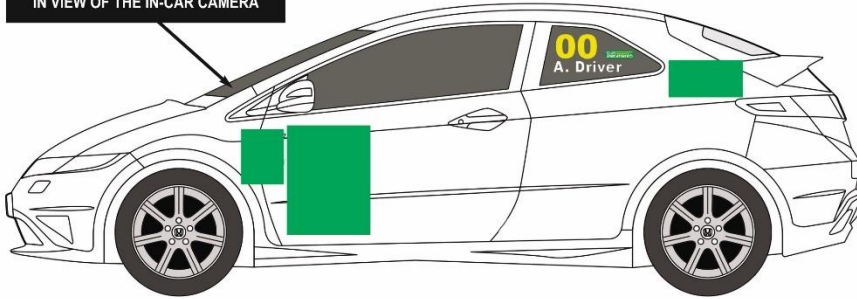
- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions

- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK Any breach of these obligations may result in disciplinary action.

APPENDIX 2

Decal Plan

DASHBOARD PANEL TO BE LOCATED
IN VIEW OF THE IN-CAR CAMERA

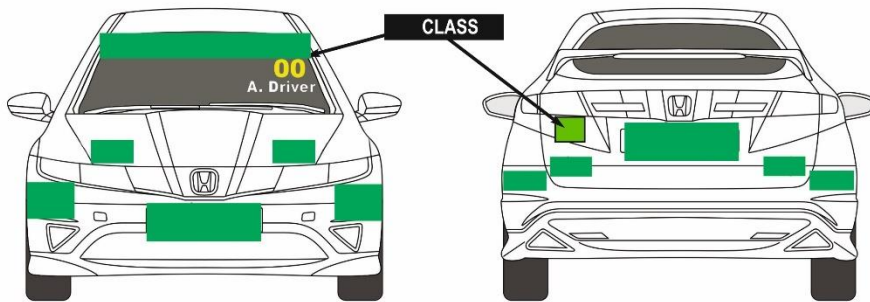


Championship decals must be placed as shown. Exceptions will be considered if the bodywork does not allow accurate fitment and not due to other decals or graphics in the same area.

Applying the decals correctly is part of the championship technical regulations and form part of the scrutineering and eligibility processes/.

Decals relating to any other championship, series or club **MUST** be removed.

2025 Decal Plan



www.rtcc.uk

DRAFT

Championship final entry dates

Round	Soft Deadline	Hard Deadline
Donington	23.59hrs 11.05.25	23.59hrs 16.05.25
Brands Hatch	23.59hrs 01.06.25	23.59hrs 06.06.25
Snetterton	23.59hrs 13.07.25	23.59hrs 18.07.25
Oulton Park	23.59hrs 10.08.25	23.59hrs 15.08.25
Brands Hatch	23.59hrs 24.08.25	23.59hrs 29.08.25
Knockhill	23.59hrs 14.09.25	23.59hrs 19.09.25
Snetterton	23.59hrs 05.10.25	23.59hrs 10.10.25

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