

Regulation changes Ratified by Board

June 2022

Red text indicates amendment/new regulation

Section B – Nomenclature and Definitions

Taster Event. An entry level competition where to encourage first time participation in Motorsport, participants will be deemed to be a member of the club for the day.

Date of Implementation: Immediate

Reason: In conjunction with D4.5.6 below. To enable larger clubs to organise more than one event per year and to facilitate the StreetCar Project.

Section D – Organisers

D4.5.6. Clubs may organise events prescribed in 4.5 as a “Taster Event” where, provided Motorsport UK has granted specific approval, members of unrecognised clubs or members of the public may participate but not officiate and will be deemed to be a member of the club for the day on completion of an application form for an RS Clubmans Competition Licence.

Date of Implementation: Immediate

Reason: In conjunction with D4.5.6 below. To enable larger clubs to organise more than one event per year and to facilitate the StreetCar Project.

Section E – Circuits and Venues

E3.1.7. Where there is no closed-circuit TV surveillance, the lights shall be operated from the 'Post Chiefs' posts.

E3.1.8. Each post should have a Post Chief's 'hut', from which to observe, write reports and contact Control.

E3.1.8.1 Ideally, there should also be a weatherproof area in which marshals can place their bags, etc, and which could be used for storing post equipment, brooms, suitable absorbent material or neutraliser, etc. together with a shelter for the marshals.

Race Events

E3.2. At race circuits all posts for officials outside of the pits and normal enclosures shall be adequately protected, and provide dry, hard standing. They should be positioned and constructed so that Post Chiefs may hand in reports to Clerks and incident teams gain egress and access to the track. There should be adequate and safe provision of access points to and from the track.

E3.2.1. Deleted

E3.2.2. Deleted



E3.2.3. The **minimum** equipment **required** is (minimum flag and panel size as Q5.2):

At each Marshal's post:

- Two brooms
- Two shovels
- One container, minimum 3 litres, of suitable oil absorbent material
- At least 3 fire extinguishers each containing not less than 6kg of extinguishing product suitable for extinguishing vehicle fires
- One hazard board
- One safety car board (SC in black 40cm high on white background)
- **A mechanism suitable for displaying the hazard and safety car boards**
- One green flag
- One white flag
- One blue flag
- Two yellow flags
- One yellow and red flag
- One red flag
- One purple flag (if required).

At the Start/Finish post:

- As above, plus
- National flag
- Black & white diagonally split flag (or panel)

Date of Implementation: 1 January 2023

Reason: Moving from recommendation to mandatory requirements and to include the provision of a 'mechanism' so assist the marshals with displaying hazard and SC boards.

E16 Welfare

E16.1 At permanent motorsport Venues the Venue operator should ensure that adequate sanitation is provided and available for Officials, Competitors and spectators in accordance with local authority guidance.

E16.2 At non-permanent Venues the requirements of 16.1 are the responsibility of the Organising Club

E16.3 It is recommended that marshals and Officials follow the guidelines below:

- a) those in the proximity of gravel traps should wear protective glasses to protect from flying debris
- b) motorsport can create unavoidable restricted levels of noise hence ear defenders or ear plugs which do not impede the ability to carry out tasks should be used
- c) in certain areas such as the pits hard hats should be used

Date of Implementation: 1 January 2023

Reason: The responsibility should be with the venue operator or event organiser in addition to adding recommended safety provisions.



Section G – Officials

G5.2. The responsibilities of the Clerk of the Course will be:

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G5.2.24. Deleted

Date of Implementation: 1 January 2023

Reason: In conjunction with new regulations above in Section E16. The responsibility should be with the venue operator or event organiser in addition to adding recommended safety provisions.

Section J – Competitors: Vehicles

J5.7.1. Have a steering wheel with a continuously closed rim (except for Drag Race vehicles). 'D' shape wheels are permitted.

J5.7.2. Specifically not permitted are wheels having a noncontinuous rim shape similar to that shown in the Drawing 5.7 (a). Along with other continuously closed rim shapes, those similar to Drawing 5.7 (b)-(c) are permitted.

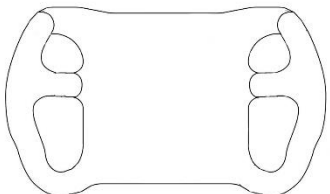
Drawing 5.7: Steering



(a)



(b)



(c)

Date of Implementation: Immediate

Reason: To relax the steering wheel regulation to reflect the current designs in use. The proposal mirrors the FIA F3 regulations.



J5.30.5. All cars must be equipped with an **electrically operated** plumbed in extinguishing system in accordance with (K)3.1.1. Only systems with an extinguishing medium proven to not create a conductive atmosphere and in compliance with the below list are authorised :

- Novec 1230 or FX G-TEC FE36.

Extinguisher switches

J5.30.6. The system must have three points of triggering, one for the driver and two exterior actuators. These **external** actuators must be situated at the base of the main rollover structure on both sides of the vehicle for a single seater or at the lower corners of the windscreen for a closed cockpit vehicle.

J5.30.9 Pressing the fire extinguisher button must also activate disconnection of the High Voltage Battery.

J5.30.10 The electrical circuits for the fire extinguisher and the HV battery isolation must be electrically separated by the use of a two-pole momentary-on button that is waterproof to IP67.

J5.30.11 When using a homologated fire extinguisher system designed for an ICE it is permitted to exchange the trigger buttons for alternatives that comply with the requirements listed herein.

Date of Implementation: Immediate

Reason: Fire Extinguishers and extinguisher switches. To update the fire extinguisher requirements for Electrified Vehicles, following the general regulation change to require FIA homologated extinguishers. This proposal combines the FIA Appendix J regulation for electrified vehicles with additional requirements regarding the trigger system to meet with Motorsport UK requirements- also refer to K3.1 below.

Section K – Competitors: Safety

K3.1. Plumbed-In Fire Extinguisher Systems

K3.1.1.1 For Electrified Vehicles see (J) Appendix 2 5.30.5 to 5.30.8.

Date of Implementation: Immediate

Reason: In conjunction with Section J – Fire Extinguishers and extinguisher switches. To update the fire extinguisher requirements for Electrified Vehicles, following the general regulation change to require FIA homologated extinguishers. This proposal combines the FIA Appendix J regulation for electrified vehicles with additional requirements regarding the trigger system to meet with Motorsport UK requirements.

K8.1.1. Any re-set of the circuit breaker must be operated by a **distinct different action** to the trigger.



K8.5. The triggering system location must be identified by a Red Spark on a White-edged Blue triangle (12cm base), with the 'On' and 'Off' positions and method of triggering (Push, Pull, or a Rotation direction indicated by an arrow) clearly marked.

Date of Implementation: Immediate

Reason: To amend the regulations to reflect systems currently In use but ensuring that they are clearly marked and the method of operations cannot easily be mistaken by marshals.

K9.2. Exceptionally, drivers of Period Defined Vehicles (Non-Rally) A-B and pre-1941 three wheeled cars, may wear ACU or FIM approved leather overalls which must have a minimum thickness of 1.2mm at any part of the suit, or overalls approved by the FIA for Karting on Long Circuits.

Date of Implementation: Immediate

Reason: ① To permit drivers of Edwardian cars to use leather overalls or overalls approved for long circuit Karting. Drivers are unrestrained and exposed where ejection from the vehicle in an incident is potentially a greater hazard to fire. ② Update reference to A2.2.1 which no longer refers to pre 1941 three wheelers.

Section N – Autocross & Rallycross

C2.1.8.1. For Short Circuit Karting, Rallycross and Autocross a competitor who receives three recorded, non-technical, penalties within twelve months will receive a formal warning issued by Motorsport UK. Should the competitor, within three months of the formal warning receive any further, non-technical, penalty this will result in the suspension of their licence for three months, in addition to any other penalty imposed. This does not however remove the provision of 2.1.8 being imposed for points accrued in accordance with 2.1.5(iii).

C2.1.5.1 For Short Circuit Karting, Rallycross and Autocross only 2.1.5(i), driving, and 2.1.5(ii), failure to comply with flag or light signals does not apply.

Date of Implementation: 1 January 2023

Reason: With the format of events similar to Karting would largely allow for penalties to conclude at the end of the meeting.

Section R – Rallying

R1.1.11 Contrary to D11.2 if a Championship round is cancelled, or changes its date, due to reasons of force majeure the Championship Organisers may arrange for an alternative event, or date for an event, to be included in their Championship calendar. Subject to A2.4, only one such change to a Championship calendar will be permitted during the duration of that particular Championship and the proposed amendment must be subject to Motorsport UK approval and will only be permitted if less than 15% of the competitors registered for the Championship object to the change in writing.

Date of Implementation: 1 January 2023



Reason: To provide a mechanism for Rally Championships to change the date of one round within their Championship with a lower percentage of approval than allowed for in Regulation D11.2.

R18.2.4 Engines with more than one camshaft per bank of cylinders may be used providing that;

- a) any replacement engine comprises a block and cylinder head from the same engine family.
- b) they were originally fitted with fuel injection, and;
- c) that fuel injection system complete with the inlet manifold and throttle body is retained unmodified;

It is permitted to make the following modifications to affect installation;

- a) alternative engine mountings, sump pan and exhaust manifolds are permitted;
- b) it is permitted to relocate ancillaries such as alternators and steering pumps.
- c) it is permitted to change the orientation of the otherwise unmodified inlet manifold.

Date of Implementation: 1 January 2023

Reason: To clarify the regulation's intention limiting engine transplants to those twin camshaft engines which fit without substantial modifications or the rearranging of parts from more of more source engines.

R38.1.1 Organised assistance (service) may be permitted on Special Stage Rallies if the SRs allow and providing that the Organisers have provided suitable service areas **with Time Controls**, and a specific time allowance is permitted for service. **Single Venue Stage Rallies** must allocate a minimum time for Service. An exception applies for retired cars intending to apply for a re-start as per authority provided for within supplementary regulations.

R38.1.2 Service of a competing car may only be carried out in permitted areas as defined under 38.1.1. In any area where Service is not permitted, the presence of service crew, or any vehicle from which equipment or parts are supplied or obtained, or the setting up or the collection or the use of equipment previously deposited, will be considered to be servicing.

R38.1.3 Organised assistance anywhere other than in permitted areas is forbidden.

R38.1.4 Service vehicles may be required by the SRs or the Official Instructions to follow a prescribed route to and from service areas. All other areas would then be 'Out of Bounds' to service vehicles and crews.

R38.1.5 Competitors may only refuel in areas which have been specifically designated by the organisers or by using commercially available pump fuel dispensed directly from installed pumps at filling stations on the rally route. During refuelling, no one must be within the vehicle e.g. driver, navigator, service crew, and the engine must be stopped throughout any refuelling operation.

R38.1.6 Deleted



R38.1.7 Deleted

R38.2 R38 does not prevent Competitors from making their own vehicles safe to drive and crews may work unassisted on their own cars, using equipment carried in their car, in 'No Service Areas' except:

- (a) Within 100m of any Control.
- (b) Between a Special Stage Arrival Control and the Special Stage Start Control.
- (c) In any Parc Fermé.

R38.3 Competitors are responsible for ensuring that their service crews understand and comply with Regulations, and if Official Service Plates are issued, that at all times the Official Service Plate is affixed to the service vehicle.

Date of Implementation: 1 January 2023

Reason: To specify the areas where a Competitor may service their vehicle and to limit the number of management cars present at an event. This, along with the R48.5.11 tyre quantity proposal, is a key opportunity to reduce the environmental impact of Stage Rallies.

R48.5.11 The approved quantity of tyres must be detailed in the event supplementary regulations. The maximum number allowed will not exceed 10 tyres for rallies up to 45 planned competitive miles. For events over 45 planned competitive miles an additional 2 tyres may be added for each return to service after 45 planned competitive miles during the event, but these may not be used prior to the relevant service point.

Note R48.5.11 to R48.5.14 are renumbered from R48.5.12 to R48.5.15 respectively

Date of Implementation: 1 January 2024

Reason: To limit the number of tyres used on Stage Rallies. Subsequent regulations are re-numbered. This, along with the R38 service restriction proposal, is a key opportunity to reduce the environmental impact of Stage Rallies.

Section T – Trials

T9.8.6. Exhaust Catalytic Converters are required per J.5.16.7, except where a vehicle does not require a catalytic converter in accordance with government legislation.

Date of Implementation: 1 January 2023

Reason: Clarification. To ensure consistency with Construction and Use requirements

T10.9.4. Standard tyres must be used, and all types of Grip and Town & Country tread patterns are prohibited. Radial tyres with a maximum block gap exceeding 8mm are prohibited. A tyre will be deemed to have a block gap not exceeding 8mm if when fitted to a rim and inflated to 25psi an 8mm round bar will stick in the gap when horizontal. Purely circumferential gaps may be ignored.



T10.11. Class 2 vehicles must use cross-ply tyres (which need not be listed in Lists I or II but which must not be of Grip, Town & Country, or Dual Purpose.

T10.11.1. Deleted

T10.11.2. Deleted

Date of Implementation: 1 January 2023

Reason: Clarification. The tyres referenced in T10.9.4. have been unavailable for decades and the introduction of a simple 8mm void test is easy to understand and apply. The changes to 10.11., 10.11.1. and 10.11.2. simplify the regulations in respect of Cross ply tyres. In both 10.9.4. and 10.11. reference to M&S is removed as this marking is applied to the greater majority of road tyres currently available and has no bearing on the aggressive nature of the tread pattern.

Section W – Championships

1st October

W1.3.1. Date by which a Notice of Intent to ~~run or~~ continue to run a racing Championship in the following year must be registered with Motorsport UK. For existing Championships, a list of the number of starters at each round held in the current year and the year previous to the year of application must also be submitted.

With the exception of a Winter Championship, run to the same regulations as a current main Championship and which is required to submit its regulations a minimum of 6 weeks prior to the first round, any Notice of Intent received after 1st October will only be considered by the Motor Racing Championship Control Panel in exceptional circumstances, and will be subject to a late submission fee of 100% of the Championship Permit fee. Any Notice of Intent received on or after 1st January of the following year will be refused.

Any major changes in a Championship must be notified to Motorsport UK with the Notice of Intent.

1st AUGUST

Date by which a Notice of Intent to run a New racing Championship in the following year must be registered with Motorsport UK.

The Motor Racing Championship Control Panel will discuss and may recommend outline consent for those Championships submitted and may delegate to a Working Group any unresolved queries.

W1.3.1.3. In respect of all proposed new Race Championship applications a Notice of Intent must be submitted by 1st August (in the preceding year) in accordance with 1.3.1 above. Any new Championship must have guaranteed support for a minimum of three years (‘the Term’).

W1.3.1.5. To maintain Championship status, the minimum average number of starters during the **current and** previous year in a Grade A, B, C or D Championship should be **10**. For Junior Car Race Championships Q7.3. applies.

W1.3.1.5.1. For a Championship failing to meet the minimum numbers **will be subject to review which may include a consultation process with the organiser and could lead to loss of its Championship status and in which case could be permitted to run as a Series.**



W1.3.1.5.2. For the avoidance of doubt 1.3.1.4 applies in the case of any Championship that **has previously been refused Championship status.**

W1.3.1.6. Deleted.

Appendix 1 - Fees

Commitment Guarantee Amount (Race) –

Grade A & B Championships £40,000.00

Grade C & D Championships £15,460.00

Date of Implementation: Immediate

Reason: Following the change of deadline 1st October is too late for consideration of a New Championship. In addition, the panel have requested a review of the current process and review at 16 which is now reduced to an average of 10. It is also considered that the Commitment Guarantee amount is too low.