

RULE CHANGES

Decisions approved by the Motorsport UK Board
that affect regulations in the *Motorsport UK Yearbook*

Consultation and ratification

The Motor Sports Council must consider all new regulations proposed by the Specialist Committees. The regulations are first published on the Motorsport UK website so that comments may be received before they are presented to the Motor Sports Council for approval, incorporating any modifications that result from the consultation process (which may have included review by another Specialist Committee or Advisory Panel). Approved rule changes will be published here and will be incorporated into the next edition of the relevant Motorsport UK Yearbook(s).

Explanation of format

Regulation changes are shown as **red** additions or ~~struck through~~ deletions. A dotted line (...) indicates that the regulation contains further wording that is unchanged and has been omitted here for space reasons. The dates of implementation are stated immediately above the Regulations, while reasons for the changes are given below.

(C) Judicial

Date of implementation: Immediate

6.1.1. Any Entrant or Competitor shall have the Right of Appeal to the Stewards of the Meeting against any penalty or decision given by the Clerk of the Course or another Official of the Meeting except **for cases where these Regulations specify that no right of appeal exists** ~~that there shall be no Right of Appeal against the report of a Judge of Fact, with the exception of reports from Eligibility Judges of Fact which may be appealed~~

~~under C.6.1.3 and/or C.7.2.~~ (2.1.6, 2.3.1, 2.3.2, 2.3.4, 2.6.2, 6.1.1, U21)

7.5. Judgement on Appeal to the National Court

The National Court can decide that a penalty or other decision appealed against can be waived, varied or a fresh penalty imposed **and/or may make such other or further order as it deems appropriate**. However it can not order any competition to be re-run. Court decisions are normally given at the end of a hearing, but exceptionally can be reserved, and a written decision (including reasons) sent to all parties as soon as practicable.

Reason: Clarification and removal of potential conflict between different regulations.

(G) Officials

Date of implementation:
Immediate

10.1.1. No protest or appeal can be made against a Judge in relation to any statement of fact, which must be accepted as a fact unless later corrected by him (with the approval of the Stewards of the Meeting), with the exception of reports from Eligibility Judges of Fact (other than short circuit karting) which may be appealed under C.6.1.3 and/or C.7.2.

Reason: Clarification and removal of potential conflict between different regulations.

Date of implementation: 01 January 2020

Appendix 1: Officials' Licences – Tables, Charts and Diagrams

Table number 6

Event Status	Race	Kart	Speed incl. Records	Stage Rally
International	**International Race	**International Kart	International Speed	**International Rally
National 'A'	National Race Timekeeper	Timekeeper Kart National	National Speed Timekeeper	National Rally Timekeeper
National 'B'	National Race Timekeeper	Timekeeper Kart	National Speed Timekeeper	*National Rally Timekeeper
Clubman	National Race Timekeeper	Timekeeper Kart	Timekeeper Speed	*National Rally Timekeeper

* Includes Timekeepers proposed by Regional Associations and approved by Motorsport UK but only when manual timing is used. When automatic timing is used minimum grade is National Rally with Certificate of Competence from timing equipment manufacturer.

** Where an International Event has no National content, an International Timekeeper Licenced by an ASN may be appointed.

Reason: To introduce the grade of International Kart Timekeeper as International Status events are now run in the United Kingdom, Specifically the CIK FIA European Championship.

Where an International Series visits the United Kingdom, the events are held under a Motorsport UK Permit, which requires a Motorsport UK Licenced Timekeeper of the appropriate grade to be appointed. However, the visiting series will normally bring their own Timekeeping team and systems meaning the Motorsport UK Licenced Timekeeper is largely redundant.

This proposal removes the need, and subsequent cost, for the organisers to appoint a Motorsport UK licenced Timekeeper providing the Series Timekeeper holds an International Timekeeper Licence issued by an ASN (ASN is a defined term in the National Sporting Code). However, where there are National support events an appropriate Motorsport UK licenced Timekeeper must be appointed.

(H) Competitors: Licences

Date of implementation:
Immediate

35.1.6. If no valid protest or appeal is received within the time limits specified in C.5.2, the results shall become Final and Once results are Final they may not be changed subject only to the powers held by Motorsport UK.

Reason: Clarification and removal of potential conflict between different regulations.

(R) Rallying

Date of implementation: Immediate

Electrical Systems

R18.5.10. For events taking place wholly between half an hour before sunrise and half an hour after sunset 18.5, 18.5.7, and 18.5.9. do not apply.

Reason: The valid reasons for limiting the number of forward facing beams for rallies held at night are anomalous for those daytime events which are increasing in popularity. Removing the restriction address a number of conflicts with OE lighting installations encountered on cars not eligible for nocturnal road rallies for other reasons.

(U) Karting

Date of implementation: 01 January 2020

Lap Scoring and Timing

5.1. Manual lap scoring must be carried out at all meetings. Exceptionally where transponder timing takes place, a working stand-alone camera system under the direct control of the Chief Timekeeper for the purposes of lap scoring may be used.

Reason: Current regulations require a manual lap scorer to be present as back up to

the electronic system transponder timing system.

However, it can be difficult to find someone to fulfil this role. A camera back-up on a stand-alone system will also provide this function, this proposal allows the event to use a camera system in place of appointing a manual lap scorer.

A manual lap scorer will still be required where no transponder timing takes place.

Date of implementation: Immediate

7.8. When the starter is satisfied that the karts are approaching the start line in correct position and at an acceptable speed, the starting signal will be given by extinguishing the red light (or by raising the National flag should a light failure occur). If a further lap is required the red lights will remain on or the flag will not be raised.

Once the race start has been given drivers can break formation, but should this occur before the lights go out (i.e., drivers leave the corridors, or break formation, with the red lights on (7.5.1.)) then a 'false start' penalty will be applied (Q12.4.,Q12.5.).

U7.8.1. False/Jump Start, Standing Start. A false start occurs when a driver under Starter's orders gains an unfair advantage by either:
(a) being in an incorrect position on the grid, or
(b) moving forward from his prescribed position

U7.8.2. Breaking formation. When a driver, under Starter's orders, in the case of a rolling start, fails to maintain their corridor, or accelerates early or unevenly.

U7.8.3. The penalty for the driver concerned shall be the addition of 5 seconds (or 3 places where there is no licensed Timekeeper) to the time taken by him to complete the course. This will not incur penalty points.

Reason. Currently Section U cross references to Q. The above brings the regulation within U whilst reducing the penalty to 5 seconds or 3 places.

7.9.2. If 2 or more laps but less than 75% of race distance has been completed by the leader, the Clerk of the Course shall, at his discretion, decide to:

(a) Abandon the race. In which case the race (result) shall be declared as the order of finishing on the last full lap completed by all karts proceeding under their own power when the red flag was first displayed, followed in classification by non-running karts on a roll back of laps basis and order of stopping.

OR

(b) Consider the race suspended and run it as a two part race.

(i) In this case the Karts will be restarted in a single file, rolling start with no overtaking before the start line

(ii) After one or more laps under quarter flags (6.2.) the start will be signified by the waving of the green flag.

(iii) The starting order for the second part of the race shall be the order at the last full lap completed by all karts still proceeding under their own power, when the red flag was first displayed. Any time penalty will be recorded taken into account and added to the final original result to provide the grid for the restarted race.

(iv) Drivers “one or more lap(s) down” shall be put in their correct position i.e., behind the drivers on the same lap as the leader.

(v) The race distance shall be the number of laps required to make up the full race distance.

(vi) The finishing order of the second part, shall be the finishing order of the race (drivers “one or more lap(s) down” in the first part shall be deemed to have finished the race “one or more lap(s) down” unless they have un-lapped themselves), followed in classification by non-running karts on a roll back of laps basis and order of stopping.

(vii) If the Judge of Fact reports that the front fairing on one or more karts was no longer in the correct position when the race was suspended, in all situations a time penalty of ~~10~~ 5 seconds will be imposed automatically on the driver(s) concerned and added to the final result. This is not susceptible to appeal. Any front fairing which is subject to a Judge of Fact report must be reset on the grid before the race is re-started.

Reason: Clarification

Date of implementation: 01 January 2020

12.6. All transmission or communication of data, verbal or electronic, between a moving Kart and the Kart’s Entrant or team is only allowed in the following circumstances:

12.6.1. If Officially sanctioned cameras and other recording devices and transponders are fitted as required by the Organisers of a specific meeting.

12.6.2 Voice communication in endurance races where SRs specify the use of relevant equipment, which must be appropriately licensed

12.6.3. A single burst of timing data from the Kart as it passes the receiver.

12.6.4 Where the Competitor has a Motorsport UK-approved ~~transponder~~ **information** system that receives timing data and/or instructions or warnings, which is under the direct control of the Clerk of Course or Chief Timekeeper.

Reason:

There are several products now on the market that can be used to transmit data to the competitors under control of the race organisers.

Some of these systems are separate from the timing transponder therefore, previous reference to the transponder system is no longer suitable. Using the term "Information System" allows such systems to be used and provides for future products that may use a different method.

16.3. The chassis frame must be constructed from magnetic steel tubing **and be permanently marked with a unique number in an easily accessible position.**

16.5.1 Delete

16.5.21. The use of titanium or magnesium is prohibited.

Reason: *Deletion of outdated requirement to mark every chassis with year.*

Date of implementation: Immediate

17.5.5. Where the CIK-homologated detachable front fairing mounting kit (17.1.6) is mandatory, it must at all times be fitted and maintained in the correct position, in accordance with Drawing 17.5. It is not permitted to reposition, **nor attempt to reposition**, a front fairing except by stopping in the repairs area (where such a facility is provided) and this may not be done after passing the chequered flag and before release from Parc Fermé.

Reason: *Clarification*

21.1.2. ~~Any permitted appeal to the Stewards of the Meeting, from decisions in the final(s), will not be eligible for further appeal to the National Court.~~ **In respect of the final(s), the Stewards of the Meeting may hear a validly lodged appeal where permitted against sporting matters determined by the Clerk of the Course. However there is no right of appeal to the National Court against any sporting decision of the Stewards of the Meeting OR against any eligibility Decision.**

Reason: *Following a review by the Judicial Committee, clarity was requested in respect of eligibility matters, the proposed amendment addresses those concerns.*

