

RULE CHANGES

Decisions taken at the Motor Sports Council 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). 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:

1 January 2020 (trial for 2019)

2.1.11. For short circuit kart race meetings all judicial duties are defined in (U)21.

2.3.1. At short circuit kart races, where a licensed timekeeper is not present a time penalty cannot be applied, but a competitor may be moved back up to five places in the results in lieu of a time penalty. Where a licensed timekeeper is

present either a time penalty or place penalty may be imposed. **Any such penalty, in line with the karting mandatory penalties, is not eligible for appeal against either the decision for imposing the penalty or the penalty itself.**

2.3.2. At short circuit kart race meetings a competitor, who ~~after a hearing convened by the Clerk of the Course,~~ is deemed to have gained an unfair advantage or has disadvantaged another competitor by the manner of his driving will be penalised by a time penalty of **up to**

10 seconds, or a Position Penalty of up to 5 places, or 1 lap, in the results of that race or timed qualifying, and such penalty is not eligible for appeal against either the decision for imposing the penalty or the penalty itself. This penalty does not preclude further action under 1.1.5. if deemed necessary after the hearing.

2.3.4. At short circuit kart race meetings a competitor with the front fairing not affixed precisely in accordance with U17.5.5 when he arrives in Parc Ferme will be penalised with a ~~10~~ 5 second penalty (3 places if there is no licensed Timekeeper) in the results of that Race or, if during timed qualifying, deletion of their fastest lap time. This will be imposed automatically by the Clerk of the Course upon receipt of the statement received from the Judge of Fact and is not eligible for appeal against either the decision for imposing the penalty or the penalty itself. This penalty does not preclude further action under 1.1.5 if deemed necessary. The mechanical failure flag will not be shown to a driver whose front fairing is no longer in the correct position.

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 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. For short circuit kart race meetings neither the decision for imposing a penalty nor the penalty itself, are eligible for appeal (except as provided for in (U)21).

7.3. Effect of Giving Notice of Appeal.

7.3.1. The lodging of an Appeal against a decision of the Clerk of the Course, or the giving of Notice of Intention to Appeal against a decision of the Stewards of the Meeting, does not suspend any penalty that may have been applied or endorsed, during the Meeting out of which the decision has arisen. Thus no Competitor may continue to compete 'under appeal'.

Reason: *Utilising the CIK-FIA non-appealable penalties and practical implementation, as well as major FIA Championships. The proposal provides for Clubman status kart meetings to have the Clerk of the Course as the first judicial authority who would also be permitted to impose non-appealable penalties, in line with the karting mandatory penalties, also removing the right of appeal to the National Court. Also mirroring the FIA judicial process for National B and above status meetings, although retaining provision for Clubman events to seek authority also, with the Stewards of the Meeting acting as the first judicial authority.*

For any judicial matters to be concluded at the end of the meeting.

(D) Organisers

Date of implementation:
1 January 2019

4.5.4. Events in 4.5. (b) to ~~(4)~~ (U) may form part of a Regional Association Championship ~~provided that all Competitors participating or scoring in such a championship hold a Clubmans Competition Licence, or a Closed to Club Championship as defined in 7.1.3.~~

Reason: To simplify the requirements for competitor eligibility at Clubman status events of the type listed in D4.5. This further assists Closed to Club Championships and ensures that these are not disadvantaged by the experiment.

(G) Officials

Date of implementation:
1 January 2020 (trial for 2019)

2.1. Subject only to the exceptions in (U)21, the Stewards of the Meeting act as the second judicial body at any event, and are responsible for hearing and adjudicating upon any Appeal against a decision by the Clerk of the Course or other Official.

...

2.1.6. At all times the Stewards of the meeting should act through the Clerk of the Course.

2.4.13. Sign the Upgrade Cards of ~~short circuit~~ Kart competitors, ~~for meetings where the Clerk of the Course retains responsibility for judicial duties,~~ as may be required for upgrading a competition licence. The following conditions will need to be met before a signature may be given on Kart Upgrade. Cards:

- a) A competitor must perform satisfactorily, throughout the day, at competitive speeds, and must not receive any adverse reports regarding his driving. Competitors may not necessarily have completed the Final on the day
- b) Not more than one signature per meeting
- c) Kart Endurance events do not qualify for upgrading signatures
- d) Tyro Kart events do not qualify for upgrading signatures.

5.2.19. (3.1, H.13, Q.4.2). Sign competition licence Upgrade Cards (except in respect of ~~short circuit~~ Kart Races ~~where the Clerk of the Course retains responsibility for judicial duties, with the exception of Long Circuit Karting~~). As a guide, the following conditions will need to be met before a signature is given:

...

5.3. Subject only to the exceptions in (U)21., the Clerk of the Course acts as the sport's first judicial body. The Clerk, or his Deputy except in very serious cases, has the power to impose penalties in accordance with C.2.1.1 (excluding Suspension and Exclusion), and the following:

...

(K) Competitors: Safety

The following regulations were omitted from the 2019 Motorsport UK Yearbook in error. They were first announced in April 2018 with immediate effect.

Date of implementation: immediate

1.4.1. Specifications of the tubes used:

~~Minimum~~ Material

Cold Drawn Seamless Unalloyed Carbon Steel, containing a maximum of 0.3% of carbon.

1.6.2. Sports Racing Cars

The rollbar must conform to drawings K60(i) and K31. Forward facing stays are permitted for open Sports Racing Cars.

Minimum height 92cm measured along the line of the driver's spine from the bottom of the car seat.

~~Minimum~~ material

Cold drawn seamless Carbon Steel 350N/mm²

Minimum dimensions (mm)

~~48.3 dia. x 2.6mm (1.87in x 0.104in)~~
45 x 2.5 (1.75" x 0.095") or 50 x 2.0 (2.0" x 0.083").

1.6.3. Single Seater Racing Cars

The rollbar must be symmetrical about the lengthwise centre-line of the car and of minimum height 90cm measured vertically from the base of the cockpit or 92cm measured along the line of the driver's spine from the bottom of the car seat. There must be at least one brace rearwards from the top of the rollbar at an angle not exceeding 60° with the horizontal, this brace must be the same diameter as the rollbar, if two braces are fitted to the tube the diameter may be reduced to 26mm x **2.5mm (1" X 0.095")** ~~the wall thickness being maintained.~~ Where two braces are fitted, they may be rearward or forward facing.

The width inside the roll-over bar main tubes must be 38cm minimum measured 60cm above the base of the seat. It must incorporate a crossbrace to restrain the driver's head and give rearward support. The top hoop radius must not be less than 10cm measured at the centre line of the tube.

Minimum material

Cold drawn seamless Carbon steel
350N/mm2

Minimum dimensions (mm)

~~42.4 dia. x 2.6mm (1.62in x 0.104in)~~
Vehicles up to 470kg 38 x 2.5 (1.5" x 0.095") or 40 x 2.0 (1.6" x 0.083")

Vehicles 470kg and over 45 x 2.5 (1.75" x 0.095") or 50 x 2.0 (2.0" x 0.083").

(L) Permitted Tyres

Date of implementation:
1 January 2019

Tyres for ~~Special Stage~~ **all Rallies**

3. For Rallies, all tyres used on the Public Highway must comply with the relevant Motor Vehicle Construction and Use Regulations, in addition to ~~dimensions laid down in~~ requirements specified in R18.4. (Road Rallies), R19.7. (Historic Road Rallies), R20.1.14 (Endurance Road Rallies), R.48.5 (Stage Rallies) and R49.10 (Historic Stage Rallies), and the following regulations.

~~**3.1.** It is the Competitor's responsibility to ensure that only moulded tyres are used at all times. A moulded tyre is defined as one having a tread pattern with a width of 170mm (85mm each side of the tyre~~

~~centre line) and a circumference of 140mm. In this area, the surface taken up by grooves at least 5.5mm deep and 2mm wide must occupy at least 17% of the total. This tread pattern must be moulded.~~

~~**3.1.**~~ ~~**3.4.**~~ At all times during an event the tread depth must not be less than 1.6mm over at least three quarters of the tread pattern.

~~**3.1.1.**~~ Tyres marked 'For Racing Purposes Only' are prohibited on **all** Rallies

Tyres for Road Rallies.

~~**3.2.**~~ For all Road, Navigation, Targa Road and Historic Road Rallies tyres are free subject to the following;

- a) tyres on the current FIA List of Asphalt Eligible Tyres are permitted; including sizes not homologated.
- b) Tyres on List 1B(from 2020) and List 1C are not permitted other than the Avon CR28, the Avon CR6ZZ and the Pirelli P7 Corsa Classic, for pre 1/10/90 registered cars, and the Yokohama AO21R (manufactured before 01/11/14);
- c) Tyres marked for "competition use" are not permitted with the exception of tyres on List 6 and 3.2a).

~~**3.2.1.**~~ For Endurance Road Rallies only tyres on List 4 are permitted.

~~**3.2.**~~ The sum of the width of the grooves encountered by a circumferential line in the area

~~described above must be at least 4mm. The sum of the width of the grooves encountered by a radial line must be at least 16mm. The bridge blocks and sipes must be considered as part of the tread pattern if they are less than 2mm.~~

Tyres for Stage Rallies

~~3.3. 3.5. FIA homologated tyres are recommended for Stage Rallies. All tyres contained in Lists 1A, and 1B, and 6 are automatically authorised for all Rallies except Endurance Road Rallies (List 4).~~

FIA homologated tyres are recommended for asphalt stage rallies. All tyres contained in Lists 1A, 1B and 6 are authorised for use on all sealed surface stage rallies. Only tyres from List 6 are authorised for use on unsealed surface stages taking place on the national forest estate (FCS/FCE/NRW).

Additionally for Single Venue Stage Rallies, where no part of the itinerary traverses the Public Highway, tyres from List 1C are authorised.

Please bear in mind that road legal List 1A tyres and some specialist motor sport tyres may not have strengthened sidewalls more normally used in the construction of tyres in List 1B and Rally tyres homologated by the FIA. Tyres marked 'For Racing Purposes Only' are prohibited on Rallies.

~~3.3.1. 3.3.~~ With the exception of tyres specified in List 1A, 1B (1C SVSRs where permitted) and 6, hand cutting is permitted, but only for the purpose of introducing additional grooves no deeper than those moulded into a new tyre. Hand cutting in order to increase the depth of existing moulded grooves is prohibited for all tyres.

Reason: In 2017 Rallies Committee consulted on proposed changes to L3 and R18 to address some of the confusion resulting from changes to EU Regulations and the eligibility of certain tyres particularly with regard to Road Rallies in their various forms. Responses to that consultation initiated further review and after discussions with the Rally Tyre Working Group, comprising representatives from the manufacturers and their agents this proposal is prepared. One of the key changes is to permit the FIA's List Asphalt Eligible Tyres. Such tyres on the current FIA List are very different to the moulded slick type of patterns that were originally prohibited from Road Rallies and the tyres currently listed are of a more robust construction than many of the tyres listed in Lists 1B and 1C which are intended for track use. An early implementation date of 1st of January 2019 is sought to remove confusion for competitors and scrutineers as a clarification.

(R) Rallying

Date of implementation:

1 January 2019

~~R18.4.2 All moulded slick tyres are prohibited including those listed as FIA Approved Moulded Slick Tyres.~~

Reason: In 2017 Rallies Committee consulted on proposed changes to L3 and R18 to address some of the confusion resulting from changes to EU Regulations and the eligibility of certain tyres particularly with regard to Road Rallies in their various forms. Responses to that consultation initiated further review and after discussions with the Rally Tyre Working Group, comprising representatives from the manufacturers and their agents this proposal is prepared. One of the key changes is to permit the FIA's List Asphalt Eligible Tyres. Such tyres on the current FIA List are very different to the moulded slick type of patterns that were originally prohibited from Road Rallies and the tyres currently listed are of a more robust construction than many of the tyres listed in Lists 1B and 1C which are intended for track use. An early implementation date of 1st of January 2019 is sought to remove confusion for competitors and scrutineers as a clarification.

38.1.7. Competitors may only refuel in areas, not being road sections, specifically designated by the organisers or by using commercially

available pump fuel dispensed directly from pumps at filling stations on the rally route. **No one must be within the vehicle e.g. driver, navigator, service crew, and the engine must be stopped throughout any refuelling operation.**

Chart 32.2 – Penalties SUMMARY OF PENALTIES TO BE APPLIED ON TARGET TIMED EVENTS

- (t) **Breach of 38.1.7.**
Disqualification & reported to Motorsport UK

Chart 32.13 – Penalties SUMMARY OF PENALTIES TO BE APPLIED ON SCHEDULE TIMED EVENTS

- (u) **Breach of 38.1.7.**
Disqualification & reported to Motorsport UK

Reason: Safety. A review of refuelling procedures highlights the benefits from the car being unoccupied during refuelling operations in the event of a fire. This reinforces the existing provisions in SRSRs Annex P, B.2.

46.4. Category 3. Aluminium or Steel monocoque 2-wheel drive normally aspirated petrol or forced induction diesel production cars of a model first made on or after 1st January 1991.

46.4.1. All external panels including bumpers must be of the original shape and material. Side and rear windows may be replaced by plastic which must be mounted in the original mountings.

R 48.1 applies except for R48.1.2, 48.1.3, 48.1.4, 48.1.5, 48.1.7.

46.4.2. Carpets, headlining, soundproofing and rear seat may be removed, front seats to R48.10.6. All other interior trim may be removed except for the door cards/trim which must be retained and fitted in the original location. Steering wheel may be changed. All other controls, switches and dash must be retained and fitted in the original location.

46.4.3. Engine must comply with R48.2.9 and the following;

- a) Original induction system including air filters with a restrictor fitted upstream of the throttle body in compliance with FIA App J Article 256, every car will have a specified restrictor diameter which may be altered at any time.
- b) Only the parts controlling the quantity of fuel delivered may be changed.
- c) Standard exhaust manifold and systems must be retained, standard stroke, maximum over bore + 0.60 mm.
- d) Camshaft, valves and pistons are free.

46.4.4. Original transmission must be retained, using any optional or homologated ratios. Free differentials may be replaced by mechanical limited slip differentials. Unless fitted as standard, active differentials are not permitted.

46.4.5. Suspension must comply with R48.4.1 to R48.4.10 inclusive except that parts and systems forbidden in R48.4.9 and R48.4.10 are permitted when fitted as original or optional equipment by the manufacturer

46.4.6. Wheels and tyres must comply with R48.5.1 to R48.5.14 inclusive except for the following;

Wheels must be the original width, R48.5.5. does not apply, wheel diameter is free.

46.4.7. Brakes must be of original specification and comply with the following;

Friction material free,
Backplates may be removed or deformed,
ABS may be disconnected,

A hydraulic hand brake is permitted.

46.4.8. Minimum vehicle weight will be as per the manufacturer's data for that model.

46.4.9. Under shields, sump and tank guards, strut braces may be fitted.

46.4.10. The following apply as written;

Fuel Systems with R48.7
Electrical systems with R48.8.
Safety items with R48.10

46.4.11. The vehicle may not be used in competition until the Vehicle Passport has been validated by Motorsport UK and returned to the vehicle owner.

Reason: A national format for GT cars in stage rallying has been discussed for some time. The attached regulations have been from a Working Group comprising members of the Rallies, Technical and Historic Committee. Since these regulations permit vehicles currently not eligible early implementation is sought.

(U) Karting

**Date of implementation:
1 January 2020 (trial for 2019)**

Clerk of the Course

4.2. The duties of the Clerk of the Course, who must hold a licence valid for the grade of the meeting, are specified in **21 and G.5.**

4.2.1. A Clerk of the Course will normally have only one Deputy at any meeting.

4.2.2. Details of the upgrading procedure for Kart Clerks of the Course are given in Section G.23.

4.2.3. The Clerk of the Course will also be responsible for observing all Competitors at any events where the Stewards of the Meeting are responsible for all judicial duties, and, if satisfied with their competence, signing their licences.

Stewards

4.10. The organising club is responsible for the appointment of two Event Stewards, whose duties are detailed in **21 and G.2.**

4.10.1. Motorsport UK will also appoint a Steward (whose duties are also detailed in G.2 **and 21**) who will also be responsible for observing all Competitors (including novices), **where the Clerk of the Course is responsible for all judicial duties,** and, if satisfied with their competence, signing their licences.

4.10.2. Attention is drawn to G.1.

Reason: Utilising the CIK-FIA non-appealable penalties and practical implementation, as well as major FIA Championships. The proposal provides for Clubman status kart meetings to have the Clerk of the Course as the first judicial authority who would also be permitted to impose non-appealable penalties, in line with the karting mandatory

penalties, also removing the right of appeal to the National Court. Also mirroring the FIA judicial process for National B and above status meetings, although retaining provision for Clubman events to seek authority also, with the Stewards of the Meeting acting as the first judicial authority. For any judicial matters to be concluded at the end of the meeting.

**Date of implementation:
1 January 2020**

15. The Category age and weight breaks are given below. Regulations within the Kart Race Yearbook may apply further limitations.

Cadet Category

15.1. Category for 8-~~13~~-12 year-olds.

15.1.1. A Competitor may continue in the Category until 31st December in the year of their ~~13th~~-12th birthday.

15.1.2. Having moved into the Motorsport UK Mini or Junior Category, a Competitor may not revert to Cadet.

~~15.1.3.~~ Deleted.

Mini Category

15.2. Category for 11-14 year-olds.

15.2.1. A Competitor may enter the Mini Category from their 11th birthday and continue until the 31st December of the year of their 14th birthday.

15.2.2. The minimum driver weight and height and the class weight will be defined in the Class Regulations. All will be within the parameters of the current Class Homologation or Re-Homologation Regulations.

15.2.3. Having moved into the Motorsport UK Senior Category, a Competitor may not revert to Motorsport UK Mini or Junior.

Junior Category

15.23. Category for ~~11~~-13 to 16 year-olds.

15.23.1. A Competitor may enter the Junior Category from the year of their ~~12th~~-13th birthday and continue until 31st December in the year of their 16th birthday. ~~Any Competitor may enter the Junior TKM class from their 11th birthday, subject to Class Regulations.~~

15.23.2. They may not however compete in Gearbox Karts until their 13th birthday (subject to individual Class regulations).

15.23.3. ~~Once a Junior transfers to the MSA Senior Category, they may not revert to Juniors.~~ Having moved into the Motorsport UK Senior Category, a

Competitor may not revert to Motorsport UK Junior.

15.3.4. It may be possible for a Class to span both Mini and Junior Categories, provided that the height and weight requirements of 15.2.2. are met and that the performance remains within the parameters of the Mini Category.

~~15.2.4.3.5.~~ A minimum driver weight is required in the Junior Category. This weight will be defined in Class Regulations ~~by applying a kart to driver weight ratio as follows:~~ and will be within the parameters of the current Class Homologation or Re- Homologation Regulations.

15.2.4.1. Delete.

15.2.4.2. Delete.

Reason: Introduction of a new Mini category, which will cater for existing 'mini' classes with small changes to decrease weight, simplify equipment and lower age range Chassis is eligible in Junior or Senior classes, so not necessary to purchase new equipment. Minimum driver weight will be 37kg, following study of data from classes covering same age range. Minimum height will be 135cm and the class weight will be at most 127kg. All will be defined in Homologation Regulations, so available to current and prospective class operators at the time of application. Engines will be limited

through Homologation Regulations to being restricted versions of homologated Junior engines. Performance equivalent to current TKM class. 15.3.4. allows a single class to cater for both Mini and Junior age groups, with the restrictions of the Mini Category remaining (not Junior). For example, this allows TKM Junior to continue as it currently does, with it already being acknowledged as meeting the safety requirements for 11-year olds and it meeting Mini requirements. The parameter for Junior minimum driver weight (15.3.5.) will remain as the established 2.6:1 ratio, but this will now be defined in Homologation Regulations as it is relevant only to class operators at the time of developing the Class Regulations.

Date of implementation:
1 January 2020 (trial for 2019)

21. Judicial

21.1. Clubman Short Circuit Kart events: The Clerk of the Course is responsible for all judicial duties, with the exception of meetings as specifically authorised by Motorsport UK for the Stewards of the Meeting to have judicial responsibility

21.1.1. Neither the decision for imposing any penalty nor the penalty itself, during any timed qualifying or heats, is eligible for appeal.

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.

21.2. For National 'B' and above status short circuit Kart events: The Stewards of the Meeting are responsible for all judicial duties as well as at any Clubman meeting where specific authority has been given by Motorsport UK.

21.2.1. Neither the decision for imposing any penalty nor the penalty itself is eligible for appeal.

21.2.2. Any penalty resulting from a Judge of Fact statement may be imposed directly by the Clerk of the Course.

Reason: Utilising the CIK-FIA non-appealable penalties and practical implementation, as well as major FIA Championships. The proposal provides for Clubman status kart meetings to have the Clerk of the Course as the first judicial authority who would also be permitted to impose non-appealable penalties, in line with the karting mandatory penalties, also removing the right of appeal to the National Court. Also mirroring the FIA judicial process for National B and above status meetings, although retaining provision for Clubman events to seek authority also, with the Stewards of the Meeting acting as the first judicial authority. For any judicial matters to be concluded at the end of the meeting.

Appendix 4 – Judicial Notes for Guidance

Date of implementation:
1 January 2020 (trial for 2019)

Clerk of the Course

2. With the exception of short circuit kart race meetings (U)21, the Clerk of the Course is the first judicial authority in any competition and deals with any protests from Competitors or adverse reports from Observers, Scrutineers or Technical Commissioners, Judges of Fact, etc. Whenever possible Competitors should be given the opportunity to explain their side of the matter, and after considering all relevant reports, the Clerk of the Course will make a decision.

...

Stewards of the Meeting

3. With the exception of short circuit kart race meetings (U21) the Stewards of the Meeting are the second judicial body at any competition. They will hear any Appeals arising out of a decision of the Clerk of the Course or of any other Official of the meeting. The Stewards decision will normally be final, and can only be appealed to the National Court. in accordance with C.7.1.