

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.

(H) Competitors: Licences

Date of implementation:

1 January 2020

H12.1.9. Postal applicants for an RS Clubmans Licence who answer yes to either of the following questions;

- Do you have any serious medical condition that affects your ability to drive and control a car?
- Are you epileptic or do you suffer from any fits, fainting spells or blackouts or take any medication to control this?

may be issued with a Competition Licence endorsed Non-Driver to allow participation as a passenger or navigator.

H12.1.10. For events other than those Cross Country events included within P25.1. passengers applying for an RS Clubmans Licence on the day who answer yes to either of the following;

- Do you have any serious medical condition that affects your ability to drive and control a car?
- Are you epileptic or do you suffer from any fits, fainting spells or blackouts or take any medication to control this?

may participate on the day, subject to 12.1.8. as a passenger or navigator and may be issued with their competition licenced endorsed Non-Driver.

Reason: The RS Clubmans Licence may be completed on the day and application made at signing on. With the simplified Medical questions there remains the issue of the competitor who might not be able to drive in competition without specific assessment but who is perfectly able to passenger that same day. This provision also removes a barrier to participation for those who only seek to passenger on the day. The event types included with P25.1. are those for which a crash helmet is required, and for which specific assessment is required.

H16.1.1. A competitor who **has ever** held ~~an~~ a Speed International, Speed National, or Speed National 'A' Speed or Speed National 'A' (Open) licence ~~before~~ 31.12.02 may renew it for **the equivalent or** a lower grade of licence ~~of an RS National~~ in 2020.

Reason: In the ongoing correspondence regarding the new licence and fee structure an error in the licencing regulations that has technically existed since 2003 has been identified. This amendment addresses the renewal entitlement for competitors renewing post 2002.

Kart Inter-club to Kart National

H19.2.2. A Competitor who is qualified to hold a Kart Interclub licence may upgrade it to a Kart National licence either at renewal or during the year as follows:

Obtain the Motorsport UK Steward's signature on the Upgrade Card at six Clubman (**prior to 31.12.2019**) or Interclub Kart Races. ~~Three~~ **One** of these signatures may have been obtained at NatSKA or Kart Tyro meetings held under a Motorsport UK Permit. Completion of the ARKS Course (8.3) will constitute one of the six signatures. Signatures must have been obtained at a minimum of three different venues. For competitors in Long Circuit events only two different venues are required so long as the application is supported by a Long Circuit Karting organising Club. For upgrades containing both Short and Long Circuit signatures the minimum of three different venues is required. A competitor may only obtain one signature per meeting.

Kart National to Kart International 'C' Junior, Restricted or Senior

H19.2.4. A competitor **who is qualified to hold** ~~must be eligible for~~ a National licence **may upgrade it to** ~~in order to apply for~~ an International 'C' licence **either at renewal or during the year as follows:**

Obtain the Clerk of the Course or Motorsport UK Steward's signature (G2.4.13 and 5.2.19 applies) on the Upgrade Card at six Interclub or 3 national Kart Races. An International 'C' Junior licence can be issued to drivers between their 12th birthday (reaching their 12th birthday during the calendar year) and under 14 years of age when the Licence is issued. An International 'C' Restricted can be issued to drivers between their 14th birthday (reaching their 14th birthday during the calendar year) and under 15 years of age when the Licence issued. An International 'C' Senior licence can be issued to drivers reaching their 15th birthday during the calendar year. Application must be made in accordance with the Regulations published in the 2020 CIK Annuaire. Kart National or Kart International 'C' to International 'B'.

(U) Karting

Date of implementation:

1 January 2020

U14.1.2. A competitor will be considered as a 'Novice' and must use Novice number plates (17.27.4), for Long Circuits Q.11.3. applies, until he has obtained six kart race signatures from Motorsport UK Stewards. (Completion of the ARKS Course (H.8.3) will constitute one of the six signatures.) ~~Three~~ **One** of these signatures may have been obtained at **a NatSKA meeting meeting** held under a Motorsport UK Permit. Thereafter he can continue to compete on an Interclub Licence, or can upgrade to a National Licence in accordance with H.19.2 but he will no longer be considered a novice.

Reason: In the ongoing correspondence regarding the new licence and fee structure an error in the licencing regulations that has technically existed since 2003 has been identified. This amendment addresses the renewal entitlement for competitors renewing post 2002.

(P) Cross Country Events

**Date of implementation:
1 January 2020**

P24.2.1. For any Cross Country event where Crash Helmets are required and irrespective of licence grade, drivers, navigators and passengers who have any notifiable condition included within H10.1.9. may not apply for their competition licence on the day and should allow a calendar month for their application to be assessed and processed.

Reason : With the straight forward approach to the medical questions for the RS Clubmans Licence, which may be applied for on the day, after discussions including the Chair of Medical Committee, in order to remove barriers for competitors with some medical conditions that would previously not have been identified under eligibility by a Club Membership Card, a distinction is drawn where the nature of the competition requires the competitors to wear a Crash Helmet.

(R) Rallying

**Date of implementation:
1 January 2020**

R5.2.1. Both Driver and Co-Driver or Navigator must hold and produce a valid Competition Licence for those rallies specified in the 2020 Chart of Minimum Acceptable Licences as requiring a

Competition Licence. **Exceptionally and for Clubmans Historic Road Rallies only, competitors who are not eligible to apply for a UK Competition Licence may obtain an Historic Regularity Competitors Permit which use and validity is limited solely to that rally.**

Reason : Representation has been made from two of the organisations specialising in long distance historic regularity events where hitherto competitors from overseas have been able to compete in the UK simply by becoming an eligible member of the event's organising club. Many of these competitors do not hold competition licences issued by their parent ASN, and may elsewhere compete in similar events held under a FIVA permission. The International Sporting Code prohibits Motorsport UK from issuing a competition licence to a foreign national without first obtaining permission from the ASN of their Passport issuing country. There is a precedent in the regulations of the FIA's own Historic Regularity Trophy being the issue of a day driving permit by the event organisers;

Drivers must either hold any kind of Drivers' International Licence valid for the current year and the Competition; or obtain a «Regularity Rally Driving Permit» from the Organiser. These «Regularity Rally Driving Permits» are issued during the administrative checking of the Competition, upon payment of a fee

as specified under Article 6 (Entry Fees); their use and validity are limited to that sole Competition.

(L) Permitted Tyres

**Date of implementation:
1 January 2020**

List 3 - Tyres for Sporting Car Trials

8. It is prohibited to re-groove tyres in this list.

MAXXIS

- MA-510N

- ME-3
- NANKANG**

- CX668

- NA-1
- TOYO
- 330

VREDESTEIN

- T-Trac 2

***Reason :** Sporting trials are restricted both by regulation and design to the use of 165x15 on their driving wheels. To further level the competitive playing field the amount of grip is tightly controlled by limiting the tyres permitted to those essentially of a summer pattern. 165x15 is now regarded as a classic tyre size and manufacturer's produce patterns in restricted batches and there are increasing issues with supply and availability.*

This has become acute ahead of the new season since the Tyre Panel met in September where the list would otherwise have been amended. The Maxxis and Nankang tyres replace the respective existing patterns on the list, whilst the Toyo returns have been unavailable since 2017 when the last batch was available. These additions will allow the sport to proceed successfully for 2020.

Common Regulations for Competitors: Permitted Tyres (L)