

## Regulation changes Ratified by Board on 2 June 2021

### Section C – Judicial

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**C2.3.** Time or **Place** Penalty (G.5.3). Time penalty means a penalty expressed in minutes and/or seconds.

The Clerk of the Course, or the Stewards of the Meeting, may impose a penalty for any competitor considered to have obtained an unfair advantage (whether inadvertently or not):

(a) A **time penalty** of up to one minute **or a place penalty of up to 10 places**.

(b) In an Endurance Race (Q.9.1) **or a race including a mandatory pit stop**, a time, **place** or lap penalty may be imposed. The penalty may be increased ~~to~~ **by** one minute for each **scheduled** racing hour, (for example a 2 hour race may impose a penalty of up to two minutes). The penalty may be imposed after the race has finished.

**Date of Implementation: Immediate**

**Reason:** Simplification and clarity.

**C.2.3.2.1.** Where the Clerk of the Course has the ability to validate incidents during the race, via circuit cameras with a nominated Judge of Fact, an in race 5 second time penalty may be applied. This should usually follow the display of a warning flag and will not be subject to protest or appeal.

**Date of Implementation: Immediate**

**Reason:** Clarification. A provision included within the CIK Trial which is not clear within the Karting Judicial regulations and the proposal includes the requirement for circuit camera validation.

### Section F – Common Regulations for Emergency and Medical Services

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**F1.1.** All emergency vehicles are licensed based on their suitability for the particular tasks required of them and the equipment carried being as detailed in the appropriate section of the tables on pages 101 to 103. All units and equipment are at all times to be of appropriate specification and kept serviceable, clean, tidy and in a hygienic condition. Where appropriate **and as required by the manufacturer**, test certificates and consumables are to be 'in date'.

**When required, tests must be undertaken either by the manufacturer or a manufacturer approved agent.** Good quality copies of current certificates **must be** carried on board the vehicle.

**Date of implementation: 1 January 2022**

**Reason:** To ensure where required by the manufacturer all equipment undergoes servicing by either the manufacturer or approved agent.

### Section G – Common Regulations for Officials

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**G5.3.7.** Impose a time, **place or lap** penalty **in accordance with C.2.3.** This regulation does not preclude such a Competitor being reported to the Stewards for alternative penalties.

**Date of Implementation: Immediate**

**Reason:** Simplification and clarity.



## Section J – Common Regulations for Competitors (Vehicles)

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**J5.20.8.** Except for racing cars, be fitted with a windscreen. If plastic windscreen, side screens or rear windows are fitted the thickness must not be less than **nominal 4mm (minimum 3.8mm)**. Except for vehicle models originally in production prior to **1<sup>st</sup> January 1990**, for new build vehicles from **2022** they must be Polycarbonate with a nominal thickness of **6mm (minimum 5.8mm)** for the windscreen.

**Date of Implementation:** **1<sup>st</sup> January 2022**

**Reason:** to provide a suitable minimum material specification for where glass windows are permitted to be replaced with plastic. The revision makes allowance for older vehicles which would not be able to accommodate a 6mm windscreen.

## Section K – Common Regulations for Competitors (Safety)

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Drawing No. 64



Note: See Regulation P57.1.4

## Section N – Specific Regulations for Autocross & Rallycross

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**N6.13.2.** MSA/Motorsport UK or FIA Competition Car Log Books/Vehicle Passports are required at all Rallycross events. Any MSA/Motorsport UK Competition Car Log Book issued prior to 31st December 2016 will become invalid on 1st January ~~2021~~ **2022**. All vehicles will need to obtain a new Vehicle Passport valid for the ~~2021~~ **2022** season.

**Date of Implementation:** **Immediate**

**Reason:** With the impact of COVID it is necessary to delay the need for updated vehicle documents to allow time for the vehicle inspections to properly take place.

**N7.1.23.3.** Deleted

**Date of Implementation:** **Immediate**

**Reason:** Clarification - N7.1.1. incorporates the provision of N6.13.6 and therefore 7.1.23.3. is not necessary.

## Section P – Specific Regulations for Cross Country Events

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**P57.1.4.** A Vehicle Passport is required for any existing vehicle fitted with diagonal members forming a high cross as shown in Drawing K64. Vehicle Passports for these vehicles must be obtained by 1<sup>st</sup> January 2022, after which no further vehicles with such a design will be approved.

Note – For Drawing K64, see Section K – Common Regulations for Competitors (Safety)



**Date of Implementation: 1 January 2022**

**Reason:** The installation of diagonal members in the form of a “high cross” is not permitted in the existing regulations. This regulation provides retrospective approval following two assessments by separate and independent engineers. The issue was identified with a small number of imported vehicles from France and further investigation identified a small number of UK built vehicles, some of which have been competing for a couple of decades without this being identified. Whilst the assessments calculated that the “high cross” installation passed the minimum thresholds this design is marginally less effective which is why there is no provision made for future approvals.

Competitors who need to arrange for a vehicle inspection and Vehicle Passport should contact Joe Hickerton in the Technical Department who will assist.  
[Joe.Hickerton@motorsportuk.org](mailto:Joe.Hickerton@motorsportuk.org)

This regulation concerns safety and affects a small number of vehicles. The time scale proposed is realistic to deliver the solution.

**P57.1.5. Sport UTVs (60.6.) must be fitted with a Homologated ROPS.**

**Date of Implementation: 1 January 2022**

**Reason:** Sport UTVs present a number of different challenges to the installation of a competition specification ROPS, not only in the design of the members but particularly with the attachment points of the ROPS to the vehicle’s chassis or frame. Requiring homologated ROPS will simplify the solutions for the competitors and the scrutineers. The following ROPS are currently homologated:

**National ROPS:**

- Custom Cages – Yamaha YXZ1000R (0080)
- Protection & Performance – Can-Am Maverick X3 (0116)
- Protection & Performance – Can-Am Maverick X3-high (0156)
- Gregg Motorsport – Polaris RZR (0163)
- Guy Smith – Can-Am Maverick XRS (0169)

**FIA ROPS:**

- JP Cages – Polaris RZR (2551)
- Deeside 4x4 – Yamaha YXZ1000R (2500)
- Thorney Motorsport – Yamaha YXZ1000R (2466)

## Section Q – Circuit Racing

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**Q4.9.1.8.** Helmets must be worn, but they must not impede communications between the observer and the driver or race control, (**wearers of full-face helmets should use in-ear ear pieces**).

**Date of Implementation: Immediate**

**Reason:** To ensure clear communication.

**Radios**

**Q11.3.**

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(b) No signal of any kind may pass between a moving car and anyone connected with the car’s Entrant, Team or Driver save for the following:

- (i) Legible messages on a Pit Board



- (ii) Body movement by the Driver
- (iii) Verbal communication between a Driver and his Team by means of radio using an approved frequency **subject to 11.3.(a)**

Date of Implementation: **Immediate**

**Reason:** Reinstatement of deleted text.

## Section R – Specific Regulations for Rallying

**R25.3.2.** The crew must also wear flame resistant overalls homologated to FIA 8856-2000, FIA 8856-2018 or FIA 1986 Standard, and balaclavas to FIA 8856-2000 or FIA 8856-2018 Standard. Competitors are also strongly advised to wear Flame Resistant gloves, socks, and underwear. Plastic shoes (such as trainers) should be avoided. Attention is drawn to (K.9.1.5 to K.9.3).

**Date of Implementation: 1 January 2022**

**Reason:** To mandate the wearing of fire resistant balaclavas for competitors in all Stage Rallies. The majority of balaclavas available are to at least FIA 8856-2000 with only the basic single layer entry level models not being compliant. Repeating the existing recommendation in respect of gloves, socks, underwear and plastic shoes increases competitor awareness.

### Appendix 1

#### Chart 13 - SUMMARY OF PENALTIES TO BE APPLIED ON SCHEDULED TIMED EVENTS

- Performance will be assessed in one of the methods listed, either by time penalty or by the 'fails' system. The SRs must specify which system is to be used.
- \*These penalties may be increased by the SRs; they may not be reduced.
- \*\*The penalty may be increased if stated in the SRs.
- The items in *italics* may not be varied by the rally organisers.

*(j) Arrival after due time at an intermediate control or finish control of a Regularity Section. <b>Exceptionally at a single intermediate or finish control of a Regularity Section held between 07.00 and 22.00hrs this penalty may be reduced.</b>	Actual time late
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**Date of Implementation: 1 January 2022**

**Reason:** Crews competing on Regularity Sections during daytime from time to time are delayed by other happenings on the highway (horses, sheep, agricultural traffic etc) and may feel the pressure of competition encourages an inappropriate attempt to make up lost time. This proposal allows the organiser to reduce late penalties for the subsequent Intermediate or finish control nominated by the competitor.

## Section S – Specific Regulations for Sprints, Hill Climbs and Drag Racing

**S7.1.9.** Junior Sprint and Junior Hill Climb Competitors aged 14 to 16 may compete, **at Interclub status**, in a Standard Car of no more than 1400cc and in compliance with 11. until the end of the year of their 16th birthday



**S11.1.3.** Organisers may provide an Intro-Class which will allow new drivers to experience competitive motor sport on an event by event basis , with the exception of Juniors (7.1.9).

- a) The RS Clubman licence is acceptable
- b) The Class will run separate to any other session
- c) The vehicle must run on List 1A tyres

**Date of Implementation:** Immediate

**Reason:** Clarification.

## Section U – Specific Regulations for Karting

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**U4.1.2.1.** Any Official trackside must wear enhanced visibility clothing whilst High Visibility is strongly recommended.

**Date of Implementation:** Immediate

**Reason:** Safety. To mandate the need for trackside officials clothing to be clearly visible.

**U7.8.4.** In the case of a standing start, on display of the Green flag, karts will proceed round the course to the designated start line where a red flag will be shown, and they will stop on their allotted grid markings. No start lights will be illuminated.

- i. Should a kart fall to the back of the field for any reason on the rolling lap and not be in formation at the display of the yellow flags at the corners prior to the start that kart must immediately fall back to and start from the rear of the grid.
- ii. When the starter is satisfied that the karts are in their correct position, he will withdraw the red flag and point to the start lights which will then be illuminated with the red lights (this maybe in a sequence of red lights until they all remain on)
- iii. Within a period of 5 seconds the red lights will be extinguished to indicate a race start.
- iv. Any movement prior to the red lights being extinguished will be judged as a false start and will be penalised with a minimum of 5 second penalty (or 3 places where there is no licensed Timekeeper).
- v. If the starter is not satisfied, or a driver is unable to take the start he will indicate a false start which means an extra formation lap must be covered.
  - a. If a Driver is unable to start, he must remain in his kart and notify his situation by raising his arm.
  - b. In this case an additional formation lap may be granted; any drivers who have been unable to start will be allowed to get out of their karts and restart by their own means and once the whole field has passed them.
  - c. They will not be authorised to regain their original position in the formation and will take the start from the rear of the grid in order of arrival. No other driver will be allowed to occupy the place(s) which have remained vacant.

Note current Regulation U7.8.4 renumbered to U7.8.5

**Date of Implementation:** 1 January 2022

**Reason:** To regulate for standing starts.

**U16.3.3** Any form of chassis frame control which includes pivots, dampers or similar devices is prohibited. The addition of bolt-in torsion and/or stiffness bars is specifically permitted subject to Class Regulations.

**Date of Implementation:** Immediate

**Reason:** Clarification – the use of torsion bars in most classes is common-place, yet existing Yearbook regulations could be read to exclude their use.



## Section W – Common Regulations for Championships

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### **1<sup>st</sup> 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 **1<sup>st</sup> 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.

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.

**W1.3.8. Deleted.**

### **1st February**

**W1.3.9.** **Date by which formal application and final details for a racing Championship previously notified must be submitted.** A surcharge of 50% will be incurred (minimum of £100, or £50 for Club Championships). No applications will be accepted after this date and outstanding applications will lapse.

**Date of Implementation: Immediate**

**Reason:** Change of deadlines for submission of Intents which allows for consideration of Intents to be considered based on the most up to date statistics. In addition the removal of the December deadline which is only a request rather than a deadline.