

Regulation changes Ratified by Board on 22 September 2021

Section B – Nomenclature & Definitions

Methanol. Methyl Alcohol CH₃OH. This is a clear colourless liquid, miscible with water acetone and other ketones, the esters, aromatic and highly unsaturated hydrocarbons, and castor oil. It is not miscible in all proportions with straight-run petroleum spirit or mineral oil. B.P. 64.7°C, Specific Gravity 0.796, Flash Point 32°F. For Speed Events, British Standard 506 with an allowance of up to 10% Acetone, is permitted. **It must include a Motorsport UK approved additive which provides a distinguishable colour and smell when burning. The maximum permitted volume of additive within the fuel is 0.2%.**

Date of Implementation: 1st January 2022

Reason: for safety reasons, to require methanol to have an additive that makes it burn with a visible flame.

Note: The above definition refers to new Regulation J5.13.6.1 detailed in this document

Pump Fuel

(a) Petrol: Commercially available Motor Gasoline (see Appendix 1: Tables):

BS EN 228 (unleaded and super-unleaded).

Petrol is a product refined from crude oil that contains a large number of identifiable compounds that can typically be 250 in number. These compounds can be identified and compared to the available petrol from major oil companies and suppliers.

Unless otherwise stated or the distinction is made between leaded and unleaded petrol, the motor gasoline fuel shall meet the following: Acceptance levels for Octane Numbers will be accepted or rejected according to the Standard ASTM D.3244. Only additives to this Motor Gasoline Fuel solely for the purpose of lead replacement are allowed.

LRG (unleaded), Lead replacement gasoline (LRG also known as LRP): Only additives to unleaded motor gasoline, solely for the purpose of lead replacement, from Sodium, Phosphorous or Manganese are allowed, subject to application according to manufacturer's instructions and to the treated fuel complying with Appendix 1. Lead in excess of EU Directive 98/70 EC requirements is illegal. This also applies to 'Free Fuel'.

The addition of a lubricant on current sale is permitted in fuels for use in 2-stroke engines.

For rotary engines, a 2-stroke oil with a minimum viscosity of 5 cSt at 100°C, may be added at a maximum concentration of 0.30% (mixing ratio of 300:1).

Date of Implementation: Immediate

Reason: To allow the addition of lubricating oil to pump fuel for 2-stroke and rotary engines, as is common practice.

Rally. A Competition that may utilise the Public Highway and where there is an imposed average speed for Competitors, but which does not meet the requirements of a Classic Reliability Trial, Navigational Scatter event, Treasure Hunt or Road Safety Rally. The greatest speed must never form



a factor for the classification. All motoring events utilising the Public Highway in England, Scotland or Wales are subject to Motor Vehicles (Competitions and Trials) Regulations. A Rally will comply with at least one of the following categories and must meet the organisational requirements laid down by Motorsport UK. The Regulations must clearly indicate the category of Rally that is being organised.

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(n) *Targa Road Rally*. A schedule timed rally where the principal competition comprises the competitor's performance on Special Tests.

Endurance Road Rally.

R7.1.10. A Road Rally where a substantial proportion of the Competition takes place on the highway, timed to the minute, and which shall also include Special Tests on private property which may be timed to the second.

Date of Implementation: 1 January 2022

Reason: Administrative amendments to ensure uniformity across Sections B and R in respect of types of rally definitions.

Section C - Judicial

G.2.3.4. Stewards can act from the moment that documentation or Scrutineering commences until the deadline for any appeals has expired or any Right of Review procedure has been completed by them.

Date of Implementation: 1 January 2022

Reason: Consequential amendments to extend the period of duties of the relevant officials to allow for new Right of Review provisions detailed below.

Right of Review

C.14.1.1. A party has the right to request the review of a decision if, in Competitions forming part of a Motorsport UK Permitted Championship, cup, trophy, challenge or series, a significant and relevant new element is discovered which was unavailable to the parties seeking the review at the time of the decision concerned. The Clerk of the Course or the Stewards who have given a ruling or, failing this, a person or body designated by Motorsport UK for the purpose ("the Review Body") may decide to re-examine their decision following a written request for review by:

- i. Any one of the parties concerned being a party that is directly affected by the decision handed down, or
- ii. the Regulatory Counsel of and on behalf of Motorsport UK.

The Clerk of the Course or the Stewards also have the right, of their own volition, to instigate such a review if they themselves discover a significant and relevant new element which was unavailable to them at the time of the decision concerned.

The Review Body must meet (in person or by other means) on a date determined in its discretion, summoning the party or parties concerned to hear any relevant explanations and in the Review Body's judicial discretion to consider any evidence not previously available and so to judge on the matter in the light of the facts and elements brought before them.

C.14.1.2. The party or parties concerned may waive their right to a hearing in writing but shall be permitted to make written representations but a party is not entitled to be represented at any hearing other than those conducted by the National Court or the International Court of Appeal.

C.14.2. Pending determination by the Review Body a review has no suspensive effect on the execution of the original decision of the Clerk of the Course or the Stewards when they have given a ruling.



C.14.3. The Review Body shall have the sole discretion to determine if a significant and relevant new element exists and, if so, to determine if the original decision including any penalty shall stand or be set aside or varied.

C.14.3.1. The decision of the Review Body as to whether or not such an element exists is not subject to appeal before any further judicial body.

C.14.3.2. If the Review Body determines that a significant and relevant new element does exist and therefore progresses to a re-examination of their original decision, the subsequent decision of the Review Body as to whether the original decision shall stand or be set aside or varied may be appealed.

C.14.4. The period during which a request for review may be brought expires fourteen calendar days after the end of the Competition concerned.

C.14.4.1. Furthermore, within the framework of a Motorsport UK Permitted Championship, cup, trophy, challenge or series, a request for review may not, in any event, be brought less than four calendar days prior to the date of the relevant prize-giving ceremony following the end of the Competition concerned.

C.14.5. The right of appeal against a new decision, subject to 14.3.1 and in accordance with 14.3.2 above, is confined to the circumstances permitted by GR C.6.1.1 and C.7.1.1 (as appropriate) and pursuant to GR C.6.1.2 and C.7.1.2 limited to the party or parties concerned.

C.14.6. Should the first decision already have been the subject of an appeal before the Stewards, the National Court or before the International Court of Appeal, or successively before more than one of these judicial bodies, the case shall be submitted only to them for the possible revision of their previous decision.

Date of Implementation: 1 January 2022

Reason: To incorporate the Right of Review provisions of the FIA ISC into the UK General Regulations, to provide an ability for significant relevant new evidence to be considered.

Recording of Judicial Hearings

C.15. Only audio or video recordings by the Officials of the Event or National Court (official recordings) of Judicial Hearings are permitted. Such recording shall be on a suitable secure digital recording device under the control of the Organisers. A Competitor is not permitted howsoever to record any Judicial Hearing and breach of this obligation shall be treated as a breach of C.1.1.3.

C.15.1. The official recording shall not be edited and shall be securely retained by the Organisers for a maximum period of 70 days (C.9.1) following the last day of the Event at which the Hearing took place or if it takes place otherwise than at an Event then 70 days next following the date of the Hearing.

C.15.2. The fact of the official recording must be notified to all participants at the commencement of the hearing and shall be noted on the relevant Judicial Decision and referenced in any written notes.

C.15.3. The official recording shall be surrendered to Motorsport UK or to the National Court on demand. If it is not demanded within the above time-limits (C.15.1) then it shall be disposed of securely.

C.15.4. No part of any official recording nor any transcript of it shall be published broadcast or distributed howsoever, including through any social media.

C.15.5. Any official recording may be considered as evidence by the National Court and by the Stewards of the Meeting where any dispute between the parties to the Appeal arises as to the evidence given before another Judicial body at the Event or any Hearing other than at the Event.



C.15.6. An Appellant proceeding before the National Court shall be entitled to be provided with a copy of the official recording only for the purposes of preparing for that Appeal or appearing before the Court and otherwise subject to the provisions of this Regulation C.15.

Date of Implementation: 1 January 2022

Reason: To prohibit (other than official) recording of judicial hearings and any such publication, particularly through social media.

Section G – Officials

G.5.1.1. The Clerk’s duties commence at the opening date for receiving entries, and conclude once the results have been finalised, any protest time has expired, all protests and appeals have been dealt with, and any post-event inspections of vehicles or components have been completed and reported on **or any Right of Review procedure has been completed by the Clerk.**

Date of Implementation: 1 January 2022

Reason: Consequential amendments to extend the period of duties of the relevant officials to allow for new Right of Review provisions detailed in Section J above.

G6.6. All timing equipment used at any Motorsport UK Permit event must have a licence plate attached, and proof of current certification must be available at all times (except for Interclub or Clubman non-Speed Event competitions when this requirement only applies if specifically detailed in the discipline Specific Regulations). Table 6.6 identifies which events require certified timing equipment.

Date of Implementation: Immediate

Reason: Clarification – not all disciplines require certified timing equipment. The increasing use of Apps for timing has brought the wording of 6.6 into question as it implied that all events required certified equipment. This proposal clearly sets out or which events it is required.

Table No. 6.6 Requirement for Events to have certified timing equipment

Motor Sport Discipline	Event Status			
	Clubman	Interclub	National	International
Autotest / Solo	NO	NO		
All Trials	NO	NO		
Navigation Rally	NO (unless sections timed to less than one minute)	NO (unless sections timed to less than one minute)	NO (unless sections timed to less than one minute)	
Road Rally (incl. Targa, Historic & Endurance	NO (unless sections timed to less than one minute)	NO (unless sections timed to less than one minute)	NO (unless sections timed to less than one minute)	
Safari, Time Trial, Team Recoveries, Challenge events	NO (unless timed to less than one minute)	NO (unless timed to less than one minute)	NO (unless timed to less than one minute)	NO (unless timed to less than one minute)
Hill Rallies	NO (unless timed to less than one minute)	NO (unless timed to less than one minute)	NO (unless timed to less than one minute)	NO (unless timed to less than one minute)
Clubcross	NO			



Autocross	NO	NO		
Hill Climbs / Sprints		YES	YES	YES
Drag race		YES	YES	YES
Rallycross		YES	YES	YES
Stage Rally		YES	YES	YES
Kart Race	YES (unless lap Scoring only)	YES (unless lap Scoring only)	YES (unless lap Scoring only)	YES (unless lap Scoring only)
Circuit race		YES	YES	YES

Clerk of the Course Grades

G18.5.1. Assistant: May only work as an Assistant Clerk of the Course at a Clubman or Interclub meeting.

G18.5.2. Deputy: May act as **Deputy/Assistant** Clerk of the Course **up to and including National status** meetings.

G18.5.3. National: May act as Clerk of the Course up to and including National status, as a permanent Clerk to a Motorsport UK registered Race Championship, or as Deputy/Assistant to a higher grade Clerk of the Course at International events.

G18.5.4. International: Only an International Clerk of the Course may take charge of an International event.

Officiating Capacity

G18.5.5. For exceptions to the definitions as detailed below, refer to the individual criteria within this section. (See Chart 18 at the end of this section.)

Definition of Deputy and Assistant Clerk of Course

G18.5.6. Deputy Clerks of the Course may act on behalf of the Clerks of the Course in their temporary or permanent absence or unavailability.

G18.5.7. Assistant Clerks of the Course assist the Clerks in the performance of their duties, but may not act on their behalf at any time.

G18.5.8. All Assistant Clerks of the Course with the exception of Cross Country, Stage Rallies, Sprints and Hill Climbs, must be licenced.

Race Clerk of the Course

Officiating Capacity

G19.3. This is as detailed above with the following exceptions:

G19.3.1. International CofC: Only an International Clerk of the Course may take charge of a British Championship race. An application for an International Clerk of the Course to take charge of an FIA Championship race must be submitted by the race organising Club and will be considered by Motorsport UK on an individual **and annual** basis.

Upgrading

G19.4.1. Assistant to Deputy Race: An applicant wishing to upgrade to **Deputy** must satisfactorily complete the Clerk of the Course modular training programme.

G19.4.2. Deputy to National: Applicants must have received signatures from a Motorsport UK Steward for acting satisfactorily as **Deputy** Clerk of the Course at **9 Club or National** meetings **and must include at least three National meetings** over a period of not less than 12 months and not more than 36



months immediately preceding the application to upgrade, and at a minimum of two venues. In addition they must have attended at least one Motorsport UK Clerk of the Course seminar during the upgrading period.

G19.4.3. National to International: Applicants must have received signatures from a Motorsport UK Steward for acting satisfactorily as Deputy Clerk of the Course for the International element of six International race meetings, over a period of not less than 12 months and not more than 36 months immediately preceding the application to upgrade, and at a minimum of three venues.

G19.4.3.1. Applications for upgrading to International must be justified to Motorsport UK by a race organising Club. Applicants must have National Clerk of the Course status with extensive experience and may be required to attend an Appointments Panel (18.4.3.). **Any International licence, once authorised, will only be issued for the calendar year and on an appointment basis.**

Sprint or Hill Climb Clerk of the Course

Upgrading

G20.3.1. Assistant to Deputy: Applicants must follow the Clerk of the Course modular training programme.

G20.3.2. Deputy to National: Applicants must have received signatures from a Motorsport UK Steward at a minimum of ~~four~~ **six** Hill Climbs or Sprints, at which they have officiated satisfactorily as **Deputy** Clerk of the Course. All signatures must have been obtained over a period of not less than 12 months and not more than 36 months immediately preceding the application to upgrade and at a minimum of two venues. In addition they must have attended at least one Motorsport UK Clerk of the Course seminar during the upgrading period.

G20.3.3.4. National to International: Applications for upgrading to International must be justified to Motorsport UK by an organising Club and applicants may be required to attend an Appointments Panel. Applications will only be accepted from National Clerks of the Course with extensive experience (18.4.3.). **Any International licence, once authorised, will only be issued for the calendar year and on an appointment basis.**

Rallycross Clerk of the Course

Officiating Capacity

G21.2. As detailed above, with the exception to the following:

G21.2.1.-Deleted.

G21.2.2. International A: Only an International Rallycross Clerk of the Course may take charge of the Rallycross Grand Prix. Applications for an International Rallycross Clerk of the Course to take charge at an FIA Rallycross Championship event must be submitted by the organising Club and will be considered by Motorsport UK on an individual basis (18.4.3.). **Any International licence, once authorised, will only be issued for the calendar year and on an appointment basis.**

Upgrading

G21.3.1. Assistant to Deputy: An applicant wishing to upgrade to **Deputy** must follow the Clerk of the Course modular training programme.

G21.3.2. Deputy to National: Applicants must have received signatures from a Motorsport UK Steward at a minimum of **three Rallycross meetings at which they have officiated satisfactorily as Deputy Clerk of the Course and at least one of which must be a National Rallycross event.** All signatures must have been obtained over a period of not less than 12 months and not more than 36 months immediately preceding the application to upgrade and at a minimum of two venues. In addition they must have attended at least one Motorsport UK Clerk of the Course seminar during the upgrading period.

G21.3.3. National to International B: Applicants must have received signatures from a Motorsport UK Steward at a minimum of two National Rallycross meetings at which they have officiated satisfactorily as Clerk of the Course, and have acted as Deputy Clerk of the Course at two International Rallycross meetings over a period of 36 months. An application for upgrading to



International must be justified to Motorsport UK by an organising Club and applicants may be required to attend an Appointments Panel (18.4.3). Any International licence, once authorised, will only be issued for the calendar year and on an appointment basis.

G21.3.4 Deleted.

Cross Country Clerk of the Course

G22.1. The Clerk of the Course for a Competitive Safari, Hill Rally or Baja of National status or above must hold a valid CofC Licence issued by Motorsport UK valid for that grade of meeting.

First time applications – Assistant

G22.3. Only Clubs that organise Competitive Safaris and/or Hill Rallies may submit a nomination for an Assistant Licence. An applicant's previous motor sporting experience will be taken into account.

22.3.1. Assistant to Deputy: An applicant must follow the Clerk of the Course modular training programme.

Upgrading

G22.4.1. Deputy to National: Applicants must produce signatures on their Licences from a Clerk of the Course showing that they have officiated satisfactorily as a Clerk of the Course at a minimum of one Competitive Safari or Hill Rally event within the preceding 12 months. Applicants must also be nominated by their Club Committee and must have attended at least one Motorsport UK Clerk of the Course seminar during upgrading period.

G22.4.2. Upgrading to International: An application for upgrading to International must be justified to Motorsport UK by an organising Club. Applications will only be accepted from National Clerks of the Course with extensive experience, who may be required to appear before an Appointments Panel (18.4.3). Any International licence, once authorised, will only be issued for the calendar year and on an appointment basis.

Kart Clerk of the Course

Officiating Capacity

G23.2. As detailed above, with the exception to the following:

G23.2.1. Endurance: May act as a Clerk of the Course at Kart Endurance meetings only

G23.2.2. International: An application for an International Clerk of the Course to take charge of a CIK-FIA Championship race must be submitted by the organising Club and will be considered by Motorsport UK on an individual and annual basis.

Upgrading

G23.3.1. Assistant to Deputy: Applicants must follow the Clerk of the Course modular training programme.

G23.3.2. Deputy to National: Applicants must have received signatures from a Motorsport UK Steward for acting satisfactorily as a Deputy Clerk of the Course at six Kart meetings. All signatures must have been obtained over a period of not less than 12 months and not more than 36 months immediately preceding the application to upgrade and at a minimum of two venues. In addition they must have attended at least one Motorsport UK Clerk of the Course seminar during the upgrading period. The signatures must be obtained in not less than twelve and not more than thirty-six months.

G23.3.3. National to International: Applicants must have been National Kart Clerks of the Course for a minimum of three years, and have received signatures from a Motorsport UK Steward for acting satisfactorily as a Clerk of the Course at six National Kart meetings and as Deputy Clerk of the Course at two International Kart meetings. All signatures must have been obtained over a period of not less than 12 months and not more than 36 months immediately preceding the application to upgrade and at a minimum of three venues. In addition they must have attended at least one Motorsport UK Clerk of the Course seminar during the upgrading period. An application for upgrading to International must be justified to Motorsport UK by an organising Club and applicants may be required to attend an



Appointments Panel (18.4.3). Any International licence, once authorised, will only be issued for the calendar year and on an appointment basis.

Stage Rally Clerk of the Course

G24.1.3. Only Clubs who organise Special Stage Rallies may submit a nomination for an Assistants licence. An applicant's previous motor sporting experience will be taken into account.

Officiating Capacity

G24.2. As detailed above, with the following exceptions:

G24.2.1. National: May act as Clerk of the Course at Special Stage Rallies up to and including National status.

G24.2.1.1. SVSR National: May only act as Clerk of the Course at Single Venue Stage Rallies up to and including National status.

G24.2.2. International: May act as Clerk of the Course at all categories of Special Stage Rally.

Upgrading

G24.3.1. Assistant to Deputy: An applicant wishing to upgrade to Interclub must follow the Clerk of the Course modular training programme.

G24.3.2. Deputy to National: Applicants must produce signatures on their Licences from a Clerk of the Course showing that they have officiated as a Deputy Clerk of the Course at a minimum of one Multi-Venue Stage Rally event within the preceding 12 months. A holder of the restricted SVSR only National Stage Rally Clerk of the Course licence may apply for the unrestricted licence having satisfied the requirements of 24.3.2. and 24.3.2.2.

G24.3.2.1. An applicant may request a restricted Single Venue Only National Stage Rally Clerk of the Course licence having produced a signature showing that they have officiated as a Deputy Clerk of the Course at a minimum of one Single-Venue Stage Rally within the preceding 12 months.

G24.3.2.2. Applicants must also be nominated by their Club Committee and have attended at least one Motorsport UK Clerk of the Course seminar during the upgrading period in addition to having followed Appendix 1 of the Clerk of the Course modular training program.

G24.3.3. National to International: An application for upgrading to International will only be considered from holders of the unrestricted National Stage Rally Clerk of the Course licence and must be justified to Motorsport UK by an organising Club. Applications will only be accepted from National CofCs with extensive experience, who may be required to appear before an appointments panel. (18.4.3). Any International licence, once authorised, will only be issued for the calendar year and on an appointment basis.

G18.4. Requests for upgrading must be supported in writing by a Club which organises events within the appropriate discipline.

Date of Implementation: 1 January 2022

Reason: The proposed changes streamlines the licensing of Clerks of the Course, building on the introduction of the licensed Deputy grade in order to greater assist the development of Clerks in our continuing education process whilst building on the basics provided now by Section V of the FIA structure

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

18: CHART OF MINIMUM ACCEPTABLE CLERK OF THE COURSE LICENCE REQUIRED

MOTOR SPORT DISCIPLINE	EVENT STATUS			
	CLUBMAN	INTERCLUB	NATIONAL	INTERNATIONAL
SAFARI	N/A	N/A	CROSS COUNTRY	CROSS COUNTRY

Regulation changes Ratified by Board on 22 September 2021



HILL RALLY			National or- International	International
HILL CLIMB SPRINTS DRAG	N/A	SPEED, National or International	SPEED National or International	SPEED International
RALLYCROSS	N/A	RALLYCROSS ; National or International	RALLYCROSS National or International	RALLYCROSS International (4)
STAGE RALLY (Multi-Venue)	N/A	STAGE RALLY National or International	STAGE RALLY National or- International	STAGE RALLY International
STAGE RALLY (Single-Venue)	N/A	STAGE RALLY National (SVSR Only) (3)	STAGE RALLY National - (SVSR Only) (3)	STAGE RALLY International
RACE	N/A	RACE, National or International	RACE National. or International	RACE International
KART	KART, National or International-	KART, National or International	KART National or International	KART International
KART ENDURANCE	KART Endurance (2)	KART Endurance (2)		

(1) A higher grade licence is valid for lower permit events of the same discipline.

(2) Only a KART Endurance Clerk may take charge of a Kart Endurance event.

(3) The unrestricted National or the International Stage Rally Clerk of the Course licence is also valid.

Section H – Competitors: Licences

H17.1.1. A competitor who is qualified to hold a 2021 RS Interclub licence may upgrade it to an RS National licence either at renewal or during the year by obtaining Clerk of the Course signatures on the Upgrade Card certifying that;

(a) six Interclub Hill Climbs or Sprints **have been completed**. Signatures must have been obtained at a minimum of two different venues. (One of the six signatures required may be replaced by a signature from a MOTORSPORT UK Recognised Hillclimb and Sprint School confirming successful completion of the school course) OR Obtain the Clerk of the Course's signatures on the Upgrade Card at six Clubman or Interclub **Autocross or Rallycross** events.

Date of Implementation: 1st January 2022

Reason: To allow Autocross events to qualify for upgrade of the RS licence.



Section J – Competitors: Vehicles

J5.13.6.1 Any vehicle using methanol must include a Motorsport UK approved additive which provides a distinguishable colour and smell when burning. The maximum permitted volume of additive within the fuel is 0.2%.

Date of Implementation: 1st January 2022

Reason: for safety reasons, to require methanol to have an additive that makes it burn with a visible flame.

Appendix 2 – Regulations for Electrified Vehicles - Nomenclature and Definitions

Technical: Electrified Vehicles

5.23.2. A Standard vehicle is defined as built by the manufacturer in accordance with its homologation/type approval with no modification or alteration of the vehicle structure, **powertrain, or electrified propulsion system**. E.g., competition seats using the original mounting points and fasteners are permitted. A ROPS requiring fastening to the vehicle structure is prohibited.

5.23.9. Except for Standard EVs in non-Speed Events, all EVs must be in possession of a valid Vehicle Passport to compete. Modified and Bespoke EVs must undergo and pass a Vehicle Passport inspection irrespective of discipline or category.

5.24.2. Standard EVs may be issued with a Vehicle Passport, without inspection, upon application to Motorsport UK. Modified and Bespoke EVs must undergo and pass a Vehicle Passport inspection and be in possession of a valid Passport to compete irrespective of discipline or category. For a modified production vehicle, the inspection will include a comprehensive visual inspection to ensure that installation of the ROPS and non-powertrain modifications have not compromised the HV system. Note: no repositioning of HV components (incl cables) is permitted. For a bespoke vehicle a detailed technical inspection of the entire vehicle including the EV system, and its safety systems will be required. An EVP will be issued once the vehicle has passed the inspection.

5.24.15. The Inspection of Modified EVs will focus on ensuring that the installation of the safety items (ROPS, seat, fire extinguisher) has not damaged or disturbed any part of the EV system. It is prohibited to reposition any part of the EV system (including cables).

5.27.1. A maximum of two motors, whose output are combined mechanically driving the wheels through a mechanical gearbox and differential are permitted. A maximum of two inverters are permitted. **In Drag Racing there is no limit on the number of motors or inverters.**

5.28.3. For Bespoke EVs, the maximum total power going out of the RESS at any time is limited to 250kW, **except for Drag Racing where the limit is 1MW.**

5.28.5. For Bespoke EVs, the maximum voltage on the Power Bus must never exceed 450V, **except for Drag Racing where the limit is 1000V.**

Date of Implementation: Immediate

Reason: To simplify the Electrified Vehicle Passport application procedure for Standard roadgoing EVs to encourage participation. Also, to apply more appropriate power restriction levels for EVs in drag racing.

Section K – Competitors: Safety

K2.1. All seat safety belts must be complete units sourced from a recognised manufacturer and fitted in accordance with the manufacturers' instructions, Motorsport UK recommendations or FIA requirements. (See Drawing Nos. 39, 40, 41, 42 and 44.)



Where the vehicle manufacturer's standard safety belts and associated fitments are not utilised, bolts must be **steel and** of a minimum 7/16in UNF or M12 (grade 8.8) or, for an FIA homologated harness, as specified by the harness manufacturer.

Date of Implementation: 1st January 2022

Reason: to specify Steel as the required harness bolt material.

Section N – Autocross & Rallycross

Off-Road Racing

N2.17. Off-Road Racing, which includes Minicross, Cross Car (2.17.7.) and similar events, can only take place on a circuit complying with Motorsport UK regulations.

N2.17.7. Cross Car (XC) **and Cross Car Junior (XC Jnr.)** are rear engine 4 wheeled (2 wheel rear drive) single seater vehicles with a multitubular space frame chassis which must have a safety cage as an integral part of the chassis. Motorsport UK have adopted the FIA technical regulation guidelines and these are available upon request.

(i) XC – Cross Car. A Competitor may participate from their 16th birthday. The minimum vehicle weight will be 400kg with a recommended vehicle power of 130hp.

(ii) XC Jnr. – Cross Car. A category reserved for drivers having reached the year of their 14th birthday and who may continue until 31st December of the year of their 16th birthday. The vehicle power will be no greater than 75hp with a minimum vehicle weight of 385kg.

Date of Implementation: 1 January 2022

Reason: Cross Car Junior was removed from the proposals in 2020 following concerns expressed by the Safety Committee. Having discussed this further and consulted with the Chairman of the Safety Committee and Medical Committee this proposal is hereby re-submitted.

N4.17. It is permitted to remove all lamps. Cars in classes C & D, and all other cars where the standard rear lights are removed or not functional, must be equipped with two rear red warning lights with a minimum of 15W each and an illuminated area of 60 sq cm. These must work with or replace the car brake light system at all times, must be between 115cm and 150cm above the ground and must be clearly visible from behind. The fitting of generators is optional.

Date of Implementation: 1st January 2022

Reason: Safety. The wording has been drafted from and replicates N6.7.2.

N4.21.11. Seat belts fitted in accordance with K.2.1.2. Four point (currently FIA homologated and with four separate fixing points) as a minimum are mandatory

Date of Implementation: 1 January 2022

Reason: Clarification.

N7.1.7. Induction systems, inlet manifolds and exhaust systems must remain standard to the vehicle. Performance air filters and exhaust back boxes are permitted (J.5.18.).

Date of Implementation: 1 January 2022

Reason: The cross reference is already covered and therefore not necessary here.



Section Q – Circuit Racing

Q13.1.3.

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(b) The following configuration and specifications are **strongly recommended**:

Vehicles **to** be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre line.

The towing eyes to be made of steel wire rope of at least 6mm diameter with a 6x19 wire core. Each towing eye to have a breaking-strain of at least 2 tons and allow the passage of a cylinder with a diameter of 60mm.

The towing eye **must-to** be fixed to a structural part of the chassis with a minimum of M10 (Grade 8.8) fixings **or looped around a structural chassis part**, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile.

Towing eyes should be situated 25mm forward of the adjacent bodywork with clearance of 100mm above and below to enable recovery crews to attach straps and shackles.

A “pull-cord” to be attached to the towing eye to enable the marshals to access it. The end attached to the chassis may be either ‘thimble’ or ‘open-loop’ style.

Date of Implementation: 1 January 2022

Reason: Q13.1.3.(b) Having had approved the mandatory requirement of towing eye configuration and specifications effective 1st January 2021, due to concerns from the Clubs this was delayed, with the approval of Motorsport UK Board to 1st January 2022. Following further review some vehicles have been identified that may have significant difficulties and this item is again being referred back to the Technical Committee. The implementation of mandatory fitment is therefore **withdrawn** pending that review

Section R - Rallying

Vintage and Veteran Road Rally Cars

R7.1.5. A Rally complying with one of the above categories and restricted to vehicles built in Periods A to D (**Non Rally**). The category must be indicated in the title of the event (i.e. Vintage Twelve Car)

Date of Implementation: 1st January 2022

Reason: These changes address the lack of definition for Veteran and Vintage cars in rallying and specifically road rallying. The change to R7.1.5. addresses the loss of definitions for cars before 1946 which occurred when separate period definitions were created for rally and non-rally disciplines.

The change to R18.5.3. simply harmonises the regulation with the cut off date for the end of Period D (non-rally). The change to R19.5. addresses an anomaly that has existed within the Historic Rally Regulations since they were written and is lost in the mists of time despite extensive enquires. It therefore harmonises the regulation with the end of Period D (non-rally).

R18. The vehicle must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use regulations (especially regarding brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings and windscreens). In this section the term **MODEL** refers to all variants of the same family of cars. In addition to complying with Section J all cars competing in Road Rallies must comply with the appropriate part of the following:

Date of Implementation: 1st January 2022

Reason: a) to move the overarching requirements in R18.6. to a more prominent location within the regulations, and b) to add the existing definition of Model, carried over from R19 to R18 for consistency.



R18.4. Wheels and **tyre sizes** are free but must fit within the standard unmodified wheel arch.

R18.4.2. Tyres must comply with L3-3.2.1.

Date of Implementation: Immediate

Reason: Correction and clarification. This amendment asserts the application of tyre regulations L3-3.2.1. and corrects the inference that tyre choice is entirely free.

Vintage and Veteran Road Rally Cars

R18.5.3. An auxiliary lamp provides a beam other than that provided by the headlamp. With the exception of cars built before **31st December 1946** the maximum width of the lamp body of any auxiliary lamp must not exceed 222mm.

Date of Implementation: 1st January 2022

Reason: These changes address the lack of definition for Veteran and Vintage cars in rallying and specifically road rallying. The change to R7.1.5. addresses the loss of definitions for cars before 1946 which occurred when separate period definitions were created for rally and non-rally disciplines.

The change to R18.5.3. simply harmonises the regulation with the cut off date for the end of Period D (non-rally). The change to R19.5. addresses an anomaly that has existed within the Historic Rally Regulations since they were written and is lost in the mists of time despite extensive enquires. It therefore harmonises the regulation with the end of Period D (non-rally).

R18.6. - Deleted

Date of Implementation: 1st January 2022

Reason: a) to move the overarching requirements in R18.6. to a more prominent location within the regulations, and b) to add the existing definition of Model, carried over from R19 to R18 for consistency.

R19.3.1. Modifications are only allowed if they were available before 1 January 1968 in the case of Historic Category 1 Road Rally Cars, before 1 January 1975 in the case of Historic Category 2 Road Rally Cars, before 31st December 1981 in the case of Historic Category 3 Road Rally Cars, **before 31st December 1985 in the case of Historic Category 4(a) Road Rally Cars or before 31st December 1990 in the case of Historic Category 4(b) Road Rally Cars.**

R19.1.5. Historic Category 4(a) Road Rally Cars. Cars of a specification valid between 1 January 1982 and 31 December 1985, **or Historic Category 4(b) Road Rally Cars. Cars of a specification valid between 1 January 1986 and 31 December 1990**, compliant with their FIA Group A or N homologation papers, or be a Series Production Car, and comply with 18.1 to 18.6 inclusive (see also 19.5).

Cars homologated in FIA Group A are permitted provided they are in standard production specification, the only modifications permitted (see also 19.3.) are to dampers, springs and brake friction material. Individual cars will only be accepted after receiving Motorsport UK approval. (R19.5.2.)

Date of Implementation: 1 January 2022

Reason: To permit non homologated but period road rally modifications for Historic Road rally cars in Categories 3 and 4. To extend eligibility for Category 4 to cars eligible for the period up to 31st December 1990



Vintage and Veteran Road Rally Cars

R19.5. Certain waivers may be available for Historic Road Rally Cars entered in Road Rallies and Rallies with Special Tests solely for vehicles manufactured before **31st December 1946**.

Date of Implementation: **1st January 2022**

Reason: These changes address the lack of definition for Veteran and Vintage cars in rallying and specifically road rallying. The change to R7.1.5. addresses the loss of definitions for cars before 1946 which occurred when separate period definitions were created for rally and non-rally disciplines.

The change to R18.5.3. simply harmonises the regulation with the cut off date for the end of Period D (non-rally). The change to R19.5. addresses an anomaly that has existed within the Historic Rally Regulations since they were written and is lost in the mists of time despite extensive enquires. It therefore harmonises the regulation with the end of Period D (non-rally).

R25.9. Unless specifically allowed by the SRs, the use of or possession of **Pace Notes** or any other means of giving a Competitor advice relating to the traversing of a Special Stage on a Multi-Venue **Stage Rally** that has not been provided by the Organisers is forbidden (24.7). **Minor annotations to supplied Subjective Route Notes are permitted but must not be rewritten into any other format. Contravention will be considered to breach 24.7.5 and penalised in accordance with Charts 32.2 (q) or 32.13 (r).**

Date of Implementation: **1st January 2022**

Reason: Subjective Route Notes (Section B definition) are carefully provided by registered suppliers. This regulation amendment seeks to clarify the nature of any annotations or notes that may be made to the authorised and supplied subjective route notes whilst prohibiting the substantial change or rewriting of those supplied subjective route notes.