

2022 MOTORSPORT UK YEARBOOK ERRATA

Since the publication of the 2022 Yearbook, the following **corrections** and **changes to regulations** have been made. The online editions are up-to-date.

Section F – Emergency and Medical Services

2.5.3. For Rally and Speed Events the Doctor or Motorsport UK Registered Paramedic may attend independently.

6.4.3. Minimum Crew Requirements: One Doctor, plus either, one paramedic, or one fully licensed Rescue Crew member, or a second Doctor.

Section P – Cross Country Events

57.1.5. Sport UTVs (60.6.) must be fitted with a Homologated ROPS.

Section T – Trials

10.2. All vehicles must comply with Construction and Use Regulations and be fitted with safety belts if appropriate. Where fitted, seat belts must be worn on the public highway. Fire extinguishers to a level of safety specified in K.3.2 are mandatory and which are accessible to the crew.

11.7.3. Fire extinguishers to safety criteria K.3.2.

Section Q – Circuit Racing

10.2. The appropriate number of Doctors, Paramedics and Ambulances, must be present throughout practice and racing and positioned, where necessary according to the Track Licence.

2.5.3. For Rally and Speed Events the **The** Doctor or Motorsport UK Registered Paramedic may attend independently.

6.4.3. Minimum Crew Requirements: One Doctor **or Motorsport UK Registered Paramedic**, plus either, one paramedic, or one fully licensed Rescue Crew member, or a second Doctor.

57.1.5. Deleted.

10.2. All vehicles must comply with Construction and Use Regulations and be fitted with safety belts if appropriate. Where fitted, seat belts must be worn on the public highway. Fire extinguishers to a level of safety specified in K.3.2 are mandatory and which are accessible to the crew (note a 1.75ltr minimum for AFFF or 2x1ltr AFFF or 2x1kg Powder is permitted).

11.7.3. Fire extinguishers to safety criteria K.3.2. (note a 1.75ltr minimum for AFFF or 2x1ltr AFFF or 2x1Kg Powder is permitted).

10.2. The appropriate number of Doctors, **Motorsport UK registered** Paramedics and Ambulances, must be present throughout practice and racing **and positioned, where necessary, according to the Track Licence.**

Section R – Rallying

48.10.5. Be equipped with fire extinguishers complying with K.3.1.4, and also all the relevant parts of K.3. The driver and co-driver must each be able to activate the extinguisher when normally seated with seat belts fastened.

Section S – Sprints, Hill Climbs and Drag Racing

Drag Racing

Organisation

Regulations within the Drag Race Yearbook may apply further limitations or requirements, additional to the following:

Regional Structure

EMAMC

East Midlands Association of Motor Clubs

Website: www.emamc.org.uk E-mail: info@emamc.org.uk
Secretary: David James, Flat 8, 37 Lamplugh Road,
Bridlington, East Yorkshire YO15 2JU
(h) 01262 606420 E-mail: info@emamc.org.uk
Chairman & Regional Delegate: Phil Foster, Halfacre,
Kettlethorpe Road, Fenton, Lincoln LN1 2ER
(h) 01427 718601 (w) 01522 836053
E-mail: philfost@lineone.net

Championship Co-ordinators

Stage Rally: Paul Rees, 1 Sherwood Rise, Mansfield
Woodhouse, Nottinghamshire, NG19 7NP
(h) 01623 404114 E-mail: paul@rallymarshal.co.uk
Road Rally: Craig Burgess, 41 Highfield Avenue,
Chesterfield, Derbyshire S41 7AU
(h) 01246 222249 E-mail: craigburgess@lechler.com
Autosolo/PCA Lee Burgess 45 Lilac Street, Holligwood,
Chesterfield, S43 2JB
(m) 07971 673222
E-mail: chairman@midderbyshiremc.co.uk
OS maps: 119, 120, 128, 129, 140, 141, 152

48.10.5. Be equipped with fire extinguishers complying with **K3.1, K3.2 and K3.3.** ~~K.3.1.4, and also all the relevant parts of K.3.~~ The driver and co-driver must each be able to activate the extinguisher when normally seated with seat belts fastened.

Drag Racing

Organisation

Regulations within the [Drag Race Yearbook](#) may apply further limitations or requirements, additional to the following:

EMAMC

East Midlands Association of Motor Clubs

Website: www.emamc.org.uk E-mail: info@emamc.org.uk
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Chesterfield, S43 2JB
(m) 07971 673222
E-mail: chairman@mid-derbyshiremc.co.uk
OS maps: 119, 120, 128, 129, 140, 141, 152

Section B – Nomenclature & Definitions

Time Attack. A Time Attack Event is run over a number of sessions to determine the competitor (in class) completing the fastest lap time. Drivers are not competing against each other but against the clock and in a manner equivalent to a timed qualifying session. By display of their headlights drivers indicate they are attempting their flying lap (hot lap). Overtaking should only be carried out on the left.

There will be: Warm-up, Practice, Qualifying and Final. These Sessions are always open Pit Lane and can vary from 15 minutes to 20 minutes per Session.

After the Warm Up (untimed) and Practice sessions the main segments of the day are the Qualifying and the Final. All Classes will participate in the Qualifying Sessions. The cars to go forward into the Final will be confirmed in the SRs. The overall winner will be declared as that driver who has posted the quickest lap time in the Final.

Organisers reserve the right to split/amalgamate classes at their discretion in all sessions.

Session 1 – Warm Up – will be untimed.

Session 2 – Practice – will be a timed session.

Session 3 – Qualifying – will be a timed session. The fastest drivers will proceed into Session 4 the Final. The number of competitors proceeding to the final will confirmed in the Final Instructions.

Session 4 – The Final.

Section C - Judicial

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'.

Hot Lap Challenge. A Hot Lap Challenge is run over a number of sessions to determine the competitor (in class) completing the fastest lap time. Drivers are not competing against each other but against the clock and in a manner equivalent to a timed qualifying session. By display of their headlights drivers indicate they are attempting their flying lap (hot lap). Overtaking should only be carried out on the left.

There will be: Warm-up, Practice, Qualifying and Final. These Sessions are always open Pit Lane and can vary from 15 minutes to 20 minutes per Session.

After the Warm Up (untimed) and Practice sessions the main segments of the day are the Qualifying and the Final. All Classes will participate in the Qualifying Sessions. The cars to go forward into the Final will be confirmed in the SRs. The overall winner will be declared as that driver who has posted the quickest lap time in the Final.

Organisers reserve the right to split/amalgamate classes at their discretion in all sessions.

Session 1 – Warm Up – will be untimed.

Session 2 – Practice – will be a timed session.

Session 3 – Qualifying – will be a timed session. The fastest drivers will proceed into Session 4 the Final. The number of competitors proceeding to the final will confirmed in the Final Instructions.

Session 4 – The Final.

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'.~~

Section E – Circuits & Venues

15.1. Following any incident involving injury, serious damage, judicial proceedings, and when otherwise appropriate, the Owner and/or Operator of a Venue having video facilities shall:

(i) Retain any video recording relating to the incident for at least 21 days after the incident.

Section F – Emergency & Medical Services (Units and Equipment)

1.2. Rescue, Stage Safety and Recovery Units are licensed yearly by Motorsport UK. All Motorsport UK registered Units must be inspected by an appropriate Motorsport UK Rescue or Recovery Assessor, or Motorsport UK Rescue & Recovery Panel member, on application for their first Motorsport UK registration and at least once in every three year period thereafter.

4.1.2. Recovery units and crew should be prepared to support the Rescue and/or Stage Safety Unit at an incident.

Section G – Officials

19.1.1. The maximum number of Clerks of the Course at any race meeting shall be two. One must be nominated as Senior Clerk of the Course responsible for the overall control of the Meeting.

Section Q – Circuit Racing Appendix 3: Operation of Safety Car

1.11. Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will dictate the pace and, if necessary, fall more than five car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.

15.1. Following any incident involving injury, serious damage, judicial proceedings, and when otherwise appropriate, the Owner and/or Operator of a Venue having video facilities shall:

(i) Retain any video recording relating to the incident for at least 61 days after the incident.

1.2. Rescue, Stage Safety and Rally Recovery Units are licensed yearly by Motorsport UK. All Motorsport UK registered Units must be inspected by an appropriate Motorsport UK Rescue or Recovery Assessor, or Motorsport UK Rescue & Recovery Panel member, on application for their first Motorsport UK registration and at least once in every three year period thereafter.

4.1.2. Rally Recovery units and crew should be prepared to support the Rescue and/or Stage Safety Unit at an incident.

19.1.1. There is no restriction on the maximum number of Clerks of the Course at any race meeting however one must be nominated as Senior Clerk of the Course responsible for the overall control of the Meeting.

1.11. Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will dictate the pace and, if necessary, fall more than five car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which will not lead to the Safety Car being overtaken before it has entered the pit road, involves no erratic acceleration or braking nor any other manoeuvre which is likely to either endanger other drivers or impede the restart.

1.12. As the Safety Car is approaching the pit entry, the green flag will be displayed at the start/finish line and the “SC” board withdrawn. Following this display of the start signal yellow flags and “SC” boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals’ posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal at the start/finish line is passed.

Section S – Sprints, Hill Climbs & Drag Racing

17.1.1. Unless stated hereafter, Organisers must comply with Sections D and S of these General Regulations. Q4.1.; Q4.2.1.; Q4.3 to Q4.5., Q4.7. Q4.8, Q8.1.5; Q8.1.8.; Q8.1.9., Q.13.1.1 to Q.13.1.4 and Q15 also applies.

Section U – Karting

Championships

No Existing Regulation

13.3.2. For Long Circuit Meetings, all Drivers must wear leather suits or suits approved by Motorsport UK for Long Circuit kart racing.

13.3.4. Leather suits must have a minimum thickness of 1.2mm measured at any part of the suit.

1.12. As the Safety Car is ~~approaching~~ **entering** the pit entry **road**, the green flag will be displayed at the start/finish line and the “SC” board withdrawn. Following this display of the start signal yellow flags and “SC” boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals’ posts if such a communication system is available. Overtaking **or overlapping** remains strictly forbidden until the start signal at the start/finish line is passed.

17.1.1. Unless stated hereafter, Organisers must comply with Sections D and S of these General Regulations. ~~Q4.1.; Q4.2.1.; Q4.3 to Q4.5., Q4.7. Q4.8, Q8.1.5; Q8.1.8.; Q8.1.9., Q.13.1.1 to Q.13.1.4 and Q15~~ **Q4.2.; Q5.1.; Q8.1.; Q11.2.4.; Q11.2.6.; Q11.2.7.; Q12.1.4; Q12.2; Q12.4; Q12.24 and Q12.25.1 to Q12.25.4** also applies.

11.1.3. **Alternative Championship Rounds – Q7.11. applies.**

13.3.2. For Long Circuit Meetings, all Drivers must wear leather suits or suits approved by ~~Motorsport UK for Long Circuit kart racing~~ **to EN17092 Class AAA.**

13.3.4. Leather suits must **comply with current CIK-FIA regulations and** have a minimum thickness of 1.2mm measured at any part of the suit.

Section K – Safety

10.3.1. (b) In addition the following are acceptable for: Motorsport UK National Kart Racing Events (with exception of Kart Drivers under 15 years of age, Cadet and Bambino Drivers) and Motorsport UK National Junior Drag Racing: SNELL K2010 (Not valid after 31.12.23)
SNELL K2015
SNELL – FIA CMR2007
SNELL – FIA CMS2007
SNELL – FIA CMR2016
SNELL – FIA CMS2016

Section C - Judicial

6.3.2. Appeals against the refusal of an entry (H.30.1.3) must be made in writing to Motorsport UK within 48 hours of the competitor receiving notice that his entry is refused and in any case no later than 24 hours before the competition starts. If the National Court cannot be convened in time such appeals will be considered by the Chairman of the National Court or, in the event that he is not available, someone nominated by him and his decision shall be final.

Section D - Organisers

14.1.1. If no method is specified, selection shall be at the discretion of the organisers whose decision shall be final (subject to H.30.1.3).

Section H – Competitors: Licences

30.1.1. (f) An entrant shall be free to withdraw an entry to which 30.1.3(g), (c) or (d) relates provided the organisers are so informed in writing within three days of the entrant being notified.

10.3.1. (b) In addition the following are acceptable for: Motorsport UK National Kart Racing Events (with exception of Kart Drivers under 15 years of age, Cadet and Bambino Drivers) and Motorsport UK National Junior Drag Racing: SNELL K2010 (Not valid after 31.12.23)
SNELL K2015
SNELL K2020
SNELL – FIA CMR2007
SNELL – FIA CMS2007
SNELL – FIA CMR2016
SNELL – FIA CMS2016

6.3.2. Appeals against the refusal of an entry (H.29.1.3) must be made in writing to Motorsport UK within 48 hours of the competitor receiving notice that his entry is refused and in any case no later than 24 hours before the competition starts. If the National Court cannot be convened in time such appeals will be considered by the Chairman of the National Court or, in the event that he is not available, someone nominated by him and his decision shall be final.

14.1.1. If no method is specified, selection shall be at the discretion of the organisers whose decision shall be final (subject to H.29.1.3).

30.1.1. (f) An entrant shall be free to withdraw an entry to which 29.1.3(g), (c) or (d) relates provided the organisers are so informed in writing within three days of the entrant being notified.