

## 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](http://www.emamc.org.uk) E-mail: [info@emamc.org.uk](mailto: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](mailto: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](mailto: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](mailto:paul@rallymarshal.co.uk)  
Road Rally: Craig Burgess, 41 Highfield Avenue,  
Chesterfield, Derbyshire S41 7AU  
(h) 01246 222249 E-mail: [craigburgess@lechler.com](mailto:craigburgess@lechler.com)  
Autosolo/PCA Lee Burgess 45 Lilac Street, Holligwood,  
Chesterfield, S43 2JB  
(m) 07971 673222  
E-mail: [chairman@midderbyshiremc.co.uk](mailto: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](http://www.emamc.org.uk) E-mail: [info@emamc.org.uk](mailto: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](mailto: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](mailto: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](mailto:paul@rallymarshal.co.uk)  
Road Rally: Craig Burgess, 41 Highfield Avenue,  
Chesterfield, Derbyshire S41 7AU  
(h) 01246 222249 E-mail: [craigburgess@lechler.com](mailto:craigburgess@lechler.com)  
Autosolo/PCA Lee Burgess 45 Lilac Street, [Hollingwood](#),  
Chesterfield, S43 2JB  
(m) 07971 673222  
E-mail: [chairman@mid-derbyshiremc.co.uk](mailto: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.

## Section B – Nomenclature & Definitions

**Taster Event.** An entry level competition where to encourage first time participation in Motorsport, participants will be deemed to be a member of the club for the day. Clubs may organise no more than one of each type of prescribed event per year to recruit new members and participants.

## Section C - Organisers

**4.5.6.** Clubs may organise no more than one event of each type prescribed in 4.5 per calendar year as a “Taster Event” where, provided Motorsport UK has granted specific approval, members of unrecognised clubs or members of the public may participate but not officiate and will be deemed to be a member of the club for the day on completion of an application form for an RS Clubmans Competition Licence.

## Section J - Vehicles

**5.7.1.** Have a steering wheel with a continuous rim not incorporating any reflex angles in its basic shape (except for Drag Race vehicles). ‘D’ shape wheels are permitted.

**Drawing 5.7: Steering**

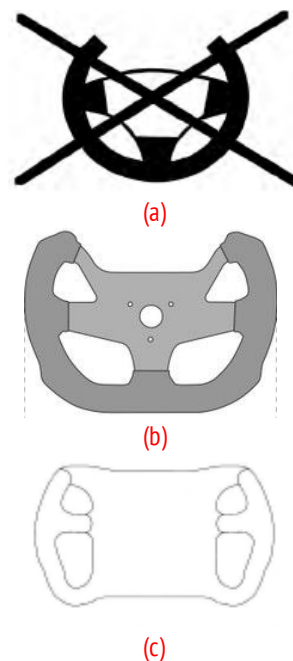


**Taster Event.** An entry level competition where to encourage first time participation in Motorsport, participants will be deemed to be a member of the club for the day. ~~Clubs may organise no more than one of each type of prescribed event per year to recruit new members and participants.~~

**4.5.6.** Clubs may organise ~~no more than one event~~s of each type prescribed in 4.5 ~~per calendar year~~ as a “Taster Event” where, provided Motorsport UK has granted specific approval, members of unrecognised clubs or members of the public may participate but not officiate and will be deemed to be a member of the club for the day on completion of an application form for an RS Clubmans Competition Licence.

**5.7.1.** Have a steering wheel with a **continuously closed rim** not incorporating any reflex angles in its basic shape (except for Drag Race vehicles). ‘D’ shape wheels are permitted.

**Drawing 5.7: Steering**



**5.30.5.** All cars must be equipped with a plumbed in extinguishing system with nozzles discharging into the Cockpit and onto the Motor(s) and Inverter. Only ABC extinguisher types compatible with the battery chemistry and specified for the voltage level at the power bus are allowed.

**5.30.6.** There must be two exterior actuators. These actuators must be situated at the base of the main rollover structure on both sides of the vehicle for a single seater or at the lower corners of the windscreen for a closed cockpit vehicle.

No Existing Regulation

No Existing Regulation

No Existing Regulation

## Section K – Safety

No Existing Regulation

**8.5.** The triggering system location must be identified by a Red Spark on a White-edged Blue triangle (12cm base), and the 'On' and 'Off' positions clearly marked.

**9.2.** Exceptionally, drivers of three wheeled cars, competing in accordance with A2.2.1 may wear ACU or FIM approved leather overalls.

**5.30.5.** All cars must be equipped with an **electrically operated** plumbed in extinguishing system ~~with nozzles discharging into the Cockpit and onto the Motor(s) and Inverter. Only ABC extinguisher types compatible with the battery chemistry and specified for the voltage level at the power bus are allowed.~~ **in accordance with K3.1.1. Only systems with a extinguishing medium proven to create a conductive atmosphere and in compliance with the below list are authorised:**

- **Novac 1230 or FX G-TEC FE36**

**5.30.6.** ~~There must be~~ **The system must have three points of triggering, one for the driver and two exterior actuators.** These **external** actuators must be situated at the base of the main rollover structure on both sides of the vehicle for a single seater or at the lower corners of the windscreen for a closed cockpit vehicle.

**5.30.8.1.** **Pressing the fire extinguisher button must also activate disconnection of the High Voltage Battery.**

**5.30.8.2.** **The electrical circuits for the fire extinguisher and the HV battery isolation must be electrically seperated by the use of a two-pole momentary-on button that is waterproof to IP67.**

**5.30.8.3.** **When using a homologated fire extinguisher system designed for an ICE it is permitted to exchange the trigger buttons for alternatives that comply with the requirements listed herein.**

**3.1.1.1.** **For Electrified Vehicles see (J) Appendix 2 5.30.5 to 5.30.8.**

**8.5.** The triggering system location must be identified by a Red Spark on a White-edged Blue triangle (12cm base), ~~and~~ **with the 'On' and 'Off' positions and method of triggering (Push, Pull or Rotation direction indicated by an arrow) clearly marked.**

**9.2.** Exceptionally, drivers of **Period Defined Vehicles (Non-Rally) A-B and pre-1941** three wheeled cars, competing in accordance with A2.2.1 may wear ACU or FIM approved leather overalls **which must have a minimum thickness of 1.2mm at any part of the suit, or overalls approved by the FIA for Karting on Long Circuits.**



## Section W – Championships

### 1st October

**1.3.1.** 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 1st 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.

**1.3.1.3.** In respect of all proposed new Race Championship applications a Notice of Intent must be submitted in accordance with 1.3.1 above. Any new Championship must have guaranteed support for a minimum of three years ('the Term').

**1.3.1.5.** To maintain Championship status, the minimum average number of starters during the previous year in a Grade A, B, C or D Championship should be 16. For Truck Racing Championships the average minimum number of starters should be 12. For Junior Car Race Championships Q.7.3 applies.

### 1st October

**1.3.1.** 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 1st 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.

### 1st August

Date by which a Notice of Intent to run a New racing Championship in the following year must be registered with Motorsport UK.

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.

**1.3.1.3.** In respect of all proposed new Race Championship applications a Notice of Intent must be submitted **by 1<sup>st</sup> August (in the preceding year)** in accordance with 1.3.1 above. Any new Championship must have guaranteed support for a minimum of three years ('the Term').

**1.3.1.5.** To maintain Championship status, the minimum average number of starters during the **current and** previous year in a Grade A, B, C or D Championship should be 16. For Truck Racing Championships the average minimum number of starters should be ~~12~~ **10**. For Junior Car Race Championships Q.7.3 applies.

**1.3.1.5.1.** For a Championship failing to meet the minimum numbers:

- (a) in the previous year will be issued with a warning.
- (b) for a second consecutive year the Championship may lose its status including ability to use the term Championship but may run as a Series only with the approval of Motorsport UK.

**1.3.1.5.2.** For the avoidance of doubt 1.3.1.4 applies in the case of any Championship that is subject of 1.3.1.5.1 (b).

**1.3.1.6.** Provision has been made for a (single) Venue Specific Championship which does not meet the provisions of 1.3.1.5 but this dispensation will be reviewed on an annual basis. A Venue based Championship may visit once during the season an alternate venue, and the Championship Permit Number shall be suffixed with a "V" to differentiate these Championships.

## Appendix 1 – Competition Fees

### 7 Championship Permits

Commitment Guarantee Amount (Race) –  
Grade A & B Championships £27,000.00  
Grade C & D Championships £5,460.00

## Regional Structure

### ANECCC

Association of North East & Cumbria Car Clubs  
Website: [www.aneccc.org.uk](http://www.aneccc.org.uk)  
Secretary: Ian Dixon, 7 Fir Terrace, Esh Winning, Durham  
DH7 9JQ  
(h) 0191 373 1872 (m) 07581 685887 E-mail:  
[red3zero@gmail.com](mailto:red3zero@gmail.com)

**1.3.1.5.1.** For a Championship failing to meet the minimum numbers: **will be subject to review which may include a consultation process with the organiser and could lead to loss of its Championship status and in which case could be permitted to run as a Series.**

~~(a) in the previous year will be issued with a warning.  
(b) for a second consecutive year the Championship may lose its status including ability to use the term Championship but may run as a Series only with the approval of Motorsport UK.~~

**1.3.1.5.2.** For the avoidance of doubt 1.3.1.4 applies in the case of any Championship that ~~is subject of 1.3.1.5.1 (b)~~ **has previously been refused Championship status.**

~~1.3.1.6. Provision has been made for a (single) Venue Specific Championship which does not meet the provisions of 1.3.1.5 but this dispensation will be reviewed on an annual basis. A Venue based Championship may visit once during the season an alternate venue, and the Championship Permit Number shall be suffixed with a "V" to differentiate these Championships.~~ **Deleted.**

### 7 Championship Permits

Commitment Guarantee Amount (Race) –  
Grade A & B Championships £**40,000.00**  
Grade C & D Championships £**15,460.00**

### ANECCC

Association of North East & Cumbria Car Clubs  
Website: [www.aneccc.org.uk](http://www.aneccc.org.uk)  
Secretary: **Anthony Jamieson, 28 Saunton Gardens, The Fairways, Cramlington, NE23 8BU**  
~~(h) 0191 373 1872~~ (m) **07809 659505** E-mail:  
[anthony.jamieson@live.co.uk](mailto:anthony.jamieson@live.co.uk)