

Regulation changes Ratified by Board

April 2022

Red text indicates amendment/new regulation

Section B – Nomenclature & Definitions

Hot Lap Challenge. A **Hot Lap Challenge** 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 be confirmed in the Final Instructions.

Session 4 – The Final.

Date of Implementation: Immediate

Reason: To reflect the change in category title as approved in 2021

Section C – Judicial

C7.3.1. 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'.~~

Date of Implementation: Immediate

Reason: In response to National Court recommendation, to remove ambiguity for Competitors and Officials on competing within the Appeals process

Section E – Circuits and Venues

E15.1. 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.



(ii) Upon a written request by Motorsport UK provide to Motorsport UK the original of the video recording requested.

(iii) Keep the copy of the video recording requested by Motorsport UK until notified in writing by Motorsport UK that the keeping of the copy is no longer required.

Date of Implementation: Immediate

Reason: *At the request of the National Court, to increase the number of days that video recordings should be kept to align with the time limits detailed in Regulation C9, and to ensure these are available to the Court*

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

F1.2. 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.

F4.1.2. Rally Recovery units and crew should be prepared to support the Rescue and/or Stage Safety Unit at an incident.

Date of Implementation: Immediate

Reason: *To properly reflect practices*

Section G – Officials

G19.1.1. 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.

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Date of Implementation: Immediate

Reason: *To bring into line with Q2.1/2.2, removing the restriction to 2 clerks of the course*

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 **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 **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.

Date of Implementation: Immediate

Reason: **There should never be any reason for drivers to pass the Safety Car until it has exited the track**

Section S – Sprints, Hill climbs & Drag Racing

S17.1.1. Unless stated hereafter, Organisers must comply with Sections D and S of these General Regulations. **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.

Date of Implementation: Immediate

Reason: **To reflect the regulatory changes in Section Q**

Section U – Karting

Championships

U11.1. No Championship may take place until a Motorsport UK Championship Permit has been issued.

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U11.1.3. Alternative Championship Rounds – **Q7.11.** applies

Date of Implementation: Immediate

Reason: **To adopt the provision of Q7.11 within Karting**

U13.3.2. For Long Circuit Meetings, all Drivers must wear leather suits or suits approved **to EN17092 Class AAA.**

Date of Implementation: Immediate

Reason: **Adoption of the highest Class of the recent EN17092 standard for motorcycle clothing, for use in long circuit karting. This standard offers the additional benefit of non-leather suits**

U13.3.4. Leather suits must **comply with current CIK-FIA regulations and** have a minimum thickness of 1.2mm measured at any part of the suit.

Date of Implementation: Immediate

Reason: Safety. **To ensure that leather suits used are suitable for use, by reference to internationally (CIK) recognised requirements**