

# Regulation changes Ratified by Board

## April 2023

Red text indicates amendment/new regulation

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

#### Rescue, Stage Safety and Rally Recovery Units and Equipment

	Rescue	Safety Unit	Recovery
<b>EV Equipment</b>			
Gloves (Class 0) (inc. cotton inner and leather outer) per fully licenced crew member	*		
Arc Face Shield (Class 0) (Could be replaced with a suitable helmet and visor) per fully licenced crew member	*		
Rescue Pole	*		
A selection of Insulated Anti-Slip Matting	*		
Thermal Imaging Camera	*		

**NOTE:** All EV equipment must be rated to a minimum of 1000 volts DC.  
EV Equipment only required where EV vehicles are taking part in the event.

**Date of Implementation:** Immediate

**Reason:** To ensure Rescue Units and Crew are equipped and ready to deal with EV vehicles.

### Section K – Competitors: Safety

**K14.3. Heat and Flame Resistant Clothing.** Where appropriate and required by specific regulations the FIA standard is shown below, as detailed in FIA Yearbook, Appendix L, Chapter III, Article 2. These standards are advised for all competition use where protective clothing is either mandatory or recommended.

**(a) Underclothing.** Materials tested to ISO 6940 or homologated to an FIA standard for protective clothing for automobile drivers. An indication of this should appear on the front of the upper garment, which must cover the neck.

**(b) Balaclavas.** Materials tested to ISO 6940 or homologated to an FIA standard for protective clothing for automobile drivers. All the part seen in frontal projection when worn to consist of at least 2 layers of minimum 180 gr/m<sup>2</sup> each. The bottom of the balaclava to meet the requirements in (f).



- (c) Socks.** Materials tested to ISO 6940 or homologated to an FIA standard for protective clothing for automobile drivers. Socks to be half hose (to mid-calf) and made from at least one layer minimum 180 gr/m<sup>2</sup>.
- (d) Shoes.** To cover the whole foot and ankle. Materials tested to ISO 6940 or homologated to an FIA standard for protective clothing for automobile drivers and fastenings and laces to be of non-fusible material. Soles to be manufacturer certified as resistant to hydrocarbons and to flames. Thread used to be flame resistant.
- (e) Gloves.** Materials tests to ISO 6940 or homologated to an FIA standard for protective clothing for automobile drivers. Each glove to be labelled to that effect. Backs of gloves to be made from at least two layers of 180 gr/m<sup>2</sup>. Thread must be flame resistant and non-melting. Gloves must be fitted at the wearer's wrist and cover the cuff of the wearer's overalls.
- (f)** Where Motorsport UK/FIA regulations specify the wearing of protective clothing the labels on overalls and upper underclothing may be verified by the organisers for compliance with regulations.
- (g)** Exceptionally, drivers of Period Defined Vehicles (Non Rally) A-B and pre-1941 three wheeled cars, may wear ACU or FIM approved leather gloves and shoes which must have a minimum thickness of 1.2mm at any part of the garment, or gloves and shoes approved by the FIA for Karting on Long Circuits.

**Date of Implementation: Immediate**

**Reason:** Safety – Having amended K9.2 to permit leather overalls for vehicles of period A-B, this extends the exemption to cover gloves and shoes for the same vehicles where abrasion resistance is preferable to fire resistance.

We also take the opportunity to update this regulation to make reference to FIA homologated safety equipment, which is more commonly used than ISO 6940 garments, and remove reference to registering garments with Motorsport UK and FIA, as Motorsport UK do not register flame resistant clothing and registration with the FIA is covered by reference to being homologated to an FIA standard.

## Section S – Sprints, Hill Climbs & Drag Racing

**S.1.1.4.** Contrary to D11.2, if a Championship round is cancelled, or changes its date, due to reasons of safety or force majeure the Championship Organiser may arrange for an alternative event, or date for an Event, to be included in their Championship calendar. Subject to A.2.4. only two such changes will be permitted during the duration of that particular Championship and the proposed amendment must be subject to Motorsport UK approval and will only be permitted if all registered Competitors have been advised and less than 15% (rounded up to the next whole number) of the Competitors registered for the Championship object to the change in writing. Competitors failing to respond within 4 weeks (28 days) from the date of the Organisers written proposal to change being sent will be considered to agree to the change.

**Date of Implementation: Immediate**



**Reason:** To provide a mechanism for Speed Championships to change the date of one round within their Championship with a lower percentage of approval than allowed for in Regulation D11.2. Further changes made following consultation and takes account of requests for clarity.

## **EDITORIAL AMENDMENTS:**

**S.9.2.2.** Only the driver may be in a car during the competition or practice **with the exception of 7.1.9.1(b).**

**Date of Implementation: Immediate**

**Reason:** Editorial/Clarification

**S.12.4.5.** All working equipment fitted as standard (**e.g.** heater, window mechanisms, sunroof, door handles) must remain operable at all times.

**Date of Implementation: Immediate**

**Reason:** Clarification; has been interpreted by some competitors as an exhaustive list