

# Regulation changes Ratified by Board

## October 2022

Red text indicates amendment/new regulation

### Section B – Nomenclature and Definitions

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**Electrical isolation switch.** A general circuit breaker which cuts all electrical circuits (battery, alternator or dynamo, lights, horn, ignition, electrical controls, etc.), with the exception of those that operate fire extinguishers, and must also stop the engine.

**Fuel pump isolation system.** A switch/device that stops the electrical flow to an electric fuel pump to cut the supply of fuel to the engine.

**Ignition cut-off.** A switch/device which stops the electrical flow to the vehicle ignition system and stops the engine.

**Date of Implementation: Immediate**

**Reason:** To provide definitions for the various different circuit breaker, ignition cut-off and fuel pump isolators that are referred to within the General Regulations.

### Section C – Judicial

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**C.2.1.8** Should a Competitor receive twelve penalty points within **any one calendar year**, it will result in the suspension of his licence for three months, in addition to any other penalty imposed. Subject to 2.1.10 once the period of suspension is complete the penalty points relied on for suspension will not count further under this regulation. **All points accumulated during a calendar year will be nullified at December 31<sup>st</sup> of that year.**

**C.2.1.8.1** Deleted.

**Date of Implementation: 1 January 2023**

**Reason:** In line with Executive decision, to restrict the effect of penalty points to the current year/season only, allowing a 'clean slate' start to the following season and to avoid any unintended consequences of the carry-over of points. Also to remove a redundant provision relating to disciplines where penalty points are no longer applicable, to reflect current practice.

**C2.13 Correction of Clerical Errors.** After notification of a Clerk's or Stewards' decision to the relevant parties, the official(s) who render such decision, on their own initiative or at the request of one of the parties, can correct any clerical error contained within that decision, without however altering or modifying its meaning. However, the deadline to notify any appeal, or intention to appeal, starts as from the time of the notification of the original decision and not the corrected one in line with this provision.

**Date of Implementation: 1 January 2023**

**Reason:** In line with the same provision introduced into the FIA International Sporting Code, clarification that Clerks and Stewards are entitled to correct any clerical errors that may be identified in any judicial decisions, without restarting the Appeal time limit clock.



**C.5.1.2** Every protest, which must be in writing, must include the grounds for the protest, must be signed by the party making the protest, and accompanied by the payment laid down in Part 3, Appendix 1. 13. It must be lodged with the Secretary of the Meeting, the Clerk of the Course, or their deputies (G.3.2), within the appropriate time limit.

Where facilities exist for immediate payment by electronic transfer of funds of the above fees, then payment by such method is acceptable. **Alternatively the Competitor lodging the Protest may sign an undertaking to make payment to the ASN within 7 calendar days.**

**C.5.2.1** A Protest against another Competitor must be made within 30 minutes of the **first publication of the provisional results** of the Competition.

**C6.2** Appeals must be submitted in writing stating the grounds for the appeal, must be signed by the party making the appeal, and accompanied by the fees laid down in Part 3, Appendix 1. 13. Appeals must be lodged with the Secretary of the Meeting, the Clerk of the Course, or their deputies (G.3.2.4) within the appropriate time limit.

Where facilities exist for immediate payment by electronic transfer of funds of the above fees, then payment by such method is acceptable. **Alternatively the Competitor lodging the Appeal may sign an undertaking to make payment to the ASN within 7 calendar days.**

**Date of Implementation: 1 January 2023**

**Reason:** (a) to align the fee payment with current practice post-covid and (b) to facilitate a clear timing point for Protests and facilitate Protests where the timetable may be affected by parc fermé timing post-competition, by linking the time limit to the first publication of provisional results.

## Section F – Emergency and Medical Services

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### Fire Tender

**F8.1.** All Fire Tenders are recommended to carry the appropriate equipment listed in the table on page 104.

**F8.1.1.** Where possible or practicable the recommended positioning will be indicated on the Track/Venue Licence or in the Event Regulations.

### Purpose

**F8.2.** Fire Tenders are used to transport crew and equipment to the scene of an incident.

**F8.2.1.** Additional tenders can be specified on the Track Licence if deemed necessary.

### Type of Vehicle

**F8.3.** The vehicle should be of a type that is safe and appropriate to drive on the Course being used for the Event whilst Competition is in progress.



**F8.3.1.** A suitable vehicle capable of carrying crew and equipment in safety at speeds appropriate for the surface of the Course.

**F8.3.2.** For a non-sealed surface Course the ability for the vehicle to maintain traction over such terrain is required.

### Identification

**F8.4.** Vehicles should be clearly marked “FIRE” and carry blue flashing beacons.

### Crew

**F8.5.** The crew should consist of a minimum of two marshals trained in operating the equipment onboard.

## Fire Tender and Equipment

	Fire Tender
<b>General</b>	
300 litres water tank with integral dual foam / water mixture	*
2 x 6kg dry powder fire extinguishers	*
2 x 6 litres foam fire extinguishers	*
20+ litres Spill Kit (for both wet and dry conditions)	*
<b>Tools</b>	
1 x shovels	*
1 x broom	*
Shackles and tow ropes	*

**Date of Implementation: 1 January 2023**

**Reason:** To assist venues in purchasing fire tenders and equipping them safely.

## Section G – Officials

**G18.4.2.** Once all supporting documentation has been received, Motorsport UK may arrange for applicants to be **assessed** in the performance of their duties. The applicant must provide a list of scheduled events when submitting an application for upgrade. In addition, Motorsport UK may require applicants to take part in either a written or oral examination before the upgrading of any Licence.

**G18.4.3.** Should an assessment be unsuccessful, the applicant may apply to undergo a further assessment following completion of a prescribed action plan.



**G18.4.3.1.** No more than three assessments may be undertaken for any one upgrade.

**Date of Implementation:** 1 January 2023

**Reason:** To provide a transparent structure to the reassessment process, and to prevent continuous reassessment from taking place.

## Section H – Common Regulations: Licences

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### RS Licence Upgrade

**H17.1.1.** A competitor who is qualified to hold a 2022 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 or Hot Lap Challenge events 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:** Immediate

**Reason:** To include Hot Lap Challenge events in to the upgrading structure

## Section N – Autocross and Rallycross

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**N5.1.7.** Breaches of 5.1.6.(iii) may be penalised, following a report by a Judge of Fact, using the following scale of penalties over the course of the Event and notified by issue of a Clerks Decision in each instance which will detail where the breach occurred:

1st breach – no penalty

2nd breach - warning

3rd breach – 5 second penalty added to session time

4th breach – 10 second penalty added to session time

5th breach – Disqualification

**Date of Implementation:** 1 January 2023

**Reason:** With such short races the penalties will accumulate over the Event rather than individual session as otherwise there is no deterrent. This has been trialled at the British Rallycross Championship with positive feedback



## Section P – Cross Country Events

**P11.10.4.** Advance warning signs for junctions should be between 50m and 100m before the junction. Two arrows should be visible on the junction, fixed so as to form a 'gate' through which the Competitor will pass. Arrows may be angled to show the severity of the junction, indicated by one of four basic positions, either vertical, horizontal, raised or lowered by 45°.

An example of the method used must be shown to Competitors before the event.  
Consistency with the distance of the advance warning signs from their respective junctions is important throughout the event and an explanation should be included within the drivers briefing.

**P11.10.5.** A vertical arrow should confirm the correct route immediately after a junction where the course is not laid out on clearly defined tracks unless the next junction is clearly visible. Where the course is laid out using clearly defined tracks a confirmation arrow is not required.

**Date of Implementation: 1 January 2023**

**Reason:** To improve the consistency of course marking.

### Flags Signals

**P11.15.** During a run it may be necessary to communicate to competitors the need to proceed with caution or to cease competition immediately. This will be achieved by the display of a flag to oncoming competitors.

#### **P11.15.1. Proceed with Caution**

- a) A requirement to proceed with caution shall be indicated by a marshal, wearing a high visibility tabard or vest, displaying a held yellow flag.
- b) On displaying the yellow flag, the marshal must radio the deployment to the Event Control detailing the cause and competitor involved and must radio to Event Control when the yellow flag is withdrawn.
- c) Yellow Flags shall measure a minimum of 60cm x 70cm.
- d) Time lost whilst proceeding under caution will be regarded as force majeure, unless a re-run is authorised, where circumstances permit, by the Clerk of the Course (1.6.7., 49.5.3.)
- e) Failure to comply as instructed will incur a penalty of disqualification. (49.6.8.)
- f) Where Live Recovery is in operation the process is further detailed in 13.1.

#### **P11.15.2. Cease Competition**

- a) Where extreme circumstances make it necessary to neutralise the competition e.g. where spectator safety is compromised, or to authorise the movement of non-competing or rescue vehicles, the system of Red Flags must be used.
- b) These should be located at all locations where a rescue/emergency vehicle may re-enter the course following a shortcut and at each Radio Point (12.3.2.).
- c) Red Flags will be displayed at all Radio Points preceding the incident, only on the specific instruction of the Clerk of the Course.



- d) Red Flags must be prominently displayed (held out steady not waved) by a designated marshal who MUST wear a high visibility tabard or vest.
- e) Red Flags shall measure a minimum of 60cm x 70cm.
- f) Competitors who have been shown a Red Flag will be given a notional time for the run or a re-run.
- g) The time of the deployment of the Red Flags will be recorded and notified to the Clerk of the Course.
- h) Under no circumstances will any car be allowed to drive in the reverse direction of the stage.
- i) The priorities in dealing with an incident are to deal first with those who are injured (whether Competitor, Official or spectator) by removing them in a suitable vehicle if it appears prudent to do so, and then to deal with the vehicles if they constitute a hazard to the continued running of the stage or to property.
- k) No Competitor will be Permitted a re-run when a Red Flag is deployed (51.2.3.).
- l) Failure to comply as instructed will incur a penalty of disqualification. (49.6.8.).

**P12.3.2.** Unless the complete route is visible from the Start or Finish areas, there should be an effective radio communications network (excluding CB radios) operated through a nominated Controller under the direction of the Clerk of the Course, linking Officials at the Start, Finish and intermediate **Radio Points** with rescue and medical services.

**P12.3.3.** Radio Point signs as follows should be displayed at and before all designated Radio Points (Drawing No 12.3.3.)

**Drawing No 12.3.3.**

Approximately 100m Yellow  
before Radio Point background



At Radio Point Blue  
Background



**Compliance with Flags Signals**

**P49.10.1.** On passing a Yellow Flag displayed by a marshal wearing a high visibility tabard or vest, the driver MUST immediately and significantly reduce speed as well as being prepared to stop at any time; at no time must they overtake any vehicle they encounter on the course.

- a) A competitor shown the yellow flag may proceed with caution, following any instructions given by the marshals, until clear of the cause of the caution.
- b) Failure to comply with this rule will incur a penalty of disqualification.



- P49.10.2.** On passing a Red Flag displayed by a marshal wearing a marshals' tabard, the driver MUST immediately and significantly reduce speed as well as being prepared to stop at any time; at no time must they overtake any safety vehicle they encounter on the course.
- The driver must then follow the instructions of any marshals and/or safety personnel and maintain this reduced speed until leaving the course.
  - Failure to comply with this rule will incur a penalty of disqualification.

**Date of Implementation: 1 January 2023**

**Reason:** The current regulations only permit the display of a yellow flag to competitors at a Competitive Safari when a Live Recovery is taking place, and only the display of a Red Flag to competitors on a Hill Rally Special Stage for the purposes of deploying rescue services before all competitors are clear of that special stage.

For many years it has been custom and practice for organisers to use yellow flags to indicate to competitors a need to proceed with caution in the case of temporary obstructions or to indicate to competitors to cease competition forthwith and exit the course non-competitively. This has been done in the interests of safety and following review the following proposals seek to instigate a regular and common set of regulations to apply to all Competitive Safaris.

Curiously the penalty for ignoring a yellow flag was more severe than that for ignoring a red flag and the proposals harmonise on the severer penalty.

These proposals further provide organisers of Hill Rallies with the authority to deploy yellow flags to caution competitors for circumstances other than a Live Recovery.

## Section Q – Circuit Racing

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**Q13.10.4.** Have any forward facing lights of more than 32 sq.cm<sup>2</sup> in surface area adequately protected and secured in case of glass breakage.

**Q13.10.4.1.** If permitted by SRs all forward facing lights may be removed including Headlights sidelights and direction indicators.

**Date of Implementation: 1 January 2023**

**Reason:** Clarification. To clarify that forward facing lights can be removed in circuit racing if permitted by championship regulations, as is common practice in a number of championships.

## Section R – Rallying

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**R29.4.2.** At the point of merge, Competitors furthest into the stage will have priority and all Competitors must merge in such a way that does not constitute a danger or hinder other drivers.



**Date of Implementation: 1 January 2023**

**Reason:** There was no existing regulation covering merges on Stage Rallies. This provides clarification for both competitors and officials. This will be supported by guidance to clubs on the appointment of Judges of Fact and notes for Single Venue Drivers Briefings.

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

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**S3.2.1.** Vehicles starting singly or in line abreast shall be placed as follows:

(a) When start timing is activated by a light beam, the vehicle must be stationary with the part which operates the timing apparatus 10cm behind the starting line.

(b) If the timing is not recorded automatically, with that part of the front tyres which is in contact with the ground resting upon the starting line.

(c) Alternatively organisers may substitute "40 cm" as an alternative to the "10cm" shown in S.3.2.1(a). In such instances +/- 20mm will become substituted for +/- 5mm in G.6.5.2.

\*3.3. The finishing line will be clearly indicated.

**Date of Implementation: 1 January 2023**

**Reason:** To incorporate the provision for European Style Starts which provides another alternate method of starts and greater choice by the Organiser.

## Section U – Karting

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**U.2.10.7.** During Practice the number of karts on the Course shall not exceed the number permitted in a Race by more than 10%.

**Date of Implementation: 1 January 2023**

**Reason:** Similar to Circuit Racing where 20% more participants are permitted to practice the kart community wish to allow a greater number to practice however 10% is deemed appropriate.

**U.7.9.3.** If 75% or more of the race distance has been completed by the leader, the race will be deemed to have ended. The race results shall be declared as the order of finishing on the last full lap completed by all karts still proceeding under their own power, **at the time** the red flag was displayed, followed in classification by non-running karts on a roll back of laps basis unless Championship Regulations specify otherwise.

**Date of Implementation: 1 January 2023**

**Reason:** Following enquiry to the Regulatory Counsel it was proposed to make the above change, supported by the Committee

**U.18.5.5.** Separate auxiliary data logger batteries must be securely fixed in a suitable location on the lower Nassau panel bracket.

**Date of Implementation: 1 January 2023**





**Reason:** Safety – to ensure that such batteries are not located in immediate proximity to the fuel tank.

**U.21.1.2.** Neither the decision for imposing any penalty nor the penalty itself, during any timed qualifying or heats, is eligible for appeal. **Where the Clerk of the Course is satisfied with the evidence presented, and for decisions issued before the relevant end of session signal is shown imposing time or place penalties only, no formal hearing is required.**

**U.21.2.1.** Neither the decision for imposing any penalty nor the penalty itself is eligible for appeal. **Where the Stewards of the Meeting are satisfied with the evidence presented, and for decisions issued before the relevant end of session signal is shown imposing time or place penalties only, no formal hearing is required.**

**Date of Implementation: 1 January 2023**

**Reason:** Part of the CIK-FIA Trial mirroring working practices at FIA/CIK-FIA events and having worked extremely well the wording was removed from the 2018 proposals however the Committee have requested that the wording be incorporated within the regulations as proposed.