

Regulation Changes Approved by Motorsport UK Board

31st March 2026

Appendix	Committee	Proposal	Date of Implementation	Conclusion
1A	Race	Ch.12 App.11 Art.3 High visibility jacket standards	01 January 2027	
1B	Race	Ch.12 App.8 (Signals) Clarification of wording relating to light panels and/or display of flags.	14 April 2026	
2A	Kart	Ch.6 App.6 Removal of ARKS Course as signature for upgrading purposes	01 January 2027	
2B	Kart	Ch.18 App.7 Art.2 12.e and g (Track Limits) Removal of mandate to display all warning Signals before moving up the penalty scale. Amendment of 'drive through' penalty to '1 lap' penalty.	14 April 2026	
3A	Trials	Ch.17 App.1 Art.1.6 Requirement for fire extinguishers at single site Events	01 January 2027	
3B	Trials	Ch.17 App.1 Art.2.23 Change in unit of measurement.	01 January 2027	
3C	Trials	Ch.17 App.2 Art.2, 5, 7, 11, 15 Bouncing moved to discipline specific regulations. Removal of properly seated in Sporting Trials & Historic Sporting Trials	01 January 2027	
3D	Trials	Ch.17 App.3 Art.7.6 Removal of unclear regulation relating to size of tyres in Classic Reliability Trials	01 January 2027	
3E	Trials	Ch.17 App.4 Art.3.2, 3.3 Requirement For Competitor supplied fire extinguishers for Events using the public highway	01 January 2027	
4	Judicial	Ch.2 App.12 Art.1.2 Clarification on failure to follow the instructions of an Official	14 April 2026	

Updated: 2nd July 2026

REGULATION CHANGES APPROVED

Committee:	Race Committee
Date of Meeting:	15 th October 2025
Closing date for consultation:	3 rd December 2025
Email for comments:	raceconsultation@motorsportuk.org

Green text = changes
following consultation

Proposed Regulations

Chapter 12 – Race

Appendix 11 – Pit and Paddock Regulations

3. General

3.6. Whilst in the pit lane:

* indicates maximum figures that may be reduced in the **Official Documents**

- *the maximum pit lane speed limit is 60kph /37.2 mph.
- it is recommended that all personnel wear a **reflective** high visibility jacket/vest approved by the **Organisers** and recommended in compliance with EN ISO 20471 and EN ISO 14116 Index 1 standards. From 30 minutes after sunset through to sunrise a **reflective** high visibility jacket/vest is mandatory.
- *there must be no more than 3 people on the pit wall, per **Vehicle**.
- *there must be no more than 4 people working on the **Vehicle** at any one time.
- all equipment and personnel must be in the pit garage when the relevant **Vehicle** is not making a pit stop with the exception of pit signallers. Where there are no garages arrangements must be approved in advance with the **ASN**.
- no work may take place on the **Vehicle** during refuelling and the engine must be switched off
- it is the responsibility of the **Entrant** to release their **Vehicle** after a pit stop only when it is safe to do so. **Vehicles** in the fast lane have priority over those leaving the working area

Date of Implementation: 01 January 2026⁷

Reason: To recommend that any high visibility jacket/vest worn meet generally accepted national standards for visibility with fluorescent materials (EN ISO 20471) and fire resistant (EN ISO 14116 Index 1).

Following consultation 'reflective' has been added to the requirement. There was also suggestion that the period required better definition and therefore 'through to sunrise' has also been added.

REGULATION CHANGES APPROVED

Committee:	Race Committee
Date of Meeting:	15 October 2025
Closing date for consultation:	16 December 2025
Email for comments:	raceconsultation@motorsportuk.org

Red text = new
Orange text =
renumbered/reordered
~~Strikethrough~~ = deleted

Proposed Regulation

Chapter 12 Race

Chapter 12 Race

App.8 Signals by **Light Panels and Flags**

Appendix 3 - Race Officials

4.2. **Marshals** shall be briefed on their duties and wear no clothing the colour of which might be confused with Signals ~~colours~~ by **light panels** and / or **flags** where applicable.

Appendix 7 - Track Regulations and Driving Standards

1.11. Breaches of Art.1.6 above may be penalised as follows:

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b. During Races the following scale of Penalties will be applied:

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Care should be taken to ensure that all **Signals** (**digital board** or **light panel** ~~and/or~~ **flag**) must have been displayed to the **Driver** concerned before moving up the penalty scale. All penalties applied must be noted on the **Results**.

Appendix 8 Signals by Light Panels and Flags

1. The following regulations apply to Circuit racing and Kart racing

- 1.1. Light panels and / or flag Signals where available shall be in accordance with the following. At venues where light panels are operational these light Signals will take priority and may be supplemented with flags:
- 1.2. Each Signalling Marshals post shall be provided with a hazard area board (not applicable at Kart Circuits) and the following Signals either via a light panel control box or flags:
 - a. Yellow
 - b. Yellow and red
 - c. Green
 - d. Blue
 - e. Red
 - f. White and
 - g. Purple (if specified in the Official Documents)and shall be staffed by Marshals who are competent in their use.
- 1.3. Officials' Signals will be conveyed to Drivers and may be displayed either by light panel and / or flags and/or by an appropriately coloured light panel to which the Competitor number may be attached. The Clerk of the Course shall be provided with or have under their direct control:
 - a. a red Signal
 - b. a black Signal
 - c. a black and white Signal split diagonally and
 - d. a black Signal with an orange disc
 - e. The means for clearly displaying a competing Vehicle number in the case of b. to d. above. Where available a digital board and/or in-car display will display messages to the Drivers.
- 1.4. The national flag and a black and white chequered Signal shall be available at the start and finish line or lines for appropriate use.
- 1.5. All Marshals posts shall show a green Signal during the first lap of each Practice session and during each formation lap.
- 1.6. ~~Officials' Signals will be conveyed to Drivers and may be displayed either by flags and or by an appropriately coloured light panel to which the Competitor number may be attached.~~ Where light panels are being used both the red and safety car Signals will be operated by race control. These two Signals will override any local Signals. Marshals

should revert to displaying yellow flags to indicate to **Drivers** the particular location of any incident hence supplementing the light panels.

- 1.7. **Officials' Signals** will be conveyed to **Drivers** and may be displayed by a ~~A static 'stationary' flag may be replaced by a coloured light~~ **Signal** and ~~or a 'waved flag' Signal~~ **Signal** conveyed by ~~either may be replaced by a flashing coloured light panel or 'waved' flag~~ **Signal**. Championships may also mandate the use of an in-car signalling system as approved by the ASN.
- a. Red/green lights or national flag: **Race** start.
 - b. Blue – stationary: Another **Competitor** is following close behind.
 - c. Blue – 'waved': Another **Competitor** is trying to overtake.
 - d. White - A service **Vehicle** or slow-moving **Vehicle** is on the **Circuit**. The white **Signal** will be waved to indicate the sector of the **Track** that the slow-moving **Vehicle** is in and held stationary whilst the **Vehicle** is in the next sector.
 - e. Yellow – 'waved': Danger slow down sufficiently to ensure that full control of the **Vehicle** can be retained. No overtaking.
 - f. Yellow – double 'waved': Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line or take other evasive action including stopping if necessary. No overtaking.
 - g. Yellow with red stripes – stationary: Slippery surface ahead.
 - h. Yellow with red stripes – 'waved': Slippery surface imminent.
 - i. Green – 'waved': All clear at the end of a danger area controlled by yellow **Signals**. Also used to signify the start of a formation lap and shown at all posts during first lap of each **Practice** session and during each formation lap.
 - j. Red: Immediately cease driving at racing speed and proceed slowly without overtaking and with maximum caution to pits or start line obeying **Marshal's** instructions and or **Signals** and being prepared to stop should the **Track** be blocked.
 - k. Black with orange disc displayed with the **Competitor's** number: Notification of apparent ~~mechanical~~ **technical** failure or of a fire which might not be obvious to the **Driver**. The **Vehicle** concerned must call at its pit for repairs on the next lap.
 - l. Black and white rectangular split diagonally and displayed with the **Competitor's** number: A warning to the **Driver** that their driving conduct is suspect and they may be shown a black **Signal** on further reports.
 - m. Black displayed with the **Competitor's** number: The **Driver** must stop at their pit on the next lap of receiving the **Signal** and report to the **Clerk of the Course**. A penalty of **Disqualification** may be enforced by display of the black **Signal**.
 - n. Black and white Chequered - End of **Race** or **Practice**.
 - o. Hazard area board which will be displayed as a warning of a hazard that was not present when the **Practice** or **Race** started.
 - p. SC board will be displayed in the event of the safety car being deployed.

- q. A full course yellow panel will be displayed in the event of full course yellows being deployed

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- 1.14 Once the black and white chequered **Signal** has been displayed the **Competition** is over and may not be restarted. ~~The black and white chequered **Signal** should~~ **must not be displayed at the same time as a red **Signal**.**

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2. Operation of Safety Car

- 2.1 The safety car will be brought into operation to neutralise a **Race** upon the sole decision of the **Clerk of the Course**. The safety car will be driven by an experienced circuit **Driver** and will carry an observer capable of recognising all competing **Vehicles** and who is in permanent radio contact with race control **Ch.5 PART A App.5 Art.1.3.r**

- 2.2. The safety car, yellow/amber lights illuminated, will normally join and exit the **Circuit** from the pit lane and ~~if light **Signals** are not in use,~~ the safety car boards will be shown initially from the **Start/Finish** line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.

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- 2.12. As the safety car is entering the pit entry road the green **Signal** will be displayed at the **Start/Finish** line and the "sc" board withdrawn. Following this display of the start **Signal** yellow **Signal** and "sc" boards at the **Signalling Marshals Posts** will be withdrawn and be replaced with a 'waved green' **Signal** for one lap (~~where light panels are being used the green **Signal** will be switched off after 10 seconds~~). The 'waved' green **Signal** will be displayed simultaneously by race control where light panels are installed or will flow around the **Circuit** in both directions as an adjacent post displays their 'waved' green **Signal** where there are no panels. This system may be supplemented by a message being simultaneously broadcast to all **Signalling 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. Any overtaking or overlapping after the safety car **Signals** have been withdrawn and before passing the green **Signal** at the **Control Line** will be deemed to be gaining an advantage (**Ch.2 Annexe A Art.1.3**).

- 2.15. Should it be necessary to stop a **Race** during a safety car deployment the safety car with and all competing **Vehicles** following will stop ~~pass through the Red Signal at the Start/Finish line complete one further lap at reduced speed and then once the Safety Car comes to a stop or~~ at a position indicated by the safety car observer (which will usually be

either the grid or **Parc Fermé**), all competing **Vehicles** must stop behind the safety car unless otherwise directed.

Appendix 13 - Competitors Vehicles Technical Regulations

- 2.2. Rear screens ~~to~~ shall be clear or may be tinted provided that the tint does such as not to significantly affect through vision (in or out) or distort the colours of **Signals**, ~~flags or lights~~ or flags.

Date of Implementation: 14 April 2026

Reason: Clarification, incorporation of working practices, in addition to providing for in car marshalling systems when mandated by certain championships.

Changes requested by Rules Committee.

These regulations have also been reviewed in order to decapitalise when there is no defined term – defined terms identified which were not indicated by bold and/or capitalised have been corrected, although these are not marked as this is editorial only.

REGULATION CHANGES APPROVED

Committee:	Kart Committee
Date of Meeting:	19 June 2025
Closing date for Consultation:	12 September 2025
Email for comments:	kartconsultation@motorsportuk.org

Chapter 6 - Licensing

Appendix 6 – Competition Licence Applications, Upgrading, Downgrading and Retention of Licences – Kart

Proposed Regulations

Kart Inter-club to Kart National

- 4.3. A Competitor who is qualified to hold a **Kart Interclub** licence may upgrade it to a **Kart National** licence either at renewal or during the year as follows: Obtain the **ASN Steward's** signature on the **Upgrade Card** at ten **Clubman** (prior to 31.12.2019) or **Interclub Kart Races**. One of these signatures may have been obtained at NatSKA or Kart **Clubman Events** held under an **ASN Permit**. A maximum of six signatures may have been obtained at **Super K-X Events**. ~~Completion of the ARKS Course will constitute one of the ten signatures.~~ Signatures must have been obtained at a minimum of three different venues; a maximum of one **Super K-X** venue will be counted for upgrading purposes. For **Competitors** in **Race Venue Events** only two different venues are required so long as the application is supported by a **Race Venue Karting Organising Club**. For upgrades containing both **Short Circuit** and **Race Venue Karting** signatures the minimum of three different venues is required. A **Competitor** may only obtain one signature per **Event**.

Date of Implementation: 01 January 2027

Reason: This proposal is designed to remove the ARKS signature from the Competition Licence Upgrade Criteria from Kart Interclub to Kart National licences. Following meetings with ARKS and other relevant stakeholders, this proposal is designed to only consider a Competitors racing experience as part of their upgrading criteria.

REGULATION CHANGES APPROVED

Committee:	Kart Committee
Date of Meeting:	19 June 2025
Closing date for Consultation:	12 th September 2025
Email for comments:	kartconsultation@motorsportuk.org

Chapter 18 - Karting

Appendix 7 – Competitors Regulations including Personal Clothing and Licences

Proposed Regulations

- 2.6 Drivers** must use the **Track** at all times and may not leave the **Track** without a justifiable reason. For the avoidance of doubt:
- The white lines defining the **Track** edges are considered to be part of the Track.
 - A **Driver** will be judged to have left the **Track** if any part of the contact patch of the tyre of the Vehicle goes beyond either the outer edge of any kerb or the white line where there is no kerb.
- 2.7** Should a **Kart** leave the **Track** for any reason and without prejudice to [Art.2.9](#) below the **Driver** may re-join. However this may only be done when it is safe to do so and without gaining any advantage.
- 2.8** Causing a collision with another **Kart** and / or repetition of serious mistakes or the appearance of a lack of control over the **Vehicle** (such as leaving the **Track**) will be reported to the **Clerk of the Course** and may entail the imposition of penalties up to and including the **Disqualification** of any **Driver** concerned.
- 2.9** It is not permitted to drive any **Kart** unnecessarily slowly or erratically or in a manner deemed to be potentially dangerous to other **Drivers** at any time.
- 2.10** Breaches of [Art.2.6](#) above may be reported and / or determined only by:
- A duly appointed **Judge of Fact** and / or
 - Senior Officials** through the use of suitable equipment under the control of the **Organisers**.
- 2.11** Breaches of [Art.2.6](#) may be penalised as follows:
- In qualifying the lap on which the breach occurred should be disallowed. Note should be made on the result sheet of any times disallowed.

2.12 During races ~~the following scale of penalties will be applied~~ breaches of Art.2.6 above will be penalised in accordance with the following scale of penalties:

- a. 1st breach – no penalty
- b. 2nd breach – warning **Signal**
- c. 3rd breach – a 5 second penalty added to **Race** time
- d. 4th breach – a further 10 second penalty added to **Race** time
- e. 5th breach – **1 Lap Drive Through** penalty in addition to the proceeding time penalties
- f. 6th breach – Black **Signal**
- g. Care should be taken to ensure all **Signals** (flag and / or **Light Board** and **Board**) ~~should~~ **must** ~~where possible~~ have been displayed to the **Driver** concerned before moving up the penalty scale. All penalties applied should be noted on the result sheet.

2.123 No competing **Kart** shall be driven in the reverse direction of the **Track** except for the minimum distance to remove it from an unexpected situation and then only under official supervision.

Date of Implementation: 14 April 2026

Reason: This regulation proposal is designed to change the penalties for track limits at Kart meetings in Qualifying and Race sessions. In Qualifying, the proposal removes the offending Drivers fastest lap in Qualifying therefore encouraging Drivers to take additional care to ensure they stay within the limits of the Track. In the Race, the proposal incurs a 1 Lap penalty to the offending driver rather than a Drive Through Penalty as Drive Through penalties are not used in Karting.

The wording to Article 2.12g has been adjusted to reflect the increased frequency of which Karts cross the timing line, compared to circuit Racing, there is much less time to process a track limits report and display the relevant Signal.

REGULATION CHANGES APPROVED

Committee:	Trials Committee
Date of Meeting:	20 May 2025
Closing date for Consultation:	12 September 2025
Email for comments:	trialsconsultation@motorsportuk.org

Chapter 17 – Trials

Appendix 1 – Organisers Regulations

1. General Regulations

1.6 Special attention should be paid to the following:

- a. Every practicable precaution must be taken to avoid depositing mud or soil on the Public Highway when leaving private property.
- b. Warning notices as required by **Chapter 3 App 3** must be displayed.
- c. The beginning and end of observed sections must be marked by signs.
- d. The starts of sections should be reasonably flat and wide so that all **Competitors** can at least enter the section.
- e. The layout of sections should ensure that areas can be marshalled by the minimum possible number of **Officials**.
- f. Sections should be of a winding nature so as to place a premium on driving skill, although the radius of all corners must be adequate for all cars entered.
- g. If possible alternative routes should be planned in case of a change of weather conditions and to provide varied routes within sections for different classes.
- h. Metal rod markers should not be used.
- i. Markers should be placed to avoid the likelihood of **Competitors** putting four wheels out between markers and where they are unlikely to be moved by bushes or branches.
- j. Clearly visible sub-section numbers should have a minimum figure height of 50mm.
- k. Sub-section markers should be closely grouped in areas of expected failure.
- l. **Organisers** should be aware of the nearest hospital and the best route to get to it in case of incident.
- m. When **Competitors** under 17 years of age are allowed to compete **Organisers** should note the information in **Appendix 2 'Crew'** and **Chapter 6**: regarding Minimum Ages.
- n. No person under the age of 14 can act as a marshal or assistant marshal unless under the constant supervision of a marshal over 18 years old.

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- o. At single site **Events** a **Medium sized Spill Kit** must be available at each section or group of adjacent sections.
- p. At **Events** which utilize the public highway each **Vehicle** must carry a **Small Spill Kit** as defined in **Chapter 1 App 1**.
- q. At single site **Events, Organisers** must provide at each section a minimum of one fire extinguisher of at least 6kg capacity, suitable for extinguishing **Vehicle** fires. Where sections are closely grouped one extinguisher located at a clearly visible central point is permitted.

Date of Implementation: 01 January 2027

Reason: Following a recent event, it has been highlighted that there are currently no requirements for fire extinguisher(s) to be provided at single site Events. The Committee feel it is more appropriate and practical for the Event Organiser to provide such fire extinguisher(s). Due to the nature of Trials Events one extinguisher can often cover multiple sections.

REGULATION CHANGES APPROVED

Committee:	Trials Committee
Date of Meeting:	20 May 2025
Closing date for Consultation:	12 September 2025
Email for comments:	trialsconsultation@motorsportuk.org

Chapter 17 – Trials

Appendix 1 – Organisers Regulations

2. Classic Reliability Trials

- 2.23 Observed sections may not be more than a quarter of a mile long and no special time schedule may be applied from start to finish of a section more than ~~100yds~~ **200m** long (an Observed Test).

Date of Implementation: **01 January 2027**

Reason: Due to the large overlap in both competitors and organisers, between Classic and Car Trials to maintain a difference in regulations on units of measurement was likely to cause continued confusion. Given it is a max distance it doesn't have any impact on existing Observed Tests.

REGULATION CHANGES APPROVED

Committee:	Trials Committee
Date of Meeting:	20 May 2025
Closing date for Consultation:	08 October 2025
Email for comments:	trialsconsultation@motorsportuk.org

Chapter 17 - Trials

Appendix 2 – Competitor Regulations

2. The Crew

- 2.2 ~~'Bouncing' will be permitted only within the confines of the seating compartment and then only so long as no portion of either the **Driver's** or **Passenger's** body other than arms and hands is placed outside the sides of the car or behind the seat they are occupying.~~

5. Results

- 5.4.h **Driver** and/or **Passengers** not seated in accordance with ~~Art. 2.2 above~~ **s.7, 11 or 15 below**

7. Classic Trials - The Crew

- 7.1. **Passengers** must be properly seated i.e. both the **Passenger** and the seat back must be upright and facing forward.
- 7.2. ~~'Bouncing' will be permitted only within the confines of the seating compartment and then only so long as no portion of either the **Driver's** or **Passenger's** body other than arms and hands is placed outside the sides of the **Vehicle** or behind the seat they are occupying.~~
- 7.23. Where the **Driver** is over 17 years old and holds a full RTA **Licence** the **Passenger** must fulfil the minimum age requirement below.
Open or Convertible **Vehicles** 14
Saloons or hardtop **Vehicles** 12
- 7.34. If **Art 2.1** is varied entries may be accepted from **Drivers** aged 16 or from Drivers of 17 or over who do not hold a full RTA **Licence**. In such cases the **Driver** must be accompanied by a **Passenger** who holds a full RTA **Licence** and is experienced as a **Driver** of **Classic Trials** to the satisfaction of the **Clerk of Course**. Any such **Driver** may only attempt sections wholly on private land.
- 7.45. Additionally the rear seats of saloon cars can be occupied by the number of people for whom they were designed. **Passengers** who occupy the rear seats of the **Vehicle** must not be less than 2 years of age any child under 12 years of age or 135cm in height must be seated using an approved 'child restraint'.

- 7.56. **Passengers** aged between 2 and 12 years old will be signed on by their parent or guardian.
- 7.67. **Passengers** are not required to occupy the front seat where suitable rear seats are available unless the **Official Documents** state otherwise. All **Passengers** in a vehicle with a soft-top or no roof must be at least 14 years of age. However in Class 8 only one **Passenger** is allowed who must occupy the seat alongside the Driver.
- 7.78. Members of the crew at the **Start** cannot be varied during an **Event** except with **Official** approval.

11. Car Trials - The Crew

- 11.1. *During all **Observed Sections** and tests the seat alongside the Driver must be occupied.*
- 11.2. If a **Passenger** is carried they must be properly seated i.e. both the **Passenger** and the seat back must be upright and facing forward and:
- a. Where the **Driver** is over 17 years old and holds a full RTA **Licence** the **Passenger** must be of at least 12 years of age.
 - b. Entries may be accepted from **Drivers** aged 14 15 or 16 or from **Drivers** of 17 or over who do not hold a full RTA **Licence**. In such cases the **Driver** must be accompanied by a **Passenger** who holds a full RTA **Licence** and is experienced as a **Driver** of **Car Trials** or **Sporting Trials** to the satisfaction of the **Clerk of Course**.
- 11.3. 'Bouncing' will be permitted only within the confines of the seating compartment and then only so long as no portion of either the **Driver's** or **Passenger's** body other than arms and hands is placed outside the sides of the **Vehicle** or behind the seat they are occupying.
- 11.2a4. Where the **Driver** is over 17 years old and holds a full RTA **Licence** the **Passenger** must be of at least 12 years of age.
- 11.2b5. Entries may be accepted from **Drivers** aged 14 15 or 16 or from **Drivers** of 17 or over who do not hold a full RTA **Licence**. In such cases the **Driver** must be accompanied by a **Passenger** who holds a full RTA **Licence** and is experienced as a **Driver** of **Car Trials** or **Sporting Trials** to the satisfaction of the **Clerk of Course**.
- 11.36. Additionally the rear seats of saloon cars can be occupied by the number of people for whom they were designed. **Passengers** who occupy the rear seats of the **Vehicle** must not be less than 2 years of age any child under 12 years of age or 135cm in height must be seated using an approved 'child restraint'.
- 11.47. **Passengers** aged between 2 and 12 years old will be signed on by their parent or guardian.
- 11.58. Members of the crew at the **Start** cannot be varied during an **Event** except with **Official** approval.

15. Sporting Trials and Historic Sporting Trials – The Crew

- 15.1. During all **Observed Sections** and tests the seat alongside the **Driver** must be occupied by a **Passenger** who must be properly seated i.e. both the **Passenger** and the seat back must be upright and facing forward. The **Passenger's** hips must be located within the cockpit and on or in front of the rear axle line (Penalty as per **Art 5.4.h**).
- 15.2. Sitting on the rear of the seat or on the area behind the seat is not permitted. The passenger should have a firm grip on at least one handle (Location of which is defined in **App.5 Art.4** and **App.6 Art.5** accordingly). No part of a **Competitor's** body shall be behind the spare wheel.
- 15.2.3. Where the **Driver** is over 17 years old and holds a full RTA **Licence** the **Passenger** must be of at least 14 years of age.
- 15.3.4. Entries may be accepted from **Drivers** aged 16 or from **Drivers** of 17 or over who do not hold a full RTA **Licence**. These **Drivers** must be accompanied by a **Passenger** who holds a full RTA **Licence** and is experienced as a **Driver** in **Sporting Trials** and who must produce a valid **Club Membership Card**.
- 15.4.5. Members of the crew at the **Start** cannot be varied during an **Event** except with **Official** approval.

Date of Implementation: 01 January 2027

Reason: 'Bouncing' regulation has been removed from the Competitors Regulations (all events) as it was not deemed by the Committee to be a blanket regulation that covers all disciplines.

It has therefore moved to sub-discipline specific regulations for Classic & Car Trials. The existing wording was not deemed to be appropriate for Sporting Trials & Historic Sporting Trials however, so this has been amended in 15.2 for these disciplines.

In addition, For Sporting Trials & Historic Sporting Trials we propose to remove "properly seated" from 15.1 as it is not appropriate for these event types and the new wording reflects current practice which is deemed to be acceptable.

REGULATION CHANGES APPROVED

Committee:	Trials Committee
Date of Meeting:	20 May 2025
Closing date for Consultation:	12 September 2025
Email for comments:	trialsconsultation@motorsportuk.org

Chapter 17 – Trials

Appendix 3 – Technical Regulations – Classic Reliability Trial Vehicles

1. General

Class

- 5 (c) Non-production cars built mainly from pre-1941 components (except **Vehicles** approved for **Class** 2) individually approved. Such **Vehicles** may include some post war components including BMC A-Series engines up to 948cc, Reliant OHV engines, A Series Rear Axles, Ford 105E Series Back Axles, Tubular Frame Chassis. These **Vehicles** must have at least one operational European carburettor and run on tyres satisfying **Art 7.13-12** (Crossplies).

3. Chassis / Body

3.2.

- c. For production cars any extensions must not exceed the overhang proportions of a non-production car. Any additional spare wheel carrier should be fitted as close as possible to the body and satisfy **Arts.7.9-7.127.8-7.11** Production cars need not comply with **Ch.7 App.2 Art.6** in respect of bonnets.

7. Wheels and Tyres

- 7.6. No tyre may be smaller than that recommended by the car manufacturer.

- 7.7.6. Standard tyres must be used and all types of Grip and Town & Country block patterns are prohibited. Radial tyres with a maximum tread gap exceeding 8mm are prohibited. A tyre will be deemed to have a block gap not exceeding 8mm if when fitted to a rim and inflated to 25psi an 8mm round bar will stick in the gap when horizontal. Purely circumferential gaps may be ignored.

- 7.8.7. In all **Classes** spare wheels must be firmly secured by a permanent fixing.

- 7.9.8. Not more than two spare wheels may be carried externally and these must be fitted as close as possible to the bodywork (excluding bumpers).

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- ~~7.10~~9. No part of the spare wheel(s) may be mounted externally in front of the windscreen unless in the manufacturers standard position or on the roof.
- ~~7.11~~10. **Vehicles** with an external rear-mounted spare wheel in the manufacturers standard position may add a second spare wheel mounted flush with the original wheel with no spacer.
- ~~7.12~~11. The spare wheel(s) or mounting(s) may not extend rearwards more than 200mm from a vertical line passing through the rearmost part of the original bodywork (excluding bumpers) or more than 100mm beyond the rearmost part of the original bumper position for the model of **Vehicle** whichever creates the lesser protrusion. An alternative maximum dimension not exceeding 400mm may be included in an accepted specification for a car in **Class** 7(c).
- ~~7.13~~12. **Class 2 Vehicles** must use cross-ply tyres (which need not be listed in **Ch.8 App.4 Lists 1** or **2** but which must not be of Grip Town & Country or Dual Purpose pattern).

Date of Implementation: 01 January 2027

Reason: Following review at Committee, it was identified that there is no clear definition of “smaller” with respect to the tyre and the intention of the regulation (**Art.7.6**) was unclear as there are separate regulations referring to diameter and width. It was decided to remove this regulation (**Art.7.6**) to avoid confusion or misinterpretation. **Consequential amendments required to cross-references in Ch.7 App.3 Art’s 1 (Class 5) and 3.2.c.**

REGULATION CHANGES APPROVED

Committee:	Trials Committee
Date of Meeting:	20 May 2025
Closing date for Consultation:	12 September 2025
Email for comments:	trialsconsultation@motorsportuk.org

Chapter 17 – Trials

Appendix 4 – Technical Regulations – Car Trials Formula

3. Safety

3.1 Vehicles must comply with Construction and Use Regulations and be fitted with safety belts if appropriate. The following are recommended:

- Safety roll-over bar to safety criteria **Chapter 7 App.3 Art.22**.
- The wearing of seat belts is optional when fitted to the vehicle.

~~€~~**3.2 At single site Events** handheld fire extinguishers to a level of safety criteria specified in **Chapter 7 Appendix 6 Article 3** are recommended and which are accessible to the crew (note a 1.75ltr minimum for AFFF or 2x1ltr AFFF or 2x1kg Powder is permitted).

3.3 At Events which utilise the public highway handheld fire extinguishers to a level of safety specified in **Chapter 7 Appendix 6 Article 3** are mandatory and which are accessible to the crew (note a 1.75ltr minimum for AFFF or 2x1ltr AFFF or 2x1kg Powder is permitted).

Date of Implementation: 01 January 2027

Reason: There are currently no requirements for fire extinguisher(s) to be provided at multi venue events within Car Trials. The Committee feel it is more appropriate and practical for the Competitor to provide such fire extinguisher(s). This proposal mirrors the current requirement for Classic Reliability Trials Events.
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REGULATION CHANGES APPROVED

Committee:	Judicial Committee
Date of Meeting:	05 November 2025
Closing date for consultation:	N/A
Email for comments:	N/A

Proposed Regulation

Chapter 2 - Judicial, Appendix 12, Penalty Points

Article 1.2 Penalty points will be imposed for the following offences:

- Driving – breach of Ch.2 App.1 Art.1.13, Ch.12 App.7 Art.1.2, Ch.12 App.7 Art.1.5, Ch.12 App.7 Arts.1.7 – 1.9, Ch.12 App.7 Art.1.12 and / or
- Failure to comply with flag or light Signals (Ch.2 App.1 Art.1.14).
- General Conduct – Abuse, physical assault or threats of physical assault (Ch.2 App.1 Art.1.1).
- ~~Refusal~~ **Failure** to obey the instructions of an Official (Ch.6 App.1 Art.2.4).

Date of Implementation: **14 April 2026**

Reason:

This change removes the need to determine intent, which can often be subjective and difficult to evidence, and instead focuses on the objective fact of non-compliance with an Official's instruction. Regardless of whether the conduct is deliberate or inadvertent, failure to follow the instructions of an Official can have serious safety and sporting consequences. The amended wording therefore ensures the Regulation can be applied consistently while reinforcing the obligation on drivers to comply with Official instructions at all times.