

## REGULATION CHANGES FOR CONSULTATION

|                                |                                                                                          |
|--------------------------------|------------------------------------------------------------------------------------------|
| Committee:                     | Race Committee                                                                           |
| Date of Meeting:               | 10 June 2026                                                                             |
| Closing date for consultation: | 26 August 2026                                                                           |
| Email for comments:            | <a href="mailto:raceconsultation@motorsportuk.org">raceconsultation@motorsportuk.org</a> |

### Proposed Regulation

#### Chapter 1 – General Governance and Establishment

#### Appendix 1 – Definitions and Nomenclature

**Judge of Fact.** A person appointed by **Organisers**, who must be an identifiable individual, and named in **Official Documents** (before the start of their duties) as having responsibility to determine or decide on any factual occurrence in connection with a **Competition** and to report to the relevant **Event Official**.

**Date of Implementation:** 01 January 2027

**Reason:** The proposal combines the current NCR and FIA ISC definitions. With the introduction and increased use of cameras and associated automatic technology to identify track limits, it is considered essential to specifically note that such roles must be fulfilled by identifiable individuals (i.e. real persons).

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### Proposed Regulation

## Chapter 12 – Race, Appendix 6 – Competition Regulations

### 9. Stopping a Race

9.1. Any **Race** can be stopped at the sole discretion of the **Clerk of the Course** by ordering the ‘waving’ of the **Red Signal** at the **Start/Finish Line**. **Competitors** will be warned that the **Race** has been stopped by the simultaneous ‘waving’ of the **Red Signal** at all **Flag Marshalling Posts**.

a. Any **Race** stopped before the leader has completed two laps will be declared a “No Contest” and available **Competitors** will restart from their original grid positions (**Art.9.2 below** also applies).

b. Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race and either restarted as per Art.9.1c, or the race be considered suspended and restarted as per Art 9.1d.

c. Subject to Art.9.1.d, when a race is stopped **Competitors** will be restarted from a grid set out in the finishing order of this first part which shall be based upon the order of crossing the **Finish Line** at one lap less than the number of laps completed by the leader at the time of first showing the **Red Signal**. Only **Vehicles** which are proceeding under their own power in accordance with **App.8 Art.1.7.j** at the showing of the **Red Signal** (**App.7 of this Chapter**) will be classified in this first part (**Art.9.1c** and **Arts.9.2–9.5 below** also apply).

d. When a **Race** is stopped, except in accordance with Art.9.1.i below when vehicles should return to the pit lane, **Competitors** will return to the grid under the direction of marshals and form up in a single line. **Competitors** are permitted to return to the pit lane if necessary. The **Race** will restart either from the usual **Championship** or series start procedure or using a **Safety Car** start. The starting order for the new **Race** will be

as per Art.9.1c above, unless a vehicle enters the pit lane after the **Red Signal**, in which case it will start from the pit lane after the last vehicle has taken the start **Signal**.

e. If a **Safety Car** start is used, once the **Clerk of the Course** is satisfied that all vehicles are in the correct starting order, the **Safety Car** will lead the vehicles around the **Circuit** in accordance with **App.8 Art.2.16**. The length of the restarted **Race** will be determined by the Clerk of the Course and the **Race** will be deemed to have started when the **Safety Car** leaves the grid and the green **Signal** is displayed.

f. Only vehicles that were proceeding under their own power, in accordance with App.8 Art.1.7.j, at the time the **Red Signal** was shown (as defined in App.7), will be permitted to take part in the restart, in accordance with Art.9.2.

g. If a race covered by **Art.9.1.b** above cannot be restarted either at that time or later during the same **Event** for whatever reason then the result will be declared applying the same principle described to produce the grid order at b. above – the order of crossing the **Finish Line** at one lap less than the number of laps completed by the leader at the time of first showing the **Red Signal**.

h. When restarted the result will be the order of finishing at the end of the restarted **Race** unless **Championship Regulations** specify otherwise. The result will list all **Competitors** who took the start in the **Race** even if they did not take part in the restarted **Race** and will use the first part for purposes of establishing lap records and point scoring where applicable (**Arts.9.2–9.3 below** also apply).

i. Any race stopped after the leader has completed 75% of its duration may be considered to have finished unless the **Clerk of the Course** in consultation with the **Stewards of the Event** deems it appropriate to restart the **Race**. The result will be based on the order of crossing the **Finish Line** at one lap less than the number of laps completed by the leader at the time of the first showing of the **Red Signal**.

j. The roll back of laps is for the declaration of results. Any ~~t~~Track limit breaches incurred on the discounted laps will not be counted or considered in any way. Any other incident or breach of the Regulations on the discounted laps will not be invalidated and will be reviewed by the Clerk of the Course who will impose penalties as deemed necessary. Only vehicles which are proceeding under their own power at the showing of the **Red Signal** will be classified (if restarted **Art.9.1.b** and **d.f. above** will apply).

9.2. In the interval between stopping and restarting the **Race** ~~V~~vehicles may return to the pit area for repairs. Having done so they may not return to the grid but may join from the pit lane after all the other ~~V~~vehicles have started.

a. Non-runners at the time of stopping must return to the pit lane and may restart from the pit lane behind those referred to above if approved to do so by an **ASN Licensed Scrutineer**.

b. No work may be carried out on the grid unless on grounds of safety and with the approval of an **ASN Licensed Scrutineer**.

9.3. The Clerk of the Course may order that the duration of the second part or re-run of any **Race** shall be a shorter distance than originally scheduled or may be abandoned altogether.

a. If the first part of the **Race** was stopped under **Art.9.1.a** the duration of the re-run will be determined as the duration of the **Race**.

b. If the duration of the **restarted race** is adjusted by the Clerk of the Course the new duration shall be used for the calculation of 75% **and any other relevant percentages** under ~~Art.9.1.b~~ and ~~e~~ above.

**Date of Implementation: 01 January 2027**

**Reason:**

Race Committee was asked to consider a refinement to the race restart regulations, aimed at improving the efficiency, safety, and overall management of race interruptions.

The proposed approach is considered to deliver a number of key benefits:

- **Reduced timetable disruption**
  - Eliminates the need for a mid-race timekeeping stop and race recalculation process, which TSL has advised is both time-consuming and operationally challenging.
  - Removes the requirement to produce and distribute revised grid sheets.
  - Avoids the need for re-gridding procedures.
  - Removes the requirement for an additional green flag lap prior to the restart.
- **Enhanced competitor experience**
  - Reduces the time competitors spend stationary and awaiting further instruction, often with limited clarity regarding restart timescales.
  - Provides a more streamlined and predictable process following a race stoppage.
- **Improved safety**
  - Reduces the potential for incidents associated with restart procedures by simplifying the process and minimising unnecessary movements within the assembly and restart phases.

This proposed regulation provides Race Control with greater flexibility to manage race interruptions effectively, including the ability to stop and restart a race, declare a new race where appropriate, and make wider use of rolling starts. While the proposal does not fully align with FIA procedures, it represents a pragmatic and progressive step towards greater consistency with international practice, while delivering clear operational, safety, and customer experience benefits.

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## Proposed Regulation

### Chapter 12 - Race, Appendix 9 - End of Race Results

1.11. Except for Endurance Racing (**App.4 Art.3.7**) and unless otherwise stated in the **Official Documents**, ~~state otherwise~~ in order to be classified as a finisher in a **Race**, only Vehicles-which:

- have covered at least 80% of the distance covered by the class winner, and
- ~~which~~ cross the **Finishing Line on the track** (and not in the Pit Lane) under their own power, and
- ~~do so~~ within four (4) minutes after the overall winner

~~will be classified in the Provisional Results. Should this percentage not result in a full number of laps the decimals will be disregarded.~~

A vehicle shall not be considered to have finished the **Race** if it enters or remains in the Pit Lane, rather than crossing the **Finish Line** on the track. A **Race** cannot be finished in the **Pit Lane** under any circumstances.

Should the 80% distance calculation not result in a whole number of laps, the decimals will be disregarded.

**Date of Implementation: 1<sup>st</sup> January 2027**

**Reason:** Race Committee was presented with a revised proposal relating to race finishes in the pit lane. This proposal arose from the recognition that the existing regulation had been open to interpretation, particularly regarding whether a competitor may be classified as having taken the chequered flag while in the pit lane.

The Committee agreed that the proposed amendment provides greater clarity and removes any ambiguity in the application of the regulation. By explicitly setting out the intended position, the revised wording should support consistent decision-making, improve understanding among competitors and officials, and reduce the likelihood of future disputes or differing interpretations.