

REGULATION CHANGES FOR CONSULTATION

Committee:	Race Committee
Date of Meeting:	09 September 2026
Closing date for consultation:	05 November 2026
Email for comments:	raceconsultation@motorsportuk.org

Proposed Regulation

Chapter 12 - Race

Appendix 7 – Track Regulations and Driving Standards

1. General

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

- a. In qualifying the lap on which the breach occurred should be disallowed. Note should be made on the **Results** of any times disallowed.
 - b. During **Races** the following scale of **Penalties** will be applied:
 - 1st breach – no **Penalty**
 - 2nd breach – warning **Signal**
 - 3rd breach – a ~~25~~ second Time Penalty added to **Race** time
 - 4th breach – a further ~~310~~ second Time Penalty added to **Race** time
 - 5th breach – a further 5 second Time Penalty added to **Race** time ~~Drive-Through (App.10 Art.2.1) Penalty in addition to the preceding Time Penalties~~
 - 6th breach – a further 5 second Time Penalty added to **Race** time ~~Black-Signal~~
 - 7th and subsequent breaches – a further 10 second Time Penalty added to **Race** time
- Care should be taken to ensure that all **Signals** (digital board or light panel 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**.
- c. In **Championships** where radio communication with **Competitors** is allowed, or where all **Vehicles** are equipped with an approved in-car marshalling system, any warning required under these Regulations may be communicated by:
 - i. display on the Official Timing Screens; and

- II. Radio communication from **Race** Control or the Clerk of the Course, either directly to the **Competitor** or through the **Competitor's** Team; and/or
- III. an approved in-car marshalling system; and
- IV. In such **Championships**, the display of the Black and White **Signal** at the Start/Finish Line shall not be required and any warning communicated in accordance with this Regulation shall be deemed validly issued.

Date of Implementation: 01 January 2028

Track Limits Notifications

The current regulations require formal notification of track limits infringements through prescribed communication methods. Since these provisions were introduced, there has been significant development in race management technology, with many championships and series now routinely operating reliable race control-to-competitor communications, team radio systems, onboard marshalling displays and real-time timing and messaging platforms.

These systems can provide competitors with more immediate and effective notification of track limits infringements than traditional methods, improving competitor awareness while reducing administrative burden on officials. The proposed amendment would permit greater flexibility in the method of notification, whilst retaining the requirement that competitors are informed in a clear and reliable manner.

This approach would allow organisers to utilise modern communication systems where available while maintaining appropriate safeguards for sporting fairness and competitor awareness.

Penalty Escalation Framework

The current track limits penalty escalation framework was reviewed to assess whether the progression of sanctions remained proportionate to the nature of the offence. Feedback from officials and championship stakeholders indicated that the existing cumulative penalties could, in some circumstances, escalate too rapidly relative to the sporting advantage gained by repeat minor infringements.

The proposed amendment would introduce a revised penalty structure that maintains a clear deterrent against repeated track limits offences whilst applying sanctions in a more measured and proportionate manner. The objective is to preserve the integrity of competition, encourage compliance with circuit limits and ensure consistency in officiating, while avoiding penalties that may be considered disproportionate to the severity of the underlying infringement.