

PROPOSED REGULATION CHANGES FOR CONSULTATION

Committee:	Speed Events Committee
Date of Meeting:	07 October 2026
Closing date for consultation:	11 November 2026
Email for comments:	speedconsultation@motorsportuk.org

Proposed Regulation

Chapter 16 – Autocross and Rallycross

Part B - Rallycross

Appendix 9 – Paddock Regulations

3. General

3.1 Each **Driver** shall be acquainted with the regulations of the pit and paddock area relevant to the **Venue** at which the **Competition** is held.

3.2 Except while on the **Track** no competing **Vehicle** shall be driven at a speed exceeding 10mph without the specific permission of the Clerk of the Course.

Date of Implementation: 01 January 2027

Reason: Some provisions were identified as having been omitted during the drafting and restructuring of the NCRs. These requirements have historically formed part of the operational framework for circuit racing and were referenced during the review process to ensure consistency of approach across disciplines.

The proposed reintroduction of these provisions is intended to preserve established safety and operational standards within the paddock and pit lane environment. The requirement for drivers to familiarise themselves with venue-specific pit and paddock regulations reinforces their responsibility to understand local operational procedures, traffic management arrangements, and safety requirements that may vary between venues.

Similarly, the 10mph speed limit for competing vehicles when not on the track is a long-standing and universally recognised safety measure designed to protect competitors, officials, volunteers, and other persons within paddock and pit lane areas where pedestrians and vehicles interact. The provision also provides clarity to competitors and officials and establishes a consistent enforcement framework. The

ability for the Clerk of the Course to authorise a higher speed where operationally necessary is retained to accommodate exceptional circumstances.

The inclusion of these provisions does not introduce any new regulatory requirement but restores established requirements which were inadvertently omitted during the NCR rewrite, ensuring alignment with equivalent circuit racing regulations and maintaining existing safety expectations and standards.