

Regulation Amendments Approved by the Motorsport UK Board - September

Committee:	Timekeeping Committee
Date of Meeting:	30 th April 2024

Section G – Common Regulations for Officials

Timekeeping Officials' Expenses

30.13. The total cost for the provision of timekeeping services is a matter for negotiation and prior agreement between the Organising Club and the Chief Timekeeper or Official in charge of the timekeeping team.

For guidance only, the Timekeeping ~~Advisory Panel~~ Committee has recommended a maximum daily expense rate of ~~£40~~50 and 45 pence a mile for travel. Officials are reminded of their obligation to disclose fees earned from motor sports activities to the HMRC and to account for tax where necessary.

Advice on any potential tax liabilities should be available from their local tax office. The specific reimbursement of actual costs should not create a tax liability and individuals falling solely within this category and not receiving any fees need not report them on their annual tax return.

Reason: Aligning the recommended daily expense rate for Timekeepers to that for Technical Officials published in G29.7. Also separating the first paragraph, which relates to the commercial agreement between the timing services supplier and the Event Organiser, provides clarity that the recommended rate relates to daily expenses for the Timekeeper not the costs for Timekeeping services.

Date of implementation: 01 January 2025

Committee:	Kart Committee
Date of Meeting:	18 th July 2024

Section B – Nomenclature & Definitions

Kart Super K-X Event. see U.1.5

Kart K-X Event. see U.1.6

Section U – Karting

Specific Types of Kart Race

1.4. A Kart Clubman Event is a Kart Event run primarily as entry level Karting, Competitors must hold the minimum of a Kart Clubman Licence.

1.4.1 1.5. Senior Kart Clubman. For 16 year olds and over. Engines may not exceed 17hp in total per Kart.

1.4.2 1.6. Junior Kart Clubman. For 11 to 16 year olds. Engines may not exceed 10hp in total per Kart.

1.5. A Super K-X Event is a Kart Race Event run primarily for entry level low cost club Karting. Competitors must hold the minimum of an RS Clubman licence endorsed by the Organising Club for racing following a competency test. Organiser's guidelines are published by the ASN.

1.6. A Kart K-X Event is an 'Arrive & Drive' format comprising of multiple Championships, offering a variety of Events, designed for both entry level and the more experienced Kart Competitor. Competitors must hold the minimum of an RS Clubman Licence endorsed by the Organising Club for racing following a competency test.

National Competition Rules – Chapter 1, General Governance and Establishment

Appendix 1, Nomenclature and Definitions

Kart Super K-X Event. see Ch.18 Art.14

Kart K-X Event. see Ch.18 Art.15

National Competition Rules – Chapter 18, Karting

Specific Types of Kart Race

14. A Super K-X Event is a Kart Race Event run primarily for entry level low cost club Karting. Competitors must hold the minimum of an RS Clubman Licence endorsed by the Organising Club for racing following a competency test. Organiser's guidelines are published by the ASN.

15. A Kart K-X Event is an 'Arrive & Drive' format comprising of multiple Championships, offering a variety of Events, designed for both entry level and the more experienced Kart Competitor. Competitors must hold the minimum of an RS Clubman Licence endorsed by the Organising Club for racing following a competency test.

Date of Implementation: 01 October 2024

<p>Reason: Now that Super KX Events are well established and increasing in number, it is appropriate to provide proper definition of these type of Events and incorporate these guidelines within the NCR.</p>

Committee:	Kart Committee
Date of Meeting:	18 th July 2024

Section H – Licences

Grades of Event and Licence Types and Grades

25.2.1 National Competition Licences issued by countries outside the UK will be deemed valid for British events, providing the following applies and competitors obtain approval from their own ASN:

(ii) To ensure compatibility with our licence requirements, clubs should require foreign competitors to comply with the following:

(a) If the event is of **Super K-X**, Interclub or Clubman status, the competitor must be a member of, or join, the organising club or one of the invited clubs.

(e) Short Circuit Kart Racing. **Except in Bambino or Super K-X Events**, the competitor must carry 'Novice' number plates unless he/she can provide the organisers with proof of having finished in at least six Kart Races. Normal observation during practice.

National Competition Rules – Chapter 6, Licensing

Appendix 3, Grades of Event and Licence Types and Grades

6. National Competition Licences issued by countries outside the UK will be deemed valid for British Events providing the following applies and Competitors obtain approval from their own ASN:

b. To ensure compatibility with UK ASN Licence requirements Clubs must require foreign Competitors to comply with the following:

i. If the Event is of **Super K-X**, Interclub or Clubman status the Competitor must be a member of or join the Organising Club or one of the invited clubs.

- iv. Short Circuit Kart Racing. **Except in Bambino or Super K-X Events,** the Competitor must carry 'Novice' number plates unless they can provide the Organisers with proof of having finished in at least six Kart Races. Normal observation during Practice.

Date of Implementation: 01 October 2024

Reason: Now that Super KX Events are well established and increasing in number, it is appropriate to provide proper definition of these type of Events and incorporate these guidelines within the NCR. Additionally, we have become aware of other small additions needed to replicate changes that have already been made in Section U.

Committee:	Kart Committee
Date of Meeting:	18 April 2024

Section H – Licences

Kart – How to Upgrade a Licence

19.2.2.2. Kart Interclub to Kart National

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 Motorsport UK 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 meetings held under a Motorsport UK Permit. **A maximum of six signatures may have been obtained at Super K-X Events.** Completion of the ARKS Course (8.3) 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 Long Circuit events only two different venues are required so long as the application is supported by a Long Circuit Karting organising Club. For upgrades containing both Short and Long Circuit signatures the minimum of three different venues is required. A competitor may only obtain one signature per meeting.

National Competition Rules – Chapter 6, Licensing

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

Kart – How to Upgrade a Licence

7. 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 meetings 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 October 2024

Reason: H8.3.3.1 was introduced from January 2024 to allow drivers accruing signatures in Super K-X events to count these for a Kart Interclub licence, but this did not allow them to use these signatures to count towards a National licence. This proposed amendment remedies that situation but it is considered that only one signature from a Super K-X venue should count to ensure that drivers have had experience in Interclub events.

Committee: Technical Committee

Date of Meeting: 16 July 2024

Section B– Common Regulations: Nomenclature and Definitions

Pump Fuel

- a) Petrol: Commercially available Motor Gasoline (see Appendix 1: Tables):
- BS EN 228 (unleaded and super-unleaded).
 - Petrol is a product ~~refined from crude oil~~ that contains a large number of identifiable compounds that can typically be 250 in number. These compounds can be identified and compared to the available petrol from major oil companies and suppliers.
 - Unless otherwise stated or the distinction is made between leaded and unleaded petrol, the motor gasoline fuel shall meet the following: Acceptance levels for Octane Numbers will be accepted or rejected according to the Standard ASTM D.3244. Only additives to this Motor Gasoline Fuel solely for the purpose of lead replacement are allowed.
 - LRG (unleaded), Lead replacement gasoline (LRG also known as LRP): Only additives to unleaded motor gasoline, solely for the purpose of lead replacement, from Sodium, Phosphorous or Manganese are allowed, subject to application according to manufacturer's instructions and to the treated fuel complying with Appendix 1. Lead in excess of EU Directive 98/70 EC requirements is illegal. This also applies to 'Free Fuel'.
 - The addition of a lubricant on current sale is permitted in fuels for use in 2-stroke engines.
 - For rotary engines, a 2-stroke oil with a minimum viscosity of 5 cSt at 100°C, may be added at a maximum concentration of 0.30% (mixing ratio of 300:1).
- b) Petrol or Diesel in compliance with FIA Appendix J Art 252, Article 9. Or, for Karting, Petrol in accordance with CIK Technical Regulations Article 2.21.
- c) LPG (Liquefied Petroleum Gas) which is of 99% wt. min. hydrocarbon composition and that is entirely gaseous at atmospheric temperature and pressure. Complying with BS EN589.
- d) Diesel Automotive Gas Oil (DERV), commercially available, complying with BS EN 590 and EU Directive 98/70 EC (see Appendix 1).
- e) Bio Ethanol – Only permitted to be used with the specific approval of Motorsport UK. Specifications available from the Motorsport UK Technical Department.
- f) Bio Diesel, **commercially available and complying with BS EN15940** —~~Only permitted to be used with the specific approval of Motorsport UK. Specifications available from the Motorsport UK Technical Department.~~

Appendix 1: Tables

PUMP FUEL – MOTOR GASOLINE

	BS EN 228 (Unleaded)	Test
MON (max)	89.0	EN ISO 5163
RON (max)	100.00	EN ISO 5164
Oxygen % (max)	3.7% w/w	Elemental
	LRG (Unleaded)	Test
MON (max)	89.0	EN ISO 5163
RON (max)	100.0	EN ISO 5164
Lead (max) g/l	0.005	ASTM D3341/IP362/EN 237
Oxygen % (max)	2.7% w/w	Elemental

Certain of the above values are additional to those specified in the standards referred to.

PUMP FUEL – DIESEL

	BS EN 590	Test
Density 15°C kg/m ³ (max)	845	EN ISO 3675/EN ISO 12185
Cetane Number (max)	60	EN ISO 5165/EN 15195
Calculated Cetane Index (max)	60	EN ISO 4264
Sulphur Content mg/kg (max)	10	EN ISO 20846/EN ISO 20884

At the discretion of Motorsport UK the maximum Cetane and calculated Cetane numbers may be increased to 70.0 for national competitions/Championships

Date of Implementation: 01 October 2024

Reason: In accordance with the Motorsport UK Sustainability Strategy, these regulatory amendments enable the roadmap for the adoption of Sustainable Fuels.

This amendment allows the use of non-fossil fuel complying with EN228 (unleaded and super-unleaded) and Section B Appendix 1 tables (specifications are unchanged).

This amendment also updates the definition of Bio Diesel to reference BS EN15940 (standard for commercially available Bio Diesel) and removes the interim requirement to request specific approval from Motorsport UK pending the publication of BS EN15940.

Committee: Technical Committee

Date of Meeting: 16 July 2024

CHAPTER 1 APPENDIX 1 DEFINITIONS AND NOMENCLATURE

METHANOL. See Chapter 8 Appendix 1 Methyl Alcohol CH₃OH. This is a clear colourless liquid, miscible with water acetone and other ketones, the esters, aromatic and highly unsaturated hydrocarbons, and castor oil. It is not miscible in all proportions with straight-run petroleum spirit or mineral oil. B.P. 64.7°C, Specific Gravity 0.796, Flash Point 32°F. For Speed Events, British Standard 506 with an allowance of up to 10% Acetone, is permitted. It must include an ASN approved additive which provides a distinguishable colour and smell when burning. The maximum permitted volume of additive within the fuel is 0.2%.

CHAPTER 8 PERMITTED FUELS AND TYRES AND TESTING

APPENDIX 1 – ARTICLE 7

Pump Fuel

7. The definition of 'Pump Fuel' is as follows:

NOTE: The ASN reserves the right to amend these details to reflect any change occurring in the quality of fuel on general sale to the public in the UK.

Also refer to Specifications Table below.

Petrol: Commercially available Gasoline

- a) **BS EN 228 (unleaded and super-unleaded).**

~~Petrol is a product refined from crude oil that contains a large number of identifiable compounds that can typically be 250 in number. These compounds can be identified and compared to the available petrol from major oil companies and suppliers.~~

Unless otherwise stated or the distinction is made between leaded and unleaded petrol, the motor gasoline fuel shall meet the following:

- i. Acceptance levels for **Octane Numbers** will be accepted or rejected according to the Standard ASTM D.3244.
- ii. Only additives to this **Motor Gasoline Fuel** solely for the purpose of lead replacement are allowed.

LRG (unleaded), Lead replacement gasoline (LRG also known as LRP): Only additives to unleaded motor gasoline, solely for the purpose of lead replacement, from Sodium, Phosphorous or Manganese are allowed, subject to application according to manufacturer's instructions and to the treated fuel complying with the **Specification Table** at [Article 8 of this Chapter](#).

Lead in excess of EU Directive 98/70 EC requirements is illegal. This also applies to 'Free Fuel'.

The addition of a lubricant on current sale is permitted in fuels for use in 2-stroke engines.

For rotary engines, a 2-stroke oil with a minimum viscosity of 5 cSt at 100°C, may be added at a maximum concentration of 0.30% (mixing ratio of 300:1).

- b) **Petrol** or **Diesel** in compliance with FIA Appendix J Art 252, Article 9 Or, for Karting, Petrol in accordance with **CIK Technical Regulations** Article 2.21.
- c) **LPG (Liquefied Petroleum Gas)** which is of 99% wt. min. hydrocarbon composition and that is entirely gaseous at atmospheric temperature and pressure. Complying with BS EN589.
- d) **Diesel Automotive Gas Oil (DERV)**, commercially available, complying with BS EN 590 and EU Directive 98/70 EC (see Appendix 1 **Specification Table at Article 8 of this Chapter**).
- e) **Bio-Ethanol High Ethanol Content Fuel** in compliance with FIA Appendix J Art 252, Article 9.3 – Only permitted to be used with the specific approval of **the ASN. Motorsport UK. Specifications available from the Motorsport UK Technical Department.**
- f) **Bio Diesel** - **commercially available and complying with BS EN15940.** —Only permitted to be used with the specific approval of **Motorsport UK. Specifications available from the Motorsport UK Technical Department.**
- g) **Methanol.** Methyl Alcohol CH₃OH. This is a clear colourless liquid, miscible with water acetone and other ketones, the esters, aromatic and highly unsaturates hydrocarbons, and castor oil. It is not miscible in all proportions with straight-run petroleum spirit or mineral oil. B.P. 64.7°C, Specific Gravity 0.796, Flash Point 32°F. For Speed Events, British Standard 506 with an allowance of up to 10% Acetone, is permitted. It must include an ASN approved additive which provides a distinguishable colour and smell when burning. The maximum permitted volume of additive within the fuel is 0.2%.
- h) Hydrogen in compliance with FIA Appendix J Art 252, Article 9 – Only permitted to be used with the specific approval of the ASN.

8. SPECIFICATIONS TABLE

PUMP FUEL – MOTOR GASOLINE

	BS EN 228 (Unleaded)	Test
MON (max)	89.0	EN ISO 5163
RON (max)	100.00	EN ISO 5164
Oxygen % (max)	3.7% w/w	Elemental
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MON (max)	89.0	EN ISO 5163
RON (max)	100.0	EN ISO 5164
Lead (max) g/l	0.005	ASTM D3341/IP362/EN 237
Oxygen % (max)	2.7% w/w	Elemental

Certain of the above values are additional to those specified in the standards referred to.

PUMP FUEL – DIESEL

	BS EN 590	Test
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Sulphur Content mg/kg (max)	10	EN ISO 20846/EN ISO 20884

At the discretion of Motorsport UK the maximum Cetane and calculated Cetane numbers may be increased to 70.0 for national competitions/Championships

Date of Implementation: 01 January 2025

Reason: In accordance with the Motorsport UK Sustainability Strategy, these NCR amendments enable the roadmap for the adoption of Sustainable Fuels.

This amendment consolidates all fuels definitions under Chapter 8 Appendix 1 and simplifies the definitions and nomenclature.

Chapter 1 App.1 – Nomenclature & Definitions

Trials. A number of tests on private ground with the aim of bringing the car to an involuntary stop. Defined as:

- (a) **Car Trial.** A 'Sporting Trial' confined to vehicles of a production type over a course that is suitable to test equally the capabilities of cars of all sizes.
- (b) **Classic Reliability Trial.** A Competition based on the ability to climb hills or traverse difficult sections non-stop, that may use the public highway for all or part of its route or may be entirely on private ground.
- (c) **Sporting Trial.** A trial in which the marking during the event is mainly based upon ability to climb hills or traverse difficult sections and in which the distance upon a highway does not exceed 50 miles.
- (d) **Evening Trials.** A **Clubman** status **Event** designed for Clubs to organise early evening, mid-week during the Summer months. The **Official Documents** must specify the type of **Event** (a, b or c above) which must comply with the specific requirements for each **Event** type.

Chapter 1 App.2 Art.14

Trials (Chapter 17)

	Clubman	Interclub	National	International
Sporting	£10.00	£13.00		
Car Trial	£10.00	£13.00		
Classic	£10.00	£13.00		
Evening Trial	£6.25			

Date of Implementation: 01 January 2025

Reason: Following the Trials committee meeting it was agreed that we could include a new type of permit to encourage new events run in the evening mid week in a similar fashion to the Evening Autotest we should introduce Evening Trials.

These will be small Club Events at a Clubman status ideal for newcomers, StreetCar and Taster events organised in the summer months. They will be at the same cost per capita as Evening Autotests.

Committee:	Rallies Committee
Date of Meeting:	12 June 2024

Section R – Rallying

5.2.5 All new Drivers Competition Licences holders are limited to Vehicles in Classes 4 to 16 and H1(a) to H14 for a minimum of 4 Events. On completion of 4 Events, evidence must be provided to the BARS instructor who will then advise the ASN if the Competitor is able to avail of Classes 1 to 3, H15 and H16. Evidence is considered to be a signature from the Clerk of the Course or results from the 4 completed Events.

- (1) The BARS Instructor will advise the Competitor if it is required to complete further Events.
- (2) If the Competitor disputes the requirement to complete further Events, they must contact the ASN Rally department by writing to rally@motorsportuk.org.
- (3) Competitors who have existing experience within a different discipline, or experience within the Rally discipline that is deemed acceptable by the BARS Instructor, may be granted permission to compete in all classes, at the time of undertaking their BARS test.

Date of Implementation: 1 January 2025

Reason: We are seeing an increase in the number of high-performance vehicles being driven by those who don't have a sufficient level of experience. In order to mitigate the potential risks, Competitors will be required to compete in a minimum number of events in a lower category of vehicle in order to build the required experience. This proposal isn't unique to the UK and is already well established by other ASN's Internationally.

6.1.3. On Special Stage Rallies the Organisers will specify in the Official Documents how Competitors must display their allocated Competition Number as follows:

- (a) In accordance with J.4 together with,
- (b) Competition Numbers for each rear side window (or equivalent area on smaller vehicles) which shall be ~~25~~ 20cm high with a stroke width of at least ~~31.5~~ 25mm, a minimum separation not less than ~~31.5~~ 25mm and coloured yellow or orange and which may be reflective. Further in the bottom of the rear screen (or equivalent space on two-seater cars) the competition number shall be displayed black numbers on a 18cm x 18cm white background. This number must be visible from the rear of the vehicle at eye level but must not impede the rear view via the rear view mirror. Where a National Event follows an International status Event, they may use the International style numbering.

Date of Implementation: 1 January 2025

Reason: It has become apparent over the course of the current season that the dimensions for those numbers on the rear side window were too large and were difficult for organisers to purchase. As a result, these have been reduced to reflect the sizes used by the FIA (and as were used previously) whilst maintaining good visibility.

10.6.9. (New) For all Events utilising Special Tests, fire extinguishers (minimum 5kg total capacity in units of not less than 2kg) must be available at each Test finish.

Date of Implementation: 1 January 2025

Reason: There have been incidents reported into Motorsport UK of vehicles experiencing fires when competing on Targa Road Rallies. In order to continually improve the safety of all entered on events that use Special Tests, it is now a requirement for organising clubs to provide fire extinguishers at each test finish.

Types of Control or Check

Route Check

11.3.1. Proof of passage will entail the Competitor recording the symbols from a Code Board that ~~must~~ **is to** be placed facing oncoming Rally **Vehicles or at parallel to the road when afforded line of sight of more than 50 metres.**

Date of Implementation: 1 January 2025

Reason: Previously, events were not permitted to place Code Boards in any way other than facing oncoming Rally Cars. In order to provide greater flexibility to the organisers in the ability to keep speeds low, these may now be placed at 90 degrees to the road when afforded line of sight of more than 50 metres, ensuring Competitors must slow or come to a stop to record the symbols displayed.

21.6. Competitors are required to carry a First Aid Kit, high visibility vests or jackets, OK/SOS board, spill kit, warning triangle and for Events run during the hours of darkness a torch. **It is recommended that all Competitors carry a fire extinguisher that is positioned and secured appropriately.**

Date of Implementation: 1 January 2025

Reason: Further to the proposed addition of R10.6.9, it is proposed to add a recommendation that Competitors on all events that use Special Tests carry a fire extinguisher that is positioned and secured appropriately.

26.8.2. There should be a copy of the Safety Code on display at all entrances where the public are likely to enter, ~~and in areas considered to be hazardous, including escape routes and prohibited areas.~~

Date of Implementation: 1 January 2025

Reason: Safety Code signs are not used in Prohibited Areas nor within escape routes. They are used in conjunction with Notice C at all entrances where the public are likely to enter.

48.2.1. Production Car Engines:

- (a) Petrol engines with a maximum of six cylinders, forced induction up to 2000cc with a 34mm restrictor or up to 2500cc with a 32mm restrictor, and diesel engines with forced induction up to 2500cc with a 37mm restrictor. **All homologated, and formerly homologated, Rally2/R5 Vehicles must utilise their homologated restrictor (32mm).**

Date of Implementation: 1 January 2026

Reason: This proposed regulation change has been considered following the overwhelming demand from Competitors of this class of car, and Championships, to remove the ability to run a restrictor larger than which it was homologated with. The UK is in the minority in relation to the allowance of restrictor changes for Rally2/R5 cars. As such, this regulation change brings the UK into line with the vast majority of National and International Championships' worldwide.

48.5.11. The approved quantity of tyres must be detailed in the event supplementary regulations. The maximum number allowed will not exceed 10 tyres (unsealed surfaces) and 12 tyres (sealed surfaces and all Single Venue Stage Rallies not covered by a Master Agreement) for Rallies up to 45 planned competitive miles. For Events over 45 planned competitive miles an additional 2 tyres may be added for each return to service after 45 planned competitive miles

Rallies Committee

12 June 2024

Page 3 of 9

during the event, but these may not be used prior to the relevant service point.

In the event of an extreme weather ~~situation event~~ (defined as: Temperatures over 28c ~~for~~ **within the 24 hour period prior to the start of the event a 24 hour period**), the Clerk of the Course may request the ASN Steward to suspend the tyre allowance on the grounds of safety.

(1) Where there is significantly heavy rainfall, ~~and~~ the Clerk of the Course (of a Sealed surface event and all Single Venue Stage Rallies not covered by a Master Agreement) **may** issues a Bulletin, **with the approval of the Motorsport UK Steward**, declaring a 'wet' Event. **Following which**, ~~the~~ use of wet tyres will be permitted outside of the specified allowance on the grounds of safety.

(2) Competitors found to be in excess of the tyre limit are to be penalised in accordance with Chart 32.2 (u) or Chart 32.13 (v) as applicable

Date of Implementation: 1 January 2025

Reason: These alterations have been made to provide clarity when making the decision prior to, or during, an event.

Chart 32.2 – Penalties

(u) Breach of Regulation 48.5.11	5 minutes
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Chart 32.13 – Penalties

(v) Breach of Regulation 48.5.11	5 minutes
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Date of Implementation: 1 January 2025

Reason: Since the introduction of the tyre limits in January 2024, there has not been a specific penalty available for those found to be in breach of R48.5.11. The above now closes the loop and provides organisers with the mechanism to penalise Competitors accordingly.

Recommended Classes

49.7.1. Deleted. Historic Category 1 Rally Cars. Pre- 1.1.60.

Class A1 up to 1200cc

Class A2 1201cc up to 1500cc

Class A3 Over 1501cc

From 1.1.60 – 31.12.67

Class B1 Up to 1000cc

Class B2 1001cc up to 1300cc

Class B3 1301cc up to 1600cc

Class B4 1601cc up to 2000cc

Class B5 2001cc up to 2500cc

Class B6 Over 2501cc

49.7.2. Deleted. Historic Category 2 Rally Cars. 1.1.68 – 31.12.74.

Class C1 Up to 1300cc

Class C2 1301cc to 1600cc

Class C3 1601cc to 2000cc

Class C4 Over 2001cc

Class C5 All cars having engines with both more than one camshaft and more than two valves per cylinder.

All cars with a Rotary Engine.

49.7.3. Deleted. Historic Category 3 Rally Cars. 1.1.75 – 31.12.81.

Class D1 Up to 1300cc

Class D2 1301cc to 1600cc

Class D3 1601cc to 2000cc

Rallies Committee Sheet

12 June 2024

Page 4 of 9

~~Class D4 Over 2001cc~~

~~Class D5 All cars having engines with both more than one camshaft and more than two valves per cylinder.
All cars with a Rotary Engine.~~

~~49.7.4. Deleted. Historic Rally Cars complying with FIA Appendix K.~~

~~Classes as specified by Article 2.1 of the FIA European Historic Sporting Rally Championship Regulations.~~

~~49.7.5. Deleted. Historic Category 4a Rally Cars. 1.1.82 – 31.12.85.~~

~~Class E1 Up to 1300cc~~

~~Class E2 1301cc to 1600cc~~

~~Class E3 1601cc to 2000cc~~

~~Class E4 Over 2001cc~~

~~49.7.6. Deleted. Historic Category 4b Rally Cars. 1.1.86 – 31.12.90.~~

~~Class F1 Up to 1300cc~~

~~Class F2 1301cc to 1600cc~~

~~Class F3 1601cc to 2000cc~~

~~Class F4 Over 2001cc~~

Stage Rally Class Structures

50. All Stage Rallies must use the Class structure detailed in Chart 50. Events may choose to utilise all, or some, or amalgamate the Classes but must not deviate from the list.

Chart 50

Class	Description
1	Homologated (and formerly homologated) FIA Rally 2 and R5 cars and any derivatives*. FIA S2000 specification cars and any derivatives. All World Rally cars (must comply with their homologation) <ul style="list-style-type: none"> Derivatives of Rally2/R5 specification cars permitted only until 31st December 2025. RHD conversions which retain all other aspects of the homologation will remain valid beyond this date. Exceptionally, Motorsport UK may grant a dispensation to use non-homologated parts to replace homologated components which are no longer available. Details on request from Motorsport UK Technical Department.
2	All 4-wheel drive cars over 2000cc not eligible for Class 1*. <i>*Not including derivatives of Rally2/R5 specification cars.</i>
3	2-wheel drive cars with normally aspirated engines over 2000cc or forced induction engines over 1500cc. Homologated (and formerly homologated) FIA RGT cars.
4	Homologated FIA Rally 3 cars and Group N4 that still comply with their homologation.
5	Homologated FIA Rally 4 and R2 cars with forced induction that still comply with their homologation.
6	Cars with normally aspirated engines over 1600cc up to and including 2000cc or forced induction engines up to and including 1500cc.
7	Homologated FIA Rally 5 and Rally 5-Kit cars.
8	Cars with normally aspirated engines over 1400cc up to and including 1600cc, including R2, or forced induction engines up to and including 1000cc.
9	Cars with normally aspirated engines up to and including 1400cc.
10	Rally Start: Cars over 1600cc that meet the current technical specification of Rally First (as published on Motorsport UK website) plus Road Rally cars as per R18.
11	Rally Start: Cars over 1400cc up to and including 1600cc that meet the current technical specification of Rally First (as published on Motorsport UK website) plus Road Rally cars as per R18.
12	Rally Start: Cars over 1000cc up to and including 1400cc that meet the current technical specification of Rally First (as published on Motorsport UK website) plus Road Rally cars as per R18.
13	Rally Start: Cars up to and including 1000cc that meet the current technical specification of Formula 1000 (as published on Motorsport UK website)
14	Junior 1000: Cars up to and including 1000cc that meet the current technical specification of Junior 1000 (as published on Motorsport UK website)
15	Hybrid Electric & full Electric cars of all types

16	<ul style="list-style-type: none">• Land Rover Wolf FIA Homologated Cross Country specification vehicles by OEM. By prior approval only*. <ul style="list-style-type: none">• Bowler Defender• Cross Car (<i>permitted for Single Venue Stage Rallies and Rally Time Trial only</i>) Vehicles as per all current technical regulations (as published on Motorsport UK website) <i>*Approval to be sought from rally@motorsportuk.org & technical@motorsportuk.org</i>
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H1 (a)	Historic Category 1 Rally Cars including Appendix K. Up to 31.12.67. Up to 1600cc not including Twin Cam engine cars. <i>This class is to be automatically amalgamated with H1 when less than 5 entries are received.</i>
H1	Historic Category 1 Rally Cars including Appendix K. Up to 31.12.67. All remaining cars over 1601cc including Twin Cam engine cars.
H2	Historic Category 2 Rally Cars including Appendix K. 1.1.68 – 31.12.74. Up to 1600cc
H3	Historic Category 2 Rally Cars including Appendix K. 1.1.68 – 31.12.74. 1601cc to 2000cc
H4	Historic Category 2 Rally Cars including Appendix K. 1.1.68 – 31.12.74. Over 2001cc
H5	Historic Category 3 Rally Cars including Appendix K. 1.1.75 – 31.12.81. Up to 1600cc
H6	Historic Category 3 Rally Cars including Appendix K. 1.1.75 – 31.12.81. 1601cc to 2000cc
H7	Historic Category 3 Rally Cars including Appendix K. 1.1.75 – 31.12.81. Over 2001cc
H8	Historic Category 3 Rally Cars including Appendix K. All cars having engines with both more than one camshaft and more than two valves per cylinder. All cars with a Rotary Engine
H9	Historic Category 4 Rally Cars including Appendix K. 1.1.82 – 31.12.90. Up to 1300cc
H10	Historic Category 4 Rally Cars including Appendix K. 1.1.82 – 31.12.90. 1301cc to 1600cc
H11	Historic Category 4 Rally Cars including Appendix K. 1.1.82 – 31.12.90. 1601cc to 2000cc
H12	Historic Category 4 Rally Cars including Appendix K. 1.1.82 – 31.12.90. Over 2001cc
H13	Historic Rally Cars complying with FIA Appendix K not able to comply with Motorsport UK Tyre & Wheel Regulations.
H14	Historic Category 5 Rally Cars including Appendix K. 1.1.91 – 31.12.99. Up to 1600cc
H15	Historic Category 5 Rally Cars including Appendix K. 1.1.91 – 31.12.99. 1601cc to 2000cc including 'Formula 2' Kit Cars (including all Evolution and Maxi variants) that still comply with their homologation.
H16	Historic Category 5 Rally Cars including Appendix K. 1.1.91 – 31.12.99. Over 2001cc (All period homologated Group A and Group N 4wd cars, not including formerly homologated World Rally Cars).

SUGGESTED AMALGAMATIONS (Lowest class number takes precedence when outlining Classes)

Classes 1, 2 & 4

Classes 5, 6 & 7

Classes 8 & 9

Classes 10, 11, 12 & 13

 Classes 3, 14, 15 and 16 are **not to be amalgamated if used**.

Classes H1 (a) & H1

Classes H2, H3 & H4

Classes H5, H6 & H7

Classes H9, H10, H11

Classes H14, H15 & H16

Date of Implementation: 1 January 2025

Reason: This proposal was first presented in July 2024, the above is an evolution of the initial proposal following feedback received by the community and specialist committees as well as further research and development. As highlighted previously, there are currently too many classes used across existing events and Championships. Across 8 Championships there were 113 different classes utilised by Events. It would not be unrealistic to see one car competing in 4+ events and be in 4 different classes. This structure is designed to provide a uniform approach to the sport, making it easier for all to understand. Championships can retain their existing class structures for their own promotional purposes if they wish, but all events must follow the proposed class structure.

Entry data will be gathered internally during 2025 and used as a basis for any adjustment or realignment of the above classes as deemed necessary.

Section L – Permitted Tyres

Proposed Regulation

Tyres for Road Rallies

- 3.2.** For all Road, Navigation, Targa Road and Historic Road Rallies tyres are free subject to the following;
- (a) Tyres on the current FIA List of Asphalt Eligible Tyres ~~are permitted~~; including sizes not homologated; **are not permitted unless on List R.**
 - (b) Tyres on List 1B (~~from 2020~~) and List 1C are not permitted other than ~~the Avon CR28, the Avon CR6ZZ and the Pirelli P7 Corsa Classic, for pre 1/10/90 registered cars, the Yokohama A021R (manufactured before 01/11/14), and the Yokohama Advan A052;~~ **those on List R.**
 - (c) Tyres marked for "competition use" are not permitted with the exception of tyres on List 6 and ~~3.2a.~~ **List R.**

- 3.2.1.** For Endurance Road Rallies only tyres on List 4 are permitted.

(See table overleaf).

Date of Implementation: 1 January 2025

Reason: It has become apparent that the tyres being used on Road Rallies are going beyond the ethos of the discipline with FIA specification tyres becoming increasingly popular. As a result, a great deal of work has gone into creating a specific list for Road Rallies, together with the tyre manufacturers who have provided guidance as to which of their tyres they wish to see published in this list.

List R – Tyres for Road Rallies

Manufacturer	Model	10"	12"	13"	14"	15"	16"	17"	18"	19"	20"	21"	22"	Notes
AVON	Turbospeed CR28 Sport (pre 1/10/90)			X	X	X								To be reviewed from 01.01.2026
AVON	ZZ5			X		X	X	X						
AVON	ZZR (8018 & 8019)			X	X	X	X	X	X					
COOPER	Rally Classic CT01 (pre 1/10/90)			X		X		X						To be reviewed from 01.01.2026
COOPER	DT1					X	X	X						
EXTREME	VR1					X	X	X	X					
EXTREME	VRC			X		X	X		X					
HANKOOK	Ventus Z205			X	X	X	X	X	X					
KUMHO	TM02					X	X	X	X					
KUMHO	TW02			X		X								
MAXSPORT	RB5				X	X	X	X	X					
MAXSPORT	RB6					X		X	X					
MICHELIN	Pilot Sport					X	X	X	X					
MRF	ZTA			X	X	X	X	X	X					
MRF	ZTR (marked RoadTrack)			X	X	X	X	X	X					
MRF	ZWR			X	X	X	X	X	X					
MRF	ZTW5					X		X	X					
MRF	ZTW2				X									
NANKANG	NS-2R			X	X	X	X	X	X	X	X			
NANKANG	CR-1					X		X	X					
PIRELLI	P7 Corsa Classic (Pre 1/10/1990 only)			X		X	X	X						To be reviewed from 01.01.2026
PIRELLI	CN36			X	X	X								
TOYO	Proxes R888R			X	X	X	X	X	X	X	X			
YOKOHAMA	A032 – R (165/70x10 only)	X												
YOKOHAMA	Advan Neova AD08R				X	X	X	X	X					
YOKOHAMA	Advan A052				X	X	X	X	X	X	X			
YOKOHAMA	Advan Neova AD09					X	X	X	X	X	X			
YOKOHAMA	Advan Neova AD08RS				X	X	X	X	X					

Committee:	Race Committee
Date of Meeting:	19 th June 2024

Changed following Consultation

Proposed Regulation

Section Q – Circuit Racing

Incidents

12.3. At Race Circuits where the use of specialist “snatch” vehicles is licensed all such vehicles must only be operated by suitably trained personnel and under the protection of yellow flags or by neutralisation of the race in accordance with the relevant guidelines published by Motorsport UK.

12.3.1. Live “snatch” is prohibited for: (i) single seaters; and (ii) open sports cars without a full roll cage and (iii) during hours of darkness.

12.3.2. At Race Circuits not licensed for the use of “snatch” vehicles the recovery of a vehicle creating an obstruction or hazard can only be carried out once the race has been neutralised by Safety Car, Full Course Yellow or Code 60 unless recovery is executed manually.

12.3.3. Where recovery can be undertaken manually by marshals this will be undertaken in the usual way covered by yellow signals in accordance with Q.12.24.4.

National Competition Rules – Chapter 12, Race

Appendix 5 – Incidents, Medical Facilities and Emergency Rescue

Incidents

6. At Race Circuits where the use of specialist “snatch” Vehicles is licensed all such Vehicles must only be operated by suitably trained personnel and under the protection of yellow Signals or by neutralisation of the Race in accordance with the relevant guidelines published by the ASN.

7. Live “snatch” is prohibited for:

- a. single seaters; and
- b. open sports cars without a full roll cage; and
- c. during hours of darkness.

8. At Race Circuits not licensed for the use of “snatch” Vehicles the recovery of a Vehicle creating an obstruction or hazard can only be carried out once the Race has been neutralized by Safety Car, Full Course Yellow or Code 60 unless recovery is executed manually.

a. Where recovery can be undertaken manually by marshals this will be undertaken in the usual way covered by yellow signals in accordance with Q.12.24.4.

Date of Implementation: 1st January 2025

Reason: Clarification. Following live snatch being included within the issued track licence it became evident that clarification was required in order to differentiate live snatch to recovery of a vehicle where the race has been neutralised. The wording proposed should provide that clarity. That a race is neutralised by the use of Safety Car or Code 60 and in the future would be Full Course Yellow where that is permitted to operate.

There was only one comment received during consultation from AMRO in support of the proposal however with further consideration by the Committee it was proposed to include “Where recovery can be undertaken manually by marshals this will be undertaken in the usual way covered by yellow signals in accordance with Q.12.24.4”

Committee:	Race Committee
Date of Meeting:	19 th June 2024

Changed following Consultation

Section Q – Circuit Racing

Junior Car Racing

7.4. A Junior Car Racing Championship will be permitted to accept registrations from Drivers who have achieved their 14th birthday who will be permitted to continue until 31st December of the year of their 17th birthday

7.4.1. The Championship may make application to hold an Event outside the UK subject to Motorsport UK consent and the circuit being in possession of a valid FIA homologation (graded FIA 1-4 only) and written consent from the host ASN.

National Competition Rules – Chapter 12, Race

APPENDIX 1 Junior Car Racing

2. All Junior Car Racing Championships must comply with Chapter 4 App.3

The Championship may make application to hold an Event outside the UK subject to Motorsport UK consent and the circuit being in possession of a valid FIA homologation (graded FIA 1-4 only) and written consent from the host ASN.

Date of Implementation: 1st January 2025

Reason: Junior Championship Organisers made application to Race Committee to enable an Event in the Championship to be run outside the UK. The FIA International Sporting Code permits national championships to visit countries with a common border and for the UK this is a maritime border which requires specific FIA agreement. Race Committee have supported the request from the Junior Championship Organisers and this proposal therefore make provision for this. Authority will be given on an individual basis dependant upon circuit and subject also to that circuit being in possession of an FIA track licence (graded 1-4).

There was one comment received during consultation which was not in support of the proposal which included concern with a local ASN not themselves having regulations covering Juniors. Further

consideration by the Committee requested that written consent be provided by the host ASN in support of the request for a round of the championship to be held overseas.

Committee:	Race Committee
Date of Meeting:	19 th June 2024

Changed following Consultation

Proposed Regulation

Section Q – Circuit Racing

12.22.1. Breaches of 12.21.2 may be penalised as follows:

(a) In qualifying the lap on which the breach occurred should be disallowed. Note should be made on the ~~Rresults sheet~~ of any times disallowed.

(b) During ~~R~~aces the following scale of ~~P~~enalties will be applied:

1st breach – no ~~P~~enalty

2nd breach - warning ~~S~~ignal flag

3rd breach – 5 second ~~T~~ime ~~P~~enalty added to ~~R~~ace time

4th breach – a further 10 second ~~T~~ime ~~P~~enalty added to ~~R~~ace time

5th breach – drive through ~~P~~enalty (12.26.(h)) in addition to the preceding ~~T~~ime ~~P~~enalties

6th breach – black ~~S~~ingal flag

Care should be taken to ensure that all signals (flag and board/~~P~~anel) ~~must~~ ~~should~~ have been displayed to the ~~D~~river concerned before moving up the ~~P~~enalty scale.

All penalties applied ~~must~~ ~~should~~ be noted upon the ~~R~~esults sheet.

12.22.2. Championships with Races of ~~45~~ 40 minutes or more may vary the above Penalties in consideration of Driver changes and/or Race duration. These specific Penalties must be defined in the Championship Regulations and will be subject to prior Motorsport UK agreement.

National Competition Rules – Chapter 12, Race

Appendix 7, Track Regulations and Driving Standards

11. Breaches of Art.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 ~~R~~esults sheet of any times disallowed.

b. During ~~R~~aces the following scale of ~~P~~enalties will be applied:

1st breach – no Ppenalty

2nd breach – warning Signal

3rd breach – a 5 second Time Ppenalty added to Race time

4th breach – a further 10 second Time Ppenalty added to Race time

5th breach – Drive Through Ppenalty in addition to the preceding Ttime Ppenalties

6th breach – Black Signal

c. Care should be taken to ensure that all Signals (flag and / or Light Board and Board) ~~must~~ **should** have been displayed to the Ddriver concerned before moving up the Ppenalty scale.

All penalties applied ~~must~~ **should** be noted upon the Rresults sheet.

12. Championships with Races of ~~45~~ 40 minutes or more may vary the above Penalties in consideration of Driver changes and/or Race duration. These specific Penalties must be defined in the Championship Regulations and will be subject to prior Motorsport UK agreement.

~~12~~ **13.** No competing Vehicle 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: 1st January 2025

Reason: With it becoming apparent that some Endurance or long distance Race Events/Championships have a different view of the imposition of track limit Penalties the Committee were asked to consider whether it is appropriate for the National Competition Rules to provide agreement for Championships to define their own Penalties to meet the needs of their Races.

It was considered that Races should be 45 minutes or more rather than being restricted to Endurance Races which are a minimum of 90 minutes.

The variety of Penalties that are applied range from a Stop/Go Penalty as appropriate to the prescribed Time Penalty of 5 or 10 seconds i.e., 5 or 10 seconds Stop/Go Penalty applicable to the specific Driver only or another variant is that Penalties are reset every hour of Racing for the Vehicle.

The proposal allows for Championship Organisers to define their range of Penalties for breaches of Track Limits however the format and escalation should be retained.

With comment during consultation with regard to the use of light panels this has been accordingly incorporated, in addition and in consideration of the proposal for driver changes to be for races of 40 minutes or more rather than the proposed 45 minutes the Committee agreed to also reduce this proposal to races of 40 minutes or more.

Committee:	Race Committee
Date of Meeting:	19 th June 2024

National Competition Rules – Chapter 12, Race

Truck Racing

3. Specific regulations are available from the ASN Technical Department for Truck Racing.
4. Unless the nominated Clerk of the Course is a Licensed International Clerk of the Course the nomination must be approved by the ASN.
5. In addition to the general matters above the following Appendices comprise this Chapter
6. The principles of the Safety Car may be applied to Truck Racing where the leader assumes the role of the Safety Car as specified in the Official Documents.

Date of Implementation: 1st January 2025

Reason: The British Truck Racing Championship has been trialling a Virtual Safety Truck during 2024 and following its successful implementation Race Committee have agreed for its continuance. Due to the differences needed for Truck Racing to that of the common format of the Virtual Safety Car which operates within FIA Championships it was subsequently agreed to continue the VST detailed regulations within the Championship Regulations which then enables adoption of the Virtual Safety Car within the NCR at a later date. The above proposal aligns the provision of the VST with the Safety Car principles with the lead truck acting as the Safety Car.

Committee:	Race Committee
Date of Meeting:	19 th June 2024

National Competition Rules 2025 - Chapter 12 Race Appendix 8 – Signals by Flag and Light Panels

7. A static 'flag may be replaced by a coloured light Signal and a 'waved flag' may be replaced by a flashing coloured light Signal:

....

q. A FCY panel will be displayed in the event of Full Course Yellows being deployed.

Operation of Full Course Yellow

44. Full Course Yellows (FCY) will be brought into operation to neutralise a race at the sole decision of the Clerk of the Course.

45. Full Course Yellow operation is only permitted where:

- all Signalling marshals are in direct communication with Race Control; and
- Race Control has a form of verbal communication to the drivers (either direct or via their Team Manager); and
- The cars are under a race control/timing GPS tracking system to ensure compliance and review and where a practice procedure is included in the timetable which may be within the practice session.

46. The order to display the Signal will be given to signal points following a countdown of not less than 15 seconds and come into operation after an 'on air' countdown "5-4-3-2-1 Full Course Yellow"

47. A Full Course Yellow period will be deemed to be in operation from the moment a FCY countdown is declared on the Team radio or on the timing screen.

48. All competing Vehicles when notified of the FCY intervention (by the Signal or by any other means) will release the throttle, gently reduce their speed to 80kph and remain behind the Vehicle in front.

Note: It is essential that Drivers slow down avoiding sharp braking

49. While FCY is in operation overtaking is strictly forbidden from the moment that FCY is declared, which may be before yellow signals are displayed. Cars must proceed at a constant speed of 80kph in single file. Speeds will be monitored and any car exceeding the given speed will be reported and a penalty may be imposed.
50. Competing Vehicles may enter the pit lane but may only re-join the Track when signalled to do so by an Official/Marshal. The pit entry and pit exit will also be subject to a maximum speed of 80 kph.
 - i. Vehicles entering the pit lane may overtake Vehicles that are on the track once they cross Safety Car Line 1, subject to the speed restriction above.
 - ii. Vehicles exiting the pit lane may be overtaken by other Vehicles on track until they reach Safety Car Line 2.
 - iii. For the avoidance of doubt, Safety Car Line 1 and Safety Car Line 2 will be specified in each events Briefing.
51. Once the problem is resolved, the track will return to Green and the information will be given on the monitors and Team radio
52. When the Clerk of the Course orders withdrawal of FCY there will be a radio message to all Signalling Posts in use “prepare to go green in less than 30 seconds” and be withdrawn after a countdown “5-4-3-2-1 Green Flag, Green Flag”.
53. FCY will then immediately be replaced by a ‘waved’ green Signal. The ‘waved’ green Signal will be shown simultaneously at all Signalling Posts.
54. Racing will resume as soon as the green Signal is displayed
55. Should the problem not be resolved, the Safety Car may be deployed according to Art.58 below
56. The procedure as detailed above will be completed with specific instructions during the Briefings, and may be amended by Bulletins from the Clerk of the Course during the season.
57. Each lap covered while FCY is in operation will be counted as a Race lap unless specified to the contrary in Championship Regulations.

Safety Car intervention after FCY

58. A Full Course Yellow period may be declared however during its operation it may be considered that before a restart the Safety Car is deployed. In this case, the Safety Car will join the track, with its lights off, and will overtake the cars on track until it is in front of the leader. It will then switch on its lights, and the SC boards will be shown. From this point onwards it will proceed according to Art.20-33.

Date of Implementation: 1st January 2025

Reason: Full Course Yellows has been trialled within the British GT Championship during 2024 and due to its successful implementation and adoption it is agreed to make provision for Full Course Yellow within the NCR. These proposals align with the current operation within World and European GT Series and is also a provision which other Championship Organisers wish to adopt. Any organiser would be required to comply with the above requirements to enable FCY to be implemented.

There were 3 responses during consultation which questioned the need for direct communication with Race Control in order to facilitate the use of FCY. Having considered the responses received the Committee agreed their requirement for direct communication and subsequently to proceed without change.

Committee:	Race Committee
Date of Meeting:	19 th June 2024

Changed following Consultation and Rules Committee

Section D – Organisers

D.4.3.6. A British Championship may be designated National (Open). All Competitors in those Championships will be required to hold an International status Competition Licence.

Section C – Judicial

C2.2. Variation to Judicial Procedures. By sanction of Motorsport UK:

(i) the Regulations for the British Touring Car Championship are permitted to vary the judicial procedures to enable as follows:

- (a) In respect only of driving offences listed under General Regulation C.2.1.5 in order that Penalties not referred to in ~~the~~ these Regulations may be imposed including but not exclusively deduction of Championship Points as a consequential ~~p~~Penalty.
- (b) So that the structure of Appeals and consequential procedures permitted by the applicable Regulations may be varied from that contained in these **National Competition** Regulations.
- (c) So that in limited technical categories (as notified annually to the ASN) eligibility decisions may be appealed to the Stewards of the Event with right of continued appeal to the National Court preserved.

~~2.2.1.~~ (ii) In the above event the current British Touring Car Championship Regulations will replace the part or parts of these Regulations that have been varied.

~~2.2.1.~~ A British Championship designated to be run at National (Open) status may utilise the provisions of the FIA International Sporting Code judicial procedures with the Stewards of the Meeting acting as the judicial body.

National Competition Rules – Chapter 2, Judicial

4. The Judicial proceedings at an Event are specified in and shall be conducted in accordance with App 3 except that the regulations for the British Touring Car Championship are permitted to vary the judicial procedures to enable as follows:

a. In respect only of driving offences listed under Chapter 2 App.12 Art.2 in order that Penalties not referred to in these NCR may be imposed including but not exclusively deduction of Championship Points as a consequential Ppenalty.

b. So that the structure of Appeals and consequential procedures permitted by the applicable Championship Regulations may be varied from that contained in these NCR.

c. So that in limited technical categories (as notified annually to the ASN) eligibility Decisions may be appealed to the Stewards of the Event with right of continued Appeal to the National Court preserved.

~~A British Championship designated to be run at National (Open) status may utilise the provisions of the FIA International Sporting Code judicial procedures with the Stewards of the Meeting acting as the judicial body.~~

Date of Implementation: 1st January 2025

Reason: It has been historic that British Championships have been run at International status whilst retaining compliance with the National Competition Rules rather than the International Sporting Code. With the changes incorporated within the FIA ISC and the need defined for International status Events to be run in compliance with the International Sporting Code this proposed higher grade National Permit would retain the heightened Licence requirement as well as adding in the provision for such Organisers to utilise the FIA judicial system.

With the judicial trials that have been ongoing in British Trucks and also the Scottish championships concern was raised with not having standard wording and provisions for the utilisation of the FIA ISC judicial process. This element is therefore withdrawn with agreement for the trials to again be agreed by ASN.

Committee:	Race Committee
Date of Meeting:	19 th June 2024

Section Q – Circuit Racing

Appendix 3: Operation of Safety Car

1.4. When the order is given to deploy the Safety Car a flashing/waved yellow signal and “SC” board will be displayed at the start/finish line. The flashing/waved yellow signals and “SC” boards will be displayed simultaneously by Race Control where light panels are installed or will flow around the circuit in both directions, as an adjacent Signalling Post displays both their flashing/waved yellow signal and “SC” board where there are no panels. At venues where light panels are operational then these signals will be simultaneously broadcast by Race Control to all marshals’ posts and may be supplemented with flags.

1.6. All Competing Cars, when notified of the Safety Car intervention (by the flag signals, “SC” boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other Competing Car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular Competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car. Any overtaking or overlapping during the Safety Car intervention will be deemed a breach of signals, C.1.1.6.

1.12. As the Safety Car is entering the pit entry road, the Green Signal flag will be displayed at the Start/Finish line and the “SC” board withdrawn. Following this display of the Start Signal yellow Signals flags and “SC” boards at the marshals posts will be withdrawn and be replaced with a waved Green Signal flag for one lap. The Green Signal waved green flag 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 flag where there are no panels. This system may be supplemented by a message being simultaneously broadcast to all 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, C.2.3.

National Competition Rules, Chapter 12 Race

Appendix 8, Signals by Flags and Light Panels

Operation of Safety Car

20. When the order is given to deploy the Safety Car a **flashing/‘waved’** yellow Signal and “SC” board will be displayed at the Start/Finish line. The **flashing/‘waved’** yellow Signals and “SC” boards will **be displayed simultaneously by Race Control where light panels are installed or will** flow around the Circuit in both directions whereby adjacent Signalling Posts display both their **flashing/waved** yellow Signal and “SC” board **where there are no panels**. ~~At venues where light panels are operational then these signals will be simultaneously broadcast by Race Control to all marshals’ posts and may be supplemented with flags~~

22. All competing Vehicles, when notified of the Safety Car intervention (by the flag Signals, “SC” boards, or by any other means) will reduce speed and line up behind the Safety Car no more than 5 car lengths apart and maintaining the same speed as it. Overtaking or overlapping of any other competing Vehicle during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular Competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car. . **Any overtaking or overlapping during the Safety Car intervention will be deemed a breach of signals, CHAPTER 2 JUDICIAL APPENDIX 12 Penalty Points, Article 2.b.**

28. 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 Signals and “SC” boards at the Signalling Posts will be withdrawn and be replaced with a ~~‘waved~~ Green’ Signal for one lap. 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 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, CHAPTER 2 JUDICIAL ANNEXE A Time and Place Penalties, Article 3.**

Date of Implementation: 1st January 2025

Reason: Clarification. The wording provides clarity for the practices in operation and ensure consistency across the Events.

There have been many instances where a breach of safety cars regulations has simply been defined as a breach of Appendix 3, Section Q when these are breaches of C.1.1.6.

Similarly for overtaking before the line after the withdrawal of the Safety Car should be treated as a C.2.3. breach, it being recognised that there may be other mitigating factors that may require officials to deem this a breach of C.1.1.6.

There were two comments received during consultation with reference to differences between FIA regulations. Having considered the points raised the Committee agreed that no changes were necessary to the proposals.

Committee:	Race Committee
Date of Meeting:	19 th June 2024

Section Q change had not been included in original consultation document and therefore included here. **Further change to consultation noted below.**

Section Q

Q.12.1.3. Be the only person in the car whilst the vehicle is on the track. A driver may drive only one car, with the exception of **i and ii below** ~~the provision detailed within 9.1.3.~~ Not more than one driver may drive the same car in any one race, unless the SRs specify otherwise

- i. the provisions relating to Endurance Racing
- ii. **races of 40 minutes or more that provide for driver changes where a driver may drive a maximum of 2 Vehicles during the Event provided they are properly entered and qualified in each Vehicle. The Official Documents will need to clearly define the eligibility of Championship Points.**

National Competition Rules – Chapter 12, Race

Appendix 12, Competitors Regulations

During the Competition

4. A Driver may drive only one Vehicle with the exception of ~~the provisions relating to Endurance Racing~~ **i and ii below**. Not more than one Driver may drive the same Vehicle in any one Race unless the Official Documents specify otherwise.

- i. the provisions relating to Endurance Racing
- ii. **races of 4540 minutes or more that provide for driver changes where a driver may drive a maximum of 2 Vehicles during the Event provided they are properly entered and qualified in each Vehicle. The Official Documents will need to clearly define the eligibility of Championship Points.**

Date of Implementation: 1st January 2025

Reason: Provision is made for a driver to drive up to 2 vehicles within an Endurance race which is a race of at least 90 minutes. However there are an increasing number of races less than 90 minutes that provide for driver changes where it could be permitted for a driver to drive more than one vehicle, but no more than 2. The Committee considered whether the ability for this driver to gain points in both vehicles should be permitted however this should be a matter for the Championship and must be clearly defined within the regulations.

Race Committee

Date of meeting

Page 2 of 2

Having considered the responses during consultation the Committee agreed to reduce the race length to 40 minutes.

REGULATION CHANGES FOR CONSULTATION

Committee:	Speed Events Committee
Date of Meeting:	7 May 2024
Closing date for consultation:	21 June 2024
Email for comments:	speedconsultation@motorsportuk.org

Section S – Sprints, Hill Climbs & Drag Racing

Proposed Regulation

Paddock & Track Regulations

S9.3.1.1. With the exception of Drag Racing, the heating of tyres, by any method other than 9.3.1. above, or their treatment by any chemical substance is prohibited. For the avoidance of doubt, no manner of abnormally raising the temperature of the tyres/wheels above the natural ambient temperature is allowed.

The use of heat guns to clean and prepare slick tyres between runs is permitted.

Date of Implementation: 01 October 2024

Reason: This regulation has been in place for a considerable time however the Sub Committee have become aware of an inconsistency in the understanding and implementation of the regulation. Therefore this proposal is to clarify the regulation to ensure it clearly reflects the original intention and current practice.

Committee:	Speed Events Committee
Date of Meeting:	7 May 2024

Section H – Licences

RS Licence Upgrade

H17.1.1. A competitor who is qualified to hold a 2024 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, 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 an ASN Recognised Hillclimb and Sprint School confirming successful completion of the school course.
 - **One of the Clerk of the Course signatures required for having successfully completed an Event may be replaced by a Clerk of the Course signature recorded on the Upgrade Card for completing a day on a marshal's post)**
 - 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: 1st January 2025

Reason: Many Sprint and Hill Climb Championships have the ability for drivers to gain championship points for undertaking marshalling duties with the approval of the Clerk of the Course. Additionally mirroring the facility within the upgrading path for Circuit Racing the Sprint & Hill Climb Sub-Committee propose to allow a driver to replace one of the required signatures to upgrade to the RS National licence with a day on a marshals post. Guidelines will be provided to the Clerks of the Course to prescribe the required role and provisions to enable this replacement signature. In addition the regulation has been reformatted.