

REGULATION CHANGES APPROVED

Committee:	Historic Committee
Date of Meeting:	7 th November 2024
Closing date for consultation:	9 th August 2024
Email for comments	historicconsultation@motorsportuk.org

Chapter 13 – Rally

3. Historic Road Rally

- 3.1. As **Road Rally** but participation is limited to **Vehicles** complying with the appropriate **Technical Regulations** for **Historic Category** 1, 2, 3 and 4 **Road Rally Vehicles** [App.15 and 17](#).

Must comply with the following:

- a. **PR** work in accordance with [App.1 Arts.6](#) must be carried out.
- b. **Classes** must be based on the ability of **Competitors** (masters, experts, non-experts and novices) **and/or by age and cubic capacity of the vehicles entered**. ~~It is permitted to sub-divide these **Classes** by **Vehicle** cubic capacity and / or age.~~
- c. Written **ASN** approval must be obtained for any **Special Tests**. Detailed diagrams and written explanations of their format and finishing procedures must be submitted. These tests must be designed so that no **Competitor** can be expected to exceed an average speed of 30mph. No benefit should accrue to any **Competitor** who exceeds 30mph. Test finishes must be arranged in such a way that there can be no possibility of any **Competitor** completing a test whilst a previous **Competitor** blocks the **Finish** area.

8. HISTORIC ROAD RALLY CARS

9. Series Production Cars

- 9.1. Note: In this section the term MODEL refers to all variants of the same family of cars. To avoid misunderstanding competitors are advised to obtain a copy of the appropriate manufacturer's documentation as to the standard specification of the car.

- 9.2. **Historic Road Rally Cars** are categorised in the following periods. A **Vehicle** will be dated by the specification presented and not necessarily by the date of build or registration:

- a. **Historic Category 1 Road Rally Cars. Vehicles** of a specification valid before 1 January 1968 and compliant with all of: [Art.2.2 above](#) (except **Sports Cars** which need not be fitted with bumpers) and [Art.2.7](#) and [Art.3.7](#) and [Art.4.1](#) and [Art.4.5](#) (also see [Art.11.2 below](#)).
- b. **Historic Category 2 Road Rally Car. Vehicles** of a specification valid between 1 January 1968 and 31 December 1974 and compliant with [Arts.2.2–6.8 above](#) inclusive

(see also [Art.11.2 below](#)). For Road Rallies and Rallies with Special Tests held between 07.00 and 22.00hrs Arts.3.1(a)-3.1(c) above inclusive do not apply.

- c. **Historic Category 3 Road Rally Cars. Vehicles** of a specification valid between 1 January 1975 and 31 December 1981 compliant with their **FIA** Group 1 or 3 homologation papers or be a **Series Production Car** and comply with [Arts.2.2–6.8 above](#) inclusive (see also [Art.11.2 below](#)).

13. Wheels Tyres and Brakes

- 13.1. **Vehicles** must always be fitted with tyres that are legal for use on the **Public Highway**.
- 13.2. The size of the wheel may not differ from that originally fitted by more than 10% on nominal diameter and/or by 1 inch (25.4mm) on nominal width. ~~The resultant track measurement must not differ from the original by more than 1 inch.~~
- 13.3. ~~Rims must not exceed 6 inches.~~ **Vehicles originally fitted with 10 inch diameter wheels may increase to 12 inch diameter wheels.**
- 13.4. The minimum diameter permitted is 15 inches unless a smaller diameter was fitted as original equipment.
- 13.5. The tyre section as marked on the side wall in millimetres or inches must not differ by more than 1 inch (25.4mm) from that originally fitted.
- 13.6. The fitting of tyres with an aspect ratio of less than 65% is prohibited.
- 13.7. The fitting of a dual master cylinder or any other type of device providing a simultaneous action on all four wheels and divided action on two wheels is permitted provided the original brake pedal and pivot point are used and they cannot be adjusted to affect brake balance by either the **Driver** or the **Co-Driver** when normally seated in the **Vehicle**.
- 13.8. A hydraulic handbrake is permitted where a functioning mechanical system is also present. The hydraulic handbrake lever shall operate in an arc not exceeding 50 degrees from the horizontal (See [Drawing 1 App.23](#)).
- 13.9. For **Vehicles** in Categories 2 or 3 or 4 ~~Arts.41.5 and 13.6~~ **does** not apply where OE specification ~~wheels are wider and tyre sections~~ **aspect ratios** are less than those specified therein.

Cont.

CHAPTER 13 RALLY

Appendix 7B – Road Scheduled Time Events

Penalties

1. Summary of penalties to be applied on scheduled timed Historic Road Rally events

- 1.1. Performance will be assessed in one of the methods listed, either by time penalty or by the 'fails' system. The Official Documents must specify which system is to be used.
- 1.2. *These penalties may be increased by the Official Documents; they may not be reduced. They may be varied between period categories (App.15 Art. 9.2).
- 1.3. **The penalty may be increased if stated in the Official Documents.
- 1.4. The items in *italics* may not be varied by the Rally Organisers.

	Time	Fails
** <i>(a)</i> Not reporting or reporting OTL at a Main Time Control	15 min	
* <i>(b)</i> Not reporting or reporting OTL at any other Time Control	1 minute	1 Fail
* <i>(c)</i> Not complying with the route card including visiting a control more than once	1 minute	1 Fail
* <i>(d)</i> Not reporting at Passage Control or providing proof of visiting a Route Check	1 minute	1 Fail
* <i>(e)</i> Arrival before scheduled time at the end of a Standard Section	1 minutes per minute	
* <i>(f)</i> Arrival after due time at the end of a Standard Section. If a standard section is held totally on private land the final control can be timed to the second	15 seconds per minute	
* <i>(g)</i> Arrival before due time at the end of a Neutral Section	30 minutes	1 Fail
** <i>(h)</i> Arrival before due time at an intermediate control or finish control of a Regularity Section	Actual time early	
* <i>(j)</i> Arrival after due time at an intermediate control or finish control of a Regularity Section. This may be capped at 1 minute. Exceptionally at a single intermediate or finish control of a Regularity Section on each leg this penalty may be reduced.	Actual time late	
* <i>(k)</i> Breach of any statutory requirement concerning the use of a motor vehicle	30 minutes	1 Fail
(l) Contravention of App.5 Art.10.18	*First Offence	30 minutes
	Second Offence	1 Fail
<i>(m)</i> Excessive speed or driving likely to bring motor sport into disrepute	Disqualified	
<i>(n)</i> Excessive sound	Disqualified	
<i>(o)</i> Receiving assistance contrary to App.3 Art.12.1.d	Disqualified	
<i>(p)</i> Breach of App.3 Art.12.1 (intercoms), App.15 Art.6.6 (Registration Plates)	Disqualified	
<i>(q)</i> Breach of App.4 Arts.2.5–2.8 inclusive; App.5 Arts.11.2 and 11.4; App.9 Arts.4	Disqualified	

2. Penalties left to the discretion of the Clerk of the Course which may go as far as disqualification.

- Failure to follow the instructions of an official.
- Further breaches of (k).
- Breaches of Regulations referred to in Chapter 2.
- Any other breach of the NCR may be penalised by the Clerk of the Course in accordance with Ch.2 App.2 Art2.1

Reason: proposals on relaxations of Historic Road Rally regulations with an aim to remove, where appropriate, some of the barriers to entrants and the administration burden on organisers. The penalty system has been reviewed and simplified to ensure consistency of application between events.

The waiver system allowing historic cars to use engine specification not permitted in general Road Rallying has been reviewed, expanding the automatic waiver to include Category Two period cars of more than 4 cylinders or more than one camshaft per bank of cylinders, removing the need for clubs to apply for a waiver for these cars.

The restrictions on tyre sizes have been reviewed as it is becoming difficult find suitable tyres in some sizes.

Date of implementation: Immediate

REGULATION CHANGES APPROVED

Committee:	Historic Committee
Date of Meeting:	13 TH June 2024
Closing date for consultation:	27 th May 2024

Chapter 13 – Rallying

App.15 Art.5.11

For Events taking place wholly between half an hour before sunrise and half an hour after sunset [Arts.5.2](#), [5.6](#), [5.7](#) and [5.9](#) above do not apply

App.15 Art.14.2

For events in accordance with **App.15 Art.5.11**, retro fitted gas discharge or LED headlamp units are permitted.

Reason: To permit the use of retro fitted Gas discharge or LED headlamps for daylight events only. Changes in MOT regulations mean that it is now legal to retrofit LED headlamp units, this is a popular modification for classic car owners where original headlamp performance is poor, such cars that may be used for occasional historic road rallying, are currently prevented from competing in daylight events.

For PR reasons the proposal retains the restriction for events that run-in darkness.

As a relaxation of existing rules, we can apply immediate implementation.

Date of implementation: Immediate

Chapter 13 App.15 Art.13.7

The fitting of a dual master cylinder, or any other type of device providing a simultaneous action on all four wheels and divided action on two wheels, is permitted, provided the original brake pedal and pivot point are used and ~~they cannot be adjusted to affect brake balance by either the Driver or the Co-Driver when normally seated in the car~~ **it must be possible under all conditions, running or stationary, for 25% minimum braking effort to be applied by the driver through the braking system to each axle. For Cars in Category 1 the adjustment of brake balance must not be possible by either the Driver or the Co-Driver when normally seated in the car.**

Chapter 13 App.17 Art.7.2

The fitting of a dual master cylinder or any other type of device providing a simultaneous action on all four wheels and divided action on two wheels is permitted,

provided the original brake pedal and pivot point are used and ~~they cannot be adjusted to affect brake balance by either the Driver or the Co-Driver when normally seated in the Vehicle~~ it must be possible under all conditions, running or stationary, for 25% minimum braking effort to be applied by the driver through the braking system to each axle. For Cars in Category 1 the adjustment of brake balance must not be possible by either the Driver or the Co-Driver when normally seated in the car.

Reason: To permit the use of brake bias adjusters operable by the vehicle occupants as this is a period evidenced modification for Category two onwards.

As a relaxation of existing rules, we can apply immediate implementation.

Date of implementation: Immediate

Chapter 13 App.17 Art.2.3.a

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iv. Historic Category 4a Rally Vehicles: Vehicles homologated in Groups A, N and B between 1 January 1982 and 31 December 1985 excluding any cars that were regulated out by the FIA in period from **Rallies** for safety reasons. **Vehicles** in Category 4 must comply with their Homologation forms and Appendix J of the 1985 FIA Yellow Book.

v. Vehicles ~~homologated in Group B~~ with an effective engine capacity exceeding ~~1600~~2000cc must have been issued with a **valid FIA Historic Technical Passport (HTP)**, be in compliance with this document and the current **FIA Appendix K**.

vi. Historic Category 4b Rally Vehicles: Vehicles homologated in Groups A, N and B between 1 January 1986 and 31 December 1990 excluding any cars that were regulated out by the FIA in period from **Rallies** for safety reasons. Cars in Category 4b must comply with their Homologation forms and Appendix J of the 1990 FIA Yellow Book and **Vehicles with an effective engine capacity exceeding 2000cc** must have been issued with a **valid FIA Historic Technical Passport (HTP)**, be in compliance with this document and the current FIA Appendix K.

Art.3

A validated **Historic Rally Vehicle Identity Form (HRVIF)** ~~must be obtained from~~ issued by Motorsport UK, or **FIA Historic Technical Passport (HTP)** issued by an **FIA registered ASN**, as appropriate, must be ~~and~~ presented at scrutineering. No Vehicle is permitted to compete on an **Event** unless those documents are presented at scrutineering. This will be the definitive document for the technical specification of the **Vehicle** for which it has been issued.

Reason: To relax the requirement for an FIA HTP for small capacity Category 4 cars, the HTP is considered an unnecessary expense to the competitor and the specifications can easily be controlled through the FIA homologation papers and issue of a Motorsport UK Historic Rally Vehicle Identity Form (HRVIF).

The proposal retains control through the HTP review process for the more complex turbocharged four-wheel drive cars.

As a relaxation of existing rules, we can apply immediate implementation.

Date of implementation: Immediate

Chapter 13 App.17

7. Wheels, Tyres, **Suspension** and Brakes

7.3 Dampers must be in accordance with **Ch.13 App.17 Art.4**. For Categories One, Two and Three, Monotube dampers must not have any external gas inlet ports or adjusters, including plugged or blanked-off ports or adjusters.

Reason: To control the increasing technology creep in damper specifications for Historic Stage Rally cars. This regulation proposal clarifies what is permitted in terms of the period specification for dampers with regards to external adjusters and gas inlet ports. Removing the ability for the dampers to be adjusted on the vehicle in-situ which is correct to the period specification of dampers in Categories One, Two and Three.

Date of implementation: Immediate


REGULATION CHANGES APPROVED

Committee:	Kart Technical Sub-Committee
Date of Meeting:	02 October 2024
Closing date of consultation:	n/a
Email for comments	kartconsultation@motorsportuk.org

Proposed Regulation

Chapter 18 Appendix 8 – General Technical Regulations

34.11. Engine starter batteries and separate auxiliary data logger batteries where permitted must be fitted to a main **Chassis Frame** tube or within the confines of the main **Chassis Frame** and shall be placed on the **Chassis Frame** in an area located to the side of the seat opposite the engine and behind the central strut or alternatively mounted on or behind the seat. **The battery carrier must be welded directly to the Chassis Frame or attached by means of tools with a minimum of two bolts each of minimum M8 size or four bolt each of minimum M6 size. .**

34.12 If Lithium batteries are used they must carry the appropriate “EC”  markings.

and **Date of Implementation: Immediate**

Reason: Addressing safety concerns following experience of karts where the battery carrier is attached to the chassis by a single bolt only, which can cause the battery to rotate or in the worst case detach with only a single point of failure. Minimum of two attachment points means should one bolt fail, there is a secondary attachment to retain the battery on the kart. Standard available fitting kits already in widespread use utilise a double clamp, which satisfies this proposed requirement.

REGULATION CHANGES APPROVED

Committee:	Kart Committee
Date of Meeting:	18 th July 2024
Closing date for consultation:	30 th August 2024
Email for comments:	kart@motorsportuk.org

No changes made following
consultation

Proposed Regulation

National Competition Rules – Chapter 5, Officials

Part A, Appendix 5

Clerk of the Course

Officiating Capacity

27.2. ~~Endurance: May act as a Clerk of the Course at Kart Endurance Events only~~ **Super K-X: May act as Clerk of the Course at Super K-X Kart Events only.**

National Competition Rules – Chapter 5, Officials

Part A, Appendix 6

Technical Commissioners, Technical Officials including Scrutineers, Eligibility and Environmental Scrutineers

Training

10.3. It is a requirement that all Scrutineers attend two out of three annual Seminars to maintain their appointment. **Super K-X Scrutineers are subject to separate grade maintenance criteria outlined within ASN issued guidance.**

Kart Committee Action Sheet

 18th July 2024

Page 2 of 2

Chart 3
CHART OF MINIMUM ACCEPTABLE CLERK OF THE COURSE LICENCE REQUIRED

MOTORSPORT DISCIPLINE	EVENT STATUS			
	CLUBMAN	INTERCLUB	NATIONAL	INTERNATIONAL
SAFARI HILL RALLY	N/A	N/A	CROSS COUNTRY National or International	CROSS COUNTRY International
HILL CLIMB SPRINTS DRAG	N/A	SPEED National or International	SPEED National or International	SPEED International
RALLYCROSS	N/A	RALLYCROSS National or International	RALLYCROSS National or International	RALLYCROSS International (1)
STAGE RALLY (Multi-Venue)	N/A	STAGE RALLY National or International	STAGE RALLY National or International	STAGE RALLY International
STAGE RALLY (Single-Venue)	N/A	STAGE RALLY National (SVSR Only) (3)	STAGE RALLY National (SVSR Only) (3)	STAGE RALLY International
RACE	N/A	RACE National or International	RACE National or International	RACE International
KART	KART National or International	KART National or International	KART National or International	KART International
KART ENDURANCE	KART Endurance (2)	KART Endurance (2)		

- (1) A higher grade of licence is valid for lower permit events of the same discipline.
- (2) ~~Only a KART Endurance Clerk may take charge of a Kart Endurance event.~~ **For Super K-X Events, please refer to separate ASN guidelines.**
- (3) The unrestricted National or International Stage Rally Clerk of the Course licence is also valid.

Date of Implementation: Immediate

Reason: Removing the provision of Kart Endurance only Clerk of the Course, which is no longer an issued licence. Regulation replaced with provision for Super K-X only Clerks.
 With the increase in popularity of Super K-X it is now appropriate to incorporate the Officials' roles as already detailed within the current ASN guidance formally into Regulation.

REGULATION CHANGES APPROVED

Committee:	Kart Committee
Date of Meeting:	12 November 2024
Date consultation closes:	N/A
Email for consultation	kartconsultation@motorsportuk.org

Proposed Regulation

Chapter 5 Officials, Part A

Appendix 18 – Charts

Charts 1

Event Status	Race	Kart ⁽¹⁾	Speed incl. Records	Stage Rally
International	**International Race	**International Kart	**International Speed	**International Rally
National	National Race Timekeeper	Timekeeper Kart National	National Speed Timekeeper	National Rally Timekeeper
Interclub	National Race Timekeeper	Timekeeper Kart	National Speed Timekeeper	*National Rally Timekeeper
Clubman	National Race Timekeeper	Timekeeper Kart	Timekeeper Speed	*National Rally Timekeeper

* Includes Timekeepers proposed by Regional Associations and approved by the ASN but only when manual timing is used. When automatic timing is used minimum grade is National Rally with Certificate of Competence from timing equipment manufacturer.

** Where an International Event has no National content, an International Timekeeper Licenced by an ASN may be appointed.

⁽¹⁾ For Race Venue Karting a Race Timekeeper of the appropriate grade may be appointed.

Date of implementation: Immediate

Reason: Race Venue karting often takes place during a Car Racing Event using the same timing system. This proposal removes the need for a Kart Timekeeper licence holder to be appointed for the kart element of the event, allowing the Race Timekeeper to operate timing for the whole Event as is already current practice at many Events.

REGULATION CHANGES APPROVED

Committee:	Kart Committee
Date of Meeting:	12 November 2024
Closing date for consultation:	n/a
Email for comments:	kartconsultation@motorsportuk.org

Proposed Regulation

Chapter 18 Appendix 8 – General Technical Regulations

- 31.3. ~~If it is necessary to use ballast in order to achieve a minimum weight no installation of ballast be it a single unit or combination of units may exceed 5kg each and each such installation must be attached by at least two mechanical fixings~~ this may be achieved by the addition of one or more solid blocks attached to the **Chassis Frame**, to a chassis auxiliary part (as defined in current FIA Karting Technical Regulations) except bumpers, or to the seat.
- 31.4. ~~More than one installation of ballast may be used provided that each is attached in accordance with Art. 31.3 above~~ Maximum mass of a single ballast: 5.0kg. Combined ballast on the same attachment counts as a single ballast.
- 31.5 Ballast must be attached by means of tools with a minimum of two bolts each of minimum M8 size.
- 31.6 If the ballast is attached to a chassis auxiliary part, all bolts linking the auxiliary part to the **Chassis Frame** must be of the same minimum diameter as that used to attach the ballast itself.
- 31.7 Reinforcement plates are mandatory for the attachment of the ballast to the seat. These plates must have a minimum thickness of 1mm and a minimum diameter of 20mm.
- 31.58. No solid object (excluding jewellery / dog tags) may be carried on the **Driver's** person.
- 31.6. ~~Plugs and plug spanner may be carried on the Kart in a suitable receptacle secured to the Kart in a manner acceptable to the Scrutineer.~~

Date of Implementation: Immediate

Reason: Addressing safety concerns following known cases of ballast being attached to a kart by means of two cable ties, which can be interpreted as mechanical fixings. Proposed wording is adoption of the existing FIA Karting Technical Regulations for ballast attachment, so harmonising with a known global standard.

REGULATION CHANGES APPROVED

Committee:	Technical Committee
Date of Meeting:	16 th July 2024

Chapter 7 Competitor Vehicles and Vehicle Safety Equipment

Chapter 7 App.2 General Technical Regulations

19.Weight / Ballast

19.2 Any ballast required must be attached to the shell/chassis via at least 4 mounting points using ~~bolts with a minimum diameter of 8mm~~ **M10 grade 8.8 or 10.9 steel fasteners**, each with steel counter plates of at least 400 sq mm surface area and 3mm thickness.

Reason: To clarify the minimum mounting requirements for ballast. There is concern that the current minimum diameter requirement may be misinterpreted as meaning M8 fasteners are suitable. The minimum diameter of an M8 fastener is 6.647mm., so as written, the requirement prohibits the use of M8 fasteners. The current regulation also omits a material specification, which has been introduced to ensure suitable strength fasteners are used.

Date of implementation: Immediate

REGULATION CHANGES APPROVED

Committee:	Cross Country Committee
Date of Meeting:	8 th of April 2024
Closing date for Consultation:	3 rd of May 2024
Email for comments:	crosscountryconsultation@motorsportuk.org

Chapter 20 – Cross Country

Proposed Regulation

Safety

Competitive Safari, Point to Point and Hill Rally

20.10.13.16 Steering provided by hydraulic operation (i.e. not by direct mechanical link) is permitted in Competitive Safari (Inc. Competitive Safari Plus) Events only. Vehicles with hydraulic systems must comply with the Vehicle Technical Requirements published by the ASN and Vehicles must be issued with a Vehicle Passport which must be obtained by application to the ASN.

20.10.13.167 Point to Point

Additional to Arts.1 – ~~13.5~~ 13.16

Date of Implementation: 1st January 2025

Reason: This proposal forms the outcome of the Hydraulic Steering Working Group that was established as part of the actions from the Cross Country Discipline Committee meeting that sat on the 14th of February.

The reason for this proposal is to allow Vehicles with hydraulically operated steering systems to compete in Competitive Safari and Competitive Safari Plus events, provided the steering system meets the requirements set out in the Vehicle Technical Requirements that will be published by Motorsport UK to assist Scrutineers and Competitors.