

Proposed Regulation Changes

For consideration by Board – Saturday, 24 January 2026

Appendix	Committee	Proposal	Date of Implementation	Conclusion
1A	Judicial	Ch.2 Art.4: RTA Disqualification regulations	03 February 2026	
1B	Judicial	Ch.2 App.4: Definition of a Party for Appeals	03 February 2026	
1C	Judicial	Ch.2 App.4 Art.2: Appeal against the Results of a Competition	03 February 2026	
1D	Judicial	Ch.2 App.7 Art.7: Appeal Against the Refusal of Entry	03 February 2026	
1E	Judicial	Ch.2 App.9: Definition of a Protest. Expansion of Protest Regulations	03 February 2026	
2A	Kart	Ch.18 App.3: Adoption of SLOW Boards	03 February 2026	
2B	Kart	Ch.18 App.7: Removal of intention word 'deliberate' in the Regulation preventing crowding another Competitor.	03 February 2026	
3	Medical	Ch.6 App.2: Silicone medical alert bracelets.	03 February 2026	
4A	Race	Ch.12 App.1 Art.1.10: Removal of Junior Licences being held by Championship in line with Sport:80 restrictions.	03 February 2026	
4B	Race	Ch.12 App.13 Art.11: Mandatory IDRs for British, National, International and Junior Championships	03 February 2026	
4C	Race	Ch.7 App.5 Art.6: Operational red warning light	03 February 2026	
4D	Race	Ch.2 Ann.A: Endurance penalties	03 February 2026	
4E	Race	Ch.4 App.3: Championship Notice of Intent clarification	03 February 2026	
4F	Race	Ch.10 App.6: Clarification of Event abandonment in the event of fog/bad weather.	03 February 2026	
5A	Speed Events	Ch.16 Part A and B: Fire extinguisher requirements.	03 February 2026	
5B	Speed Events	Ch.15 Art.7: PPE/FHR clarification	03 February 2026	
5C	Speed Events	Ch.14 App.4 Art.16: Relaxation to permit more extensive Aerodynamic Devices for Saloon and Sports Cars in Sports Libre.	03 February 2026	
5D	Speed Events	Ch.5 App.5: Footwear for Sprint & Hillclimb	01 January 2027	
5E	Speed Events	Ch.5 App.5: Acceptance of Race and Speed Clerks to officiate Hot Lap Challenge Events	03 February 2026	
5F	Speed Events	Ch.14 App.2: Extension of ability to reduce the number of single runs required for those Juniors with experience	03 February 2026	
6A	Technical	Ch.7 App.2: Removal of unnecessary reference to fastener grade re ballast.	03 February 2026	



6B	Technical	Ch.6 App.2: Tightening of spectacle regulations to ensure no cameras or augmented reality glasses are used.	03 February 2026	
6C	Technical	Ch.7 App.3 Art.3: Prohibition of electrical cables and fluid lines between ROPS and sides of bodyshell.	03 February 2026	
7	Timekeeping	Ch.5 Part.A App.7: Clarification of timing for Record Attempts and removal of duplication.	03 February 2026	
8	Volunteers & Officials	Ch.5 App.18 Charts: Removal of “or International” as the wording is redundant as the National grade is the lowest permitted (and being the minimum).	03 February 2026	
9	Trials	Ch.17 App.4 Art.8: Prohibition of the use of emergency use and temporary use tyres in Car Trials.	03 February 2026	

Updated: 16 January 2026

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE (WITHOUT CONSULTATION)

Committee:	Judicial Committee
Date of Meeting:	15 July 2025
Closing date for consultation:	N/A
Email for comments:	N/A

Green text = changed following Rules

Proposed Regulation

CHAPTER 2 JUDICIAL

4. Disqualification from Holding a Road Driving Licence

4.1. Automatic Withdrawal of ASN Licence

Any person who is disqualified from holding or obtaining a road driving licence - under the Road Traffic Act (RTA) or under the laws of any jurisdiction within the United Kingdom or its Crown Dependencies (including, but not limited to, Jersey and Guernsey) or any equivalent provision in any other jurisdiction ("Road Driving Licence") - shall have their **ASN Licence(s)** ~~(which includes any other relevant Licence)~~ for any **Relevant Roles** automatically withdrawn for the duration of that disqualification, in accordance with **Ch.6 Art.3.2** and / or **Ch.1 Art.1.7**.

4.1.1 For the purposes of **Art.4.1** above, 'Relevant Roles' is defined as:

- a. Any Competition Licence;
- b. A Clerk of the Course and/or Steward Licence;
- c. An ARDS / ARKS / AHASS / BARS Instructor Licence;
- d. Any role at a Permitted Event that may require the person to drive.

4.2. Mandatory Self-Reporting Obligation

Any person subject to such a disqualification must immediately notify the ASN of the disqualification and surrender their ASN Licences without delay.

4.3. Failure to Report

Failure to self-report such a disqualification shall be considered a breach of these Regulations and may result in:

- a. Immediate interim suspension of **ASN Licence** ~~the Competition Licence~~;
- b. **Restriction from attendance at Permitted Events**;
- c. Referral to the National Court; and
- d. A sanction of up to twice the length of the original road-driving disqualification.

4.4. Suspension Period

The ~~Competition Licence~~ suspension shall be effective from the date of disqualification from holding a road licence and shall remain in effect until the date the right to hold a road licence is legally reinstated.

4.5. Right of Appeal and Mitigating Factors

- a. An individual subject to a suspension under this regulation shall have the right to appeal to the National Court, subject to b. and c. below, in accordance with the Judicial Procedures - see Chapter 2 and Road Driving Licence Disqualification Appeals Document on the **ASN Website**.
- b. For the avoidance of doubt, suspensions arising directly from Road Driving Licence disqualifications, which result in the suspension of an ARDS, ARKS, AHASS or BARS Licence, are not appealable.
- c. Where the underlying disqualification is imposed for offences which as part of their definition require dangerous driving, or driving whilst under the influence of alcohol and/or drugs or their equivalent in other jurisdictions to be proven, no right of appeal shall apply in respect of all relevant Licences.
- d. It shall not be considered a mitigating factor or extenuating circumstance at Appeal that the disqualification or resulting licence suspension causes:
 - i. Financial hardship;
 - ii. Reputational harm;
 - iii. Employment or career consequences; or
 - iv. General disruption to personal or professional life.

4.6. Evidence and Enforcement

The ASN reserves the right to request formal documentary evidence of the disqualification and its expiry. Failure to comply may result in continued suspension or further disciplinary action.

Date of Implementation: Immediate (03 February 2026)

Reason: Further to the RTA Disqualification Policy published on January 2023, it is now appropriate to implement such requirements into the NCR. Further, following further review, the Policy previously only explicitly applied to RTA Licences, at the exclusion of other crown dependencies or equivalent jurisdictions. It has also been considered that should any ARDS, ARKS, AHASS or BARS Licence be affected, there should be no right of Appeal due to the enhanced level of authority and influence. Lastly, it is proposed that there is no right of Appeal against suspensions applied following convictions for dangerous driving, drug and drink driving.

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE, FOLLOWING CONSULTATION

Committee:	Judicial Committee
Date of Meeting:	05 November 2025
Closing date for consultation:	02 January 2026
Email for comments:	judicialconsultation@msauk.org

Proposed Regulation

CHAPTER 2 JUDICIAL

Appendix 4

Appeal. A challenge lodged pursuant to Chapter 2 by an Entrant or Competitor within specified time limits and made against a decision, act or omission made by an Official of an Event. An Appeal Scale Fee is payable to the ASN in accordance with Chapter 1 App.2. In the case of an Appeal being made against a decision, the Entrant or Competitor involved must have been either:

- The A party **directly** involved in the incident giving rise to the decision, or
- **A Party directly involved in the original incident giving rise to the decision which has subsequently been the subject of a further Appeal, or**
- The party who lodged the Protest which resulted in the decision, or
- The party against whom a Penalty has been imposed.

For the avoidance of doubt, any witness to the incident giving rise to the decision or to subsequent judicial proceedings, any other Competitor whose position in the classification is affected by the decision, or any other Competitor whose Championship points/position are affected by the decision are not deemed to be directly involved and do not have a right to Appeal against a decision.

Chapter 1 Appendix 1

Appeal. A challenge lodged pursuant to Chapter 2 by an Entrant or Competitor within specified time limits and made in accordance with Ch.2 App.4 against a decision, act or omission made by an Official of an Event. An Appeal Scale Fee is payable to the ASN in accordance with Chapter 1 App.2.

Date of Implementation: Immediate (03 February 2026)

Reason: Following confusion throughout the year as to who is able to Appeal, and who is not. The definition was also slightly broadened to allow a person involved in the original incident to Appeal a subsequently Appealed outcome

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE, FOLLOWING CONSULTATION

Committee:	Judicial Committee
Date of Meeting:	15 July 2025
Closing date for consultation:	02 January 2026
Email for comments:	judicialconsultation@msauk.org

Proposed Regulation

CHAPTER 2 JUDICIAL

Appendix 4

Art.2 Appeal Against the Results of a Competition

2.1. Right of Appeal

An **Appeal** against the **Results** of a **Competition** may be submitted by any **Competitor** or **Entrant** named in the published **Results** who is directly affected by those **Results**.

2.2. Grounds for Appeal

An **Appeal** may only be lodged in circumstances where there is:

- a. An error or omission in the published **Results**; or
- b. An incorrect declaration of the **Results**.

For the avoidance of doubt, this procedure may not be used to **Appeal** any **Decision** of the **Clerk of the Course** or **Stewards of the Event** which must be addressed through the appropriate process in accordance with the National Competition Rules.

2.3. Time Limit for Lodging an Appeal

An **Appeal** under this Article must be lodged:

- a. Within 30 minutes of the time of publication of the Provisional Results or any amendments thereto; or
- b. Where results are published under the terms of **Ch.3 App.6 Art.1.1.c** or **1.1.d**, within 72 hours of receipt of the **Results** by the **Competitor** or **Entrant**.

2.4. Procedure for Lodging an Appeal

- a. **Appeals** must be submitted in writing to the **Clerk of the Course**, the **Event Secretary**, or their Deputies, clearly identifying the basis of the Appeal and the specific aspect(s) of the Results being contested.
- b. A fee undertaking, as prescribed by Ch.1 App2, must accompany the Appeal

2.5. Determination of the Appeal

Judicial Committee Action Sheet

15 July 2025

Page 2 of 2

The **Stewards of the Event** shall consider the **Appeal** and determine whether the **Results** require correction. Their **Decision** shall be final, subject only to any further right of **Appeal** to the **National Court** which shall be dealt with in accordance with **Ch.2 App.7 Art.5**.

2.6. Publication of Amended Results

Where the **Appeal** is upheld and the **Results** are amended, the revised **Results** shall be issued in accordance with **Ch.3 App.6**. The date and time of issue of the amended **Results** must be published in accordance with **Ch.3 App.6 Art.1.1**.

2.7 Appeal Process

Unless otherwise stated in this Appendix, the conduct of any **Appeal** shall follow the procedural requirements set out elsewhere in this Appendix, including but not limited to those governing notification, representation, evidence, and decision-making by the **Stewards of the Event**.

Date of Implementation: Immediate (03 February 2026)

Reason: These provisions were not previously included in the NCR. The addition addresses a regulatory gap identified following multiple instances where Competitors attempted to Appeal decisions of Officials through the results appeal mechanism. This change clarifies who may appeal results, under what circumstances, and ensures Appeals are limited to genuine errors or omissions in the published results, not specific decisions made by the Clerk of the Course or Stewards.



REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE, FOLLOWING CONSULTATION

Committee:	Judicial Committee
Date of Meeting:	15 July 2025
Closing date for consultation:	17 October 2025
Email for comments:	judicialconsultation@msauk.org

Proposed Regulation

CHAPTER 2 JUDICIAL

Appendix 7

7. Appeals against the Refusal of Entry

7.1 General Appeal Procedure

7.1.1 Appeals against the refusal of an Entry (**Ch.6 App.1 Art.10.3.c**) must be made in writing to the **ASN** within 48 hours of the **Competitor** receiving notice that the **Entry is refused** **notification of the refusal** and in any case no later than 24 hours before the Competition starts.

7.1.2 If it is not possible to convene the National Court **within this timeframe** ~~cannot be convened in time such~~ the Appeal ~~will~~ **shall** be considered by the Senior Chair of the National Court or, in the event the Senior Chair is not available, an **ASN appointed** alternate.

7.1.3 The Appeal must:

- a. clearly state the grounds for Appeal (**Art.7.4 below**) and include any supporting documentation; and
- b. be accompanied by the relevant fee, or fee undertaking where relevant, in accordance with **Ch.1 App.2**.

7.2. Events Commencing within 24 hours

For Events commencing within 24 hours, and where the Event falls within the 'Applicable Event Categories' below, Appeals must be submitted in writing to the **Stewards of the Event**:

- a. The **Appeal** must be lodged **within 30 minutes** of the **Competitor** receiving notification of the refusal, and
- b. In all cases, no later than **one hour before the start of the Competition**.

In **these circumstances** ~~such cases~~, the Decision of the Stewards of the Event shall be final. For the avoidance of doubt, there is no Right of Appeal against the Decision of the Stewards in such cases.

Judicial Committee Action Sheet

15 July 2025

Page 2 of 3

7.2.1 Applicable Event Categories:

- a. Events listed in Ch.3 App.8 Art.23.1
- b. Clubman Rallies
- c. Kart Events
- d. Cross Country Events
- e. Trial Events
- f. Autotest / AutoSOLO Events

~~Appeals against the refusal of an Entry which has been submitted within 24 hours of the commencement of the Event where the event is listed below must be made in writing to the Stewards of the Event within 30 minutes of the competitor receiving notice that their entry is refused and in any case no later than one hour before the Competition starts.~~

7.3. Right of Appeal

An Appeal against the refusal of an entry to a Competition may be submitted by the Entrant whose entry has been refused.

7.4. Grounds for Appeal

An Appeal may be made where the Entrant believes the refusal of entry was:

- a. contrary to the **NCR** and/or **Official Documents**,
- b. Not made in accordance with fair and transparent procedures.

Appendix 4 Art.1.23

Nature of Appeal	Time Limit
(a) Appeals against the acceptance of an entry, Instructions to Drivers or the length of the course (a) Appeals against the Refusal of Entry	Race and Speed Events: not less than one hour before the start of practice. Other Events: not less than one hour before the start of the competition. Within 48 hours of the Competitor receiving notice of refusal in any case no later than 24 hours before the Competition starts unless in accordance with Ch.2 App.7 Art.7.2.
(b) Appeals against handicap, make up of a heat, or qualification for a heat or final	Not less than one hour before the time laid down for the start of the competition, heat, or final
(c) Appeals against a decision of a Scrutineer or Technical Commissioner , by the Competitor directly concerned	Within 30 minutes of that decision being notified to that Competitor

Judicial Committee Action Sheet

15 July 2025

Page 3 of 3

(d) Appeals against any mistake or irregularity occurring whilst the competition is taking place	Within 30 minutes of the Appellant Appellant appealant finishing the competition
(e) Appeals concerning the results of a competition	Within 30 minutes of the publication of provisional results or any amendments thereto, or, within 72 hours of the receipt of the results by the Competitor or Entrant if results are published in accordance with Chapter 3 App.6 Art 1.1.c and 1.1.d. (Chapter 2 App.4 Art.2)
(f) Appeals against a decision of the Clerk of the Course not falling within (a) to (e) inclusive.	Within 30 minutes from the time of the decision notified in writing to the Competitor (Chapter 2 App.3 Art.1.16 applies)
(g) Appeals against a decision of the Stewards of the Event	Within 30 minutes from the time of the first communication of the decision to the Competitor (Ch.2 App.7 Art.5)

Chapter 3 Appendix 5

Article 10 Closing of Entries

10.2. Exceptionally for Clubmans Events specified in App. 8 Art. ~~23.1~~ **23.1** of this chapter and for Clubman Rallies, Trials, Autotests, **AutoSOLOs**, Kart or Cross Country Events the Official Documents may permit entries to be accepted up to one hour before the Competition starts.

Date of Implementation: 01 February 2026

Reason: Clarifying the regulations relating to time limit for Appeal against the Refusal of Entry.

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE, FOLLOWING CONSULTATION

Committee:	Judicial Committee
Date of Meeting:	05 November 2025
Closing date for Consultation:	02 January 2026
Email for comments:	judicialconsultation@msauk.org

Proposed Regulations

Chapter 1 Appendix 1

Protest. A formal complaint, lodged within specified time limits by an Entrant or Competitor **in accordance with Ch.2 App.9 Art.1.1.1.** ~~about an act or omission by another Competitor, or about the eligibility of another Vehicle.~~

Chapter 2 Appendix 9

1.1 A Protest is an inter-Competitor challenge alleging that another Competitor is in breach of the Regulations of the Competition **or a Competitor challenge in the circumstances listed in Arts.1.1.1.a and b.** The overarching principle engaged in bringing a Protest is that of sporting fairness in the Competition accordingly it is a breach of the NCR to bring a Protest in bad faith.

1.1.1 A Protest can be filed against:

- a. The Acceptance of an Entry of a Competitor or Driver;
- b. The length of the Course;
- c. An alleged error, irregularity or breach of the NCR occurring during an Event;
- d. The alleged non-compliance of a vehicle with the NCR;

1.2 The general principle is that a Protest must be brought at the earliest possible time that an alleged breach of the Regulations has come to the attention of the Protestor. It is not permissible to have any knowledge or suspicion of actual or potential breach of the Regulations and then to wait and see what happens during the Competition. Any such action will be deemed an act of bad faith for the purposes of Arts.1.1 and 1.2 but this does not limit any other finding of bad faith.

1.3 The Competitor bringing the Protest is the Protestor.

1.4 The Competitor responding to the Protest is the Protestee.

Date of Implementation: Immediate (03 February 2026)

Reason: To further clarify the circumstances in which a Protest may be filed and aligning the Protest Regulations closer to the Code.

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE (WITHOUT CONSULTATION)

Committee:	N/A – Editorial
Date of Discovery of Inaccuracy:	04 December 2025
Date of Referral to Legal:	04 December 2025

Chapter 18 - Karting

Appendix 3 – Equipment for Events at Kart Race Circuits

Proposed Regulations

- 1.3. The following **Signals**:
- a. Red lights for starting and stopping a **Race**
 - b. **National Flag** for start back up
 - c. ~~Yellow / black quartered~~ **Slow Boards of minimum dimensions of 60 x 80cm.**
 - d. Blue
 - e. White
 - f. Yellow
 - g. Yellow with red stripes
 - h. Green
 - i. Red
 - j. Black with orange disc
 - k. Black and white diagonally split
 - l. Black and white chequered
 - m. Green with yellow chevron

Date of Implementation: Immediate (03 February 2026)

Reason: This inaccuracy was referred to the Karting Team on 04 December 2025, and this Action Sheet seeks to fix the issue and incorporate the adoption of the Slow Boards into all relevant sections of the NCR.

Chapter 18 – Karting

Appendix 5 – Race Procedures

Proposed Regulations

- b. Consider the **Race** suspended and it run as a two-part **Race**.
- i. In this case the Karts will be restarted in single file rolling start with no overtaking before the start line.
 - ii. After one or more laps under **SLOW Board conditions in accordance with Art.1.33 b. above** ~~Yellow and Black quarter~~ **Signals** the start will be signified by the ‘waving’ of the **Green Signal** and processes followed in accordance with **Art.1.33 d and e** above.
 - iii. The starting order for the second part of the **Race** shall be the order at the last full lap completed by all **Karts** still proceeding under their own power when the Red **Signal** was first displayed. Any time penalty will be recorded and added to the final result.
 - iv. **Drivers** “one or more lap(s) down” shall be put in their correct position i.e. behind the **Drivers** on the same lap as the leader.
 - v. The **Race** distance shall be the number of laps required to make up the full **Race** distance.
 - vi. The finishing order of the second part shall be the finishing order of the **Race (Drivers** “one or more lap(s) down” in the first part shall be deemed to have finished the **Race** “one or more lap(s) down unless they have unlapped themselves) followed in classification by non-running **Karts** on a roll back of laps basis and order of stopping.

Date of Implementation: Immediate (03 February 2026)

Reason: This inaccuracy was referred to the Karting Team on 04 December 2025, and this Action Sheet seeks to fix the issue and incorporate the adoption of the Slow Boards into all relevant sections of the NCR.

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE, FOLLOWING CONSULTATION

Committee:	Kart Committee
Date of Meeting:	07 October 2025
Closing date for Consultation:	19 December 2025
Email for comments:	kartconsultation@motorsportuk.org

Chapter 18 - Karting

Appendix 7 – Competitors Regulations including Personal Clothing and Licences

Proposed Regulations

- 2.5 A **Kart** alone on the **Track** may use the full width of the **Track**.
- However as soon as it is caught by a **Kart** which is about to lap it the **Driver** must allow the faster **Driver** past at the first possible opportunity.
 - Any **Driver** who appears to ignore the blue **Signals** will be reported to the **Clerk of the Course** or **Stewards**.
 - Overtaking according to the circumstances may be carried out either on the right or on the left. In response to each attempted overtaking maneuver no more than one change of direction to defend a position is permitted.
 - Any **Driver** moving back towards the racing line having earlier defended position off-line must leave at least one **Kart** width between their own **Kart** and the edge of the **Track** on the approach to the corner.
 - Manoeuvres liable to hinder other **Drivers** such as **deliberate** crowding of a **Kart** beyond the edge of the **Track** or any other abnormal change of direction are strictly prohibited.
 - Any **Driver** who appears guilty of any of the above offences may be reported to the **Clerk of the Course** or **Stewards** and penalised.

Date of Implementation: Immediate (03 February 2026)

Reason: This proposal was discussed at the October 2025 Kart Committee meeting, whereby unanimous agreement was given by the Members to remove the word 'deliberate' from Article 2.5 (e). The Committee agreed that the action of crowding another driver beyond the edge of the track does not need to be done deliberately to warrant a penalty.

REGULATION CHANGES FOR CONSULTATION

Committee:	Kart Committee
Date of Meeting:	07 October 2025
Closing date for Consultation:	19 December 2025
Email for comments:	kartconsultation@motorsportuk.org

Chapter 18 - Karting

Appendix 2 – Kart Race Circuits General

Proposed Regulations

4. Circuit Categories

4.1 There are ~~four~~five categories of **Track** for **Kart Racing**:

- a) **Kart Permanent Tracks** with a lap distance of less than 1500m where the shape can be determined at all times and all protective barriers are permanently in position.
- b) **Kart Temporary Tracks** with a lap distance of less than 2500m where barriers are not permanently positioned.
- c) ~~**Round the Houses Tracks** using public roads or passing through residential areas or so classified by the ASN. DELETED.~~
- d) **Race Venues:** Any **Kart** circuit other than ~~Art.4.c above~~ and exceeding 1500m in lap distance and all licensed **Motor Race Circuits**.
- e) Indoor **Kart Tracks**.

Date of Implementation: Immediate (03 February 2026)

Reason: This proposal removes the term 'Round the Houses Tracks' from the NCR. Following the October Kart Committee meeting, it was deemed that Round the Houses Tracks are no longer in use, and to align the NCR with current practices, the Committee supported its removal.

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE (WITHOUT CONSULTATION)

Committee:	Medical Committee
Date of Meeting:	Circulated via email
Email for comments:	<i>n/a (without consultation)</i>

Green text = changed following Rules

Chapter 6 – Licensing

Appendix 2 – Medical

Proposed Regulations

1. General

- e. ~~Asthmatics~~ **Competitors** with any medical condition that may affect their treatment in an emergency (e.g. asthma, anaphylaxis, serious cardiac conditions) should wear a silicone medical alert bracelet ~~an identity tag (i.e. bracelet or necklace) declaring their medical condition that they are asthmatic and that they should inform the Chief Medical Officer of their condition before competing.~~
- f. An annual eyesight test is recommended.
- g. The mouth should be kept clear of anything likely to cause a blockage of the airway in the event of an incident. It is advisable to remove **false** dentures and to refrain from chewing gum.
- h. **Competitors** are advised to refrain from wearing jewellery which in the event of an incident could prove hazardous **(with the exception of Art.1.e above)**.

Date of Implementation: **Immediate (03 February 2026)**

Reason: Updated to cover more medical conditions than just asthma to ensure Competitors are aware they should inform the Chief Medical Officer prior to competing of any medical conditions that may affect their treatment in an emergency. Identity tag has been updated to a silicone medical alert bracelet due to the potential hazards of wearing metal jewellery in the event of an incident. **Above amendment requested at Rules Committee on basis all dentures are "false". Clarified post-Rules this regulation change was agreed ad-hoc (via email) by Medical Committee without consultation as an immediate implementation for safety reasons.**

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE (WITHOUT CONSULTATION)

Committee:	Race Committee
Date of Meeting:	15 th October 2025
Closing date for consultation:	n/a
Email for comments:	raceconsultation@motorsportuk.org

Green text = changed following Rules

Proposed Regulation

Chapter 12 Race

Appendix 1 Junior Car Racing

- 1.10. The Junior Race Licence will state '**Junior Race Formulae Championship UK** Only' and will be held by the relevant Junior Car Racing Championship Organising Club
- 1.11. The Junior **Driver** will be permitted to participate in those **Championships** authorised by the **ASN** and the licence holding Junior Race Championship Organiser will be authorised to copy the held licence and pass to the fellow Junior Racing Championship Organiser(s) if required and the requirement of Chapter 6 are waived accordingly.

Chapter 6 Licensing

Appendix 5 Competition Licence Applications, Upgrading, Downgrading and Retention of Licences – Race

2. **Competitors** who have reached their 14th Birthday may apply for a **Race Club Licence** to allow them to race only in **Junior Race Formulae** specifically authorised by the **ASN**. The **Licence** application must be endorsed and submitted to the **ASN** by a **Junior Race Championship Organising Club**. This **Licence** will state '**Junior Championship UK only**' and will be held by the **Championship Organising Club(s)**.

Date of Implementation: Immediate (03 February 2026)

Reason: With the move to digital licences, it is no longer possible for the Junior licences to be wholly held by the Championship Organiser and therefore the proposal accords with current practice.

Following query at Rules Committee and clarification from the Member Services Team the above change reflects the wording actually used on the competition licence

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE, FOLLOWING CONSULTATION

Committee:	Race Committee
Date of Meeting:	15 th October 2025
Closing date for consultation:	3 rd December 2025
Email for comments:	raceconsultation@motorsportuk.org

Proposed Regulations

Chapter 12 Race

Appendix 13 Competitors Vehicles Technical Regulations

11. Safety

11.13 It is mandatory for an FIA Impact Data Recorder (IDR) to be fitted to **Vehicles** competing in British, National status and Junior **Championships**. IDRs must be installed as per the manufacturers' instructions.

Date of Implementation: Immediate (03 February 2026)

Reason: Race Committee supported mandatory requirement for IDRs to be fitted to British, National status and Junior Championships in 2025.

The **FIA IDR (Impact Data Recorder)** is a low-cost, lightweight device developed by the Fédération Internationale de l'Automobile (FIA) to enhance motorsport safety. It records impacts during races without requiring wiring or charging, making it suitable for various motorsport disciplines. The device is designed to be easily attached to vehicles and can last for two years, recording up to 80 impacts. It is particularly beneficial for grassroots competitions, providing real-world accident data that can inform safety improvements across the sport.

During 2025 470 units had been deployed across British, National status and Junior Championships. 58 triggers were recorded by these units and 138 database reports were generated. The Committee were advised that the Safety Team believe the data has been extremely helpful in understanding incidents and are investigating implementation across all high-risk areas.

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE, FOLLOWING CONSULTATION

Committee:	Race Committee
Date of Meeting:	15 th October 2025
Closing date for consultation:	3 rd December 2025
Email for comments:	raceconsultation@motorsportuk.org

Proposed Regulations

Chapter 7 – Competitor Vehicles and Vehicle Safety Equipment Appendix 5 – Electrical Systems

6. Red Warning Light

- 6.4. The warning light must be switched on **and operational** when visibility conditions are reduced, or as detailed within **Championship** and / or **Event Regulations**, or when so instructed by the **Clerk of the Course**.

Date of Implementation: Immediate (03 February 2026)

Reason: Clarification. The Committee considered it appropriate to clarify that the warning light must be operational as an incident was brought to their attention that the warning light had been switched on but not operational.

REGULATION CHANGES FOR RULES COMMITTEE following consultation

Committee:	Race Committee
Date of Meeting:	15 th October 2025
Closing date for consultation:	3 rd December 2025
Email for comments:	raceconsultation@motorsportuk.org

Proposed Regulations

Chapter 2 Judicial

Annex A – Time and Place Penalties

- 1.3 The Clerk of the Course or the Stewards of the Event may impose a penalty at a. or b. below for any Competitor considered to have obtained an unfair advantage (whether inadvertently or not):
- a. Time Penalty of up to one minute or a place penalty of up to 10 places.
 - b. In an Endurance Race or a Race including a mandatory pit stop, a time, place or lap penalty may be imposed. The penalty may be increased by ~~one minute~~ **one lap** for each scheduled racing hour, (for example a 2 hour Race may impose a penalty of up to two ~~laps minutes~~). The penalty may be imposed after the Race has finished.

Date of Implementation: 02 February 2026

Reason: The inconsistency in permitting an increase for each racing hour had been brought to Judicial Committee to consider including lap penalties.

Following consideration by Race Committee it was agreed that a lap penalty should be increased rather than one minute for each racing hour.

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE, FOLLOWING CONSULTATION

Committee:	Race Committee
Date of Meeting:	15 th October 2025
Closing date for consultation:	3 rd December 2025
Email for comments:	raceconsultation@motorsportuk.org

New Text
 Moved text
 Deleted text

Proposed Regulation

Chapter 4 Championships

Appendix 3 Car & Truck Championships

1. Car and Truck Race Championships

- 1.1** All Racing **Championship Permit** or **Series Registration** applications must be submitted by a recognised lead **Club**. No related discussion between the **ASN** and an applicant will be entered into without the express agreement of the lead **Club**. Subject to the authority of the **ASN (Chapter 1 Art.1.4)** only **Clubs** which have been Recognised by the **ASN** for more than two years are permitted to apply for a **Championship Permit**. The deadlines for **Racing Championship** applications are set out below.
- 1.2** A Notice of Intent to run or continue to run a Race Championship in the following year must be registered with the **ASN**:
- 1.2.1 1st August:** Date by which a **Notice of Intent** to run a new **Race Championship** in the following year must be submitted to the **ASN**. Any new '**Championship** must have guaranteed support for a minimum of three years ('the **Term**')(see 1.7 below). Any **Notice of Intent** application received after 1 August deadline will be refused.
- 1.2.2 1st October:** Date by which a **Notice of Intent** to run or continue to run a **Race racing Championship** in the following year must be registered with the **ASN**. For an existing **Championship** a list of the number of starters at each round held in the current year and the year previous to the year of application must also be submitted.
- 1.2.3** Except for a **Winter Championship** run to the same regulations as a current main **Championship** and which is required to submit its regulations a minimum of 6 weeks prior to the first round any **Notice of Intent** received after 1st October will only be considered by the **Motor Racing Championship Control Panel** in exceptional circumstances and will be

Race Committee Action Sheet

15th October 2025

Page 2 of 4

subject to a late submission fee of 100% of the **Championship** Permit **Fee**. Any **Notice of Intent** received on or after 1st January of the following year will be refused.

- 1.2.416 Any **Club** whose **Championship** has either ceased to run or has failed to commence will be required to submit a complete new application if approval is sought in any subsequent years.
- 1.34 Any major changes in a **Championship** must be notified to the **ASN** with the **Notice of Intent**.
- 1.74 Any new **Championship** or any fundamental change to an existing **Championship** (such as a new class or classes) conflicting with an existing registered **Championship** ~~will need to demonstrate~~ **should provide justification** to the **Motor Racing Championship Control Panel** that inclusion of the **Championship** or any fundamental change to an existing **Championship** will not detrimentally affect the safe fair or orderly conduct of motor sport.
- 1.5 The **Motor Racing Championship Control Panel** will be invited to discuss and may recommend to the **ASN** any **Championship** submitted and may delegate to a **Working Group** any unresolved queries. For the avoidance of doubt the ultimate decision to grant any **Permit** rests with the **ASN**.
- 1.86 Any applicant dissatisfied with a decision of the **Motor Racing Championship Control Panel** shall be entitled to request a review of the decision to be undertaken by the **Senior Chair** of the **National Court** or in the event that person is not available then by an alternate **Chair** nominated by the **Senior Chair** and whose decision shall be final. Such a request must be made in accordance with **Chapter 2 App.7** and must be received by the **ASN** within 14 days of written notification of the **Control Panel** decision together with the appropriate fee per **Chapter 1 App.2**.
- ~~1.9 In respect of all proposed new **Race Championship** applications a **Notice of Intent** must be submitted to the **ASN** in accordance with **Arts.1.2** or **1.3** above. Any new **Championship** must have guaranteed support for a minimum of three years (the **Term**). Any **Notice of Intent** application received after 1 August deadline will be refused.~~
- 1.710 If the Motor Racing Championship Control Panel agrees in principle with an application for a new Championship then the ASN will require a Commitment Guarantee Agreement to be executed and delivered in a form satisfactory to the ASN:
- (a) for any new A or B Grade Championships; and
 - (b) for any new C or D grade Race Championship where the Championship has not previously been run as a Series during the previous year, to demonstrate Competitor support and justify Championship status

- 1.811 The Commitment Guarantee Agreement (**Art.1.710 above**) must be executed by the **Recognised Club** proposing the new **Championship** and where applicable by the **Commercial** entity proposing the **Championship** through that **Recognised Club** in which case the Commitment Guarantee shall be joint and several.
- 1.912 The Commitment Guarantee Agreement will mandate that if the **Recognised Club** fails to seek a **Championship Permit** renewal by submission of a **Notice of Intent** and or making a **Permit Application** for the second and or third successive years then the **Guarantor(s)** must pay to the **ASN** the relevant sum specified in **Chapter 1 App.2** ('the **Default Sum**').
- 1.103—The **Default Sum** shall be paid on demand in writing by the **ASN** accompanied by taxable invoice.
- 1.114 **All** issued and pending **Championship Permits** of the relevant **Recognised Club** shall be suspended until the **Default Sum** has been paid to the **ASN** or has been provided for to its satisfaction. 1.15—All **Default Sums** forfeit to the **ASN** shall be used for the provision of prizes or for training or donation to a **Registered Charity** nominated by the **Board** of the **ASN**.
- 1.16—Any **Club** whose **Championship** has either ceased to run or has failed to commence will be required to submit a complete new application if approval is sought in any subsequent years.
- 1.127 To maintain **Championship** status the minimum average number of starters during the current and previous year in a Grade A B C or D **Championship** should be 10. For **Truck Racing** and **Junior Car Race Championships** the average minimum number of starters should be 12.
- 1.138 For a **Championship** failing to meet the minimum numbers:
- i. in the previous year will be issued with a warning.
 - ii. for a second consecutive year the **Championship** may lose its status including ability to use the term **Championship** but may run as a Series only with the approval of the **ASN**.
- 1.149—For the avoidance of doubt **Art.1.2.416** of this Appendix applies in the case of any **Championship** that is subject of **Art.1.138.ii**.
- 1.1520 The **ASN** in its discretion may agree a dispensation for a (single) **Venue Specific Championship** which does not meet the provisions of **Art.1.127** but this dispensation will be reviewed on an annual basis.

Race Committee Action Sheet15th October 2025

Page 4 of 4

~~1.1621~~ Any mixed discipline **Championship** in which more than three **Events** are **Car Races** will also be required to submit a **Car Racing Championship Permit Application** in addition to any other necessary applications

1.617 1st February: Date by which formal application and final details for a **Racing Championship** must be submitted to the **ASN**. A surcharge of 50% of the relevant fee will be incurred (a minimum of £100 or £50 for a **Club Championship**). No applications will be accepted after this date and outstanding incomplete applications will lapse.

Date of Implementation: Immediate (03 February 2026)

Reason: Clarification.

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE, FOLLOWING CONSULTATION

Committee:	Race Committee
Date of Meeting:	15 th October 2025
Closing date for consultation:	3 rd December 2025
Email for comments:	raceconsultation@motorsportuk.org

Proposed Regulations

Chapter 10 Circuits and Venues

Appendix 6 Regulations for Endurance and Night and Bad Weather Racing

5. Bad Weather Racing

5.3. Fog: When visibility is obscured between any two adjacent ~~Flag~~ **Marshal Posts, Racing** or **Practice** must be stopped and **may be** abandoned if there is no reasonable prospect of conditions improving within two hours **of the session**.

Date of Implementation: Immediate (03 February 2026)

Reason: Clarification. Having had recent challenges at Events with delays due to fog the above regulation came under scrutiny and it is considered that the above proposal provides greater clarity.
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REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE, FOLLOWING CONSULTATION

Committee:	Speed Events Committee
Date of Meeting:	8 th October 2025
Closing date for consultation:	13 th November 2025
Email for comments:	speedconsultation@motorsportuk.org

NCR Chapter 16 Autocross, Rallycross and Off-Road Racing

Part A Autocross & Clubcross, Appendix 4 Competitor Regulations

1. General

- 1.5 All Competitors must ensure that one fire extinguisher of at least 6kg of ABC type is available per **Vehicle** entered within their own area in the paddock.
- 1.6. All Competitors must ensure that a plastic sheet (minimum dimensions 4 x 5m for each **Vehicle**) is spread on the ground in the paddock place reserved for them where work is to be done on their **Vehicle**, in order to prevent any pollution in case of an accidental leak, etc.

Part B Rallycross, Appendix 8 Competitors Regulations

- 1.7 All Competitors must ensure that one fire extinguisher of at least 6kg of ABC type is available per **Vehicle** entered within their own area in the paddock.
- 1.8. All Competitors must ensure that a ground sheet (minimum dimensions 4 x 5m for each **Vehicle**) is spread on the ground in the paddock place reserved for them where work is to be done on their **Vehicle**, in order to prevent any pollution in case of an accidental leak, etc.

Date of Implementation: Immediate (03 February 2026)

Reason: Following concerns raised the Sub Committee were asked to consider mandating the requirement for extinguishers in Autocross Events due to the risk of fire. Rallycross Championship regulations already mandate the requirement for driver paddock spaces to have available a fire extinguisher and for the vehicle to be on a ground sheet. The Sub Committee subsequently propose that both Autocross and Rallycross NCR mandate the requirement for each driver to have available in their paddock space a fire extinguisher and the vehicle to be stood on a ground sheet.

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE, FOLLOWING CONSULTATION

Committee:	Speed Events Committee
Date of Meeting:	8 th October 2025
Closing date for consultation:	13 th November 2025
Email for comments:	speedconsultation@motorsportuk.org

Proposed Regulation

Chapter 15 – Drag Race

7. Drivers

7.1. Throughout **Practice** and **Competition**, upon exiting from and until returning to the ~~Paddock~~ when the Driver is seated in the **Vehicle** they must wear clothing, helmet and goggles complying with the Drag Race Yearbook.

7.3. An ~~FIA~~ approved FHR device fitted in accordance ~~with the Drag Racing Yearbook~~ with **FIA** the regulations is mandatory **where specified in Class Regulations**. for all ~~Classes~~ where specified in the ~~Drag Racing Yearbook~~.

Date of Implementation: Immediate (03 February 2026)

Reason: The current regulations require that PPE is worn to the point of shut off in the collection area. With the Santa Pod paddock having high numbers of spectators there were safety concerns with the lack of visibility.

The proposed change addresses this concern ensuring that competitors who drive back to the paddock do not have an obstructed view.

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE, FOLLOWING CONSULTATION

Committee:	Speed Events Committee
Date of Meeting:	8 th October 2025
Closing date for consultation:	13 th November 2025
Email for comments:	speedconsultation@motorsportuk.org

Proposed Regulation

NCR Chapter 14 Sprint, Hill Climb and Hot Lap Challenge Appendix 4 – Technical Regulations

16. Regulations for Sports Libre Cars

16.1 Vehicles that comply with any of the following Groups:

- a. Any closed wheel **Vehicle** that does not comply with any other category as defined in these **Regulations**.
- b. Bespoke electrical Vehicles compliant with **Ch.7 App.11 Art.1.11**.
- c. **Sports Racing Cars**
- d. Single seat closed wheel **Racing Car** the rear wheels enclosed by continuous bodywork.

16.2 **Touring Cars and Sports Cars, Aerodynamic devices** are permitted subject to the following:

- a. Rear wings and rear diffuser must not protrude by more than 200mm above the highest point of the roof or from the rearmost point of the Standard **bodywork/bumpers**.
- b. Front spoiler must not protrude more than 200mm from the foremost point of the Standard **bodywork/bumpers**.
- c. Any **Aerodynamic Device** (including extended wheel arches) must not protrude more than 200mm from the **vehicle**, measured at the sides from a point on the waistline directly below the Standard door mirror, and from the Standard **bodywork/bumpers**.
- d. No **Aerodynamic devices** can be located directly above the bonnet of the car.
- e. Flat floors are permitted.
- f. Any **Aerodynamic Device** must be rigidly secured to the entirely sprung part of the **vehicle** (rigidly secured means not having any degree of freedom) and must remain immobile in relation to the sprung part of the **vehicle** (active aero is not permitted).

- g. Any **Aerodynamic Device** or construction that is designed to bridge the gap between the sprung part of the **vehicle** and the ground is prohibited under all circumstances.

Date of Implementation: Immediate (03 February 2026)

Reason: A relaxation to permit more extensive Aerodynamic Devices for Saloon and Sports Cars in Sport Libre, aligning regulations with the Pro Classes in Hot Lap Challenge events and becoming more aligned with FIA European Hill Climb Championship regulations which will remove a barrier for cars competing across disciplines and championships.

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE, FOLLOWING CONSULTATION

Committee:	Speed Events Committee
Date of Meeting:	8 th October 2025
Closing date for consultation:	13 th November 2025
Email for comments:	speedconsultation@motorsportuk.org

Proposed Regulation

NCR Chapter 14 Sprint, Hill Climb and Hot Lap Challenge Appendix 2 – Competitors Regulations

4. Drivers

- 4.1. Throughout **Practice** and **Competition** upon exiting from and until returning to the **Paddock** when the **Driver** is seated in the **Vehicle** they must wear clothing helmet and visors or goggles complying with **Chapter 9 Art.3-11**.
- 4.2. Overalls homologated to FIA 8856- 2000 FIA 8856- 2018 or FIA 1986 standard are mandatory with the exception of **Standard Cars** (see **App.4 Art.13–16** where flame-resistant clothing is recommended (arms and legs must be covered) and **Road Cars** (see **App.4 Art.17–23** where overalls must comply with **Chapter 9 Arts.3.3.f**).
- 4.3. **Competitors** are required to wear flame-resistant gloves and shoes (see **Ch.9 Art.12.5-6**) with the exception of **Standard Cars** and **Road Cars** where their use is recommended. The use of a flame-resistant balaclava (**Ch.9 Art.12.3**) is mandatory with the exception of open bodywork **Period Defined Vehicles (Non-Rally) A-D, Standard Cars** and **Road Cars** where their use is recommended. For all categories the wearing of flame-resistant socks (**Ch.9 Art.12.4**) and underwear (**Ch.9 Art.12.2**) is strongly recommended.
 - 4.3.1 For **Period Defined Vehicles, Standard Cars** and **Road Cars** suitable shoes must be worn which cover the foot and allow for adequate control of the vehicle at all times. Plastic shoes (such as trainers) should be avoided.
- 4.4. An **FIA** approved FHR device fitted in accordance with **FIA** regulations is mandatory for all **Drivers** with the exception of **Period Defined Vehicles** and **Standard Cars** and **Road Cars**.
- 4.5. All required items must be produced for inspection and approval at scrutineering.
- 4.6. Only the **Driver** may be in a **Vehicle** during the **Competition** or **Practice** with the exception of **App.2 Art.1.10.b**.
- 4.7. **Official Documents** shall state if during warm-up of a **Hot Lap Challenge Event** the team data analyst is authorised to accompany the **Driver**. That data analyst will then be required to comply with [Art.5.1 below](#).

Date of Implementation: 1st January 2027

Reason: With no current reference to the need for footwear or their standards the proposal aligns Sprints and Hill Climb with other disciplines.

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE, FOLLOWING CONSULTATION

Committee:	Speed Events Committee
Date of Meeting:	8 th October 2025
Closing date for consultation:	13 th November 2026
Email for comments:	speedconsultation@motorsportuk.org

Green text = changed following Rules

Proposed Regulation

Chapter 5 Officials - Part A

Appendix 5 Clerks of the Course

10. Race Clerk of the Course

11. Officiating Capacity

11.1 This is as detailed above with the following exceptions:

11.2 **International CofC:** Only an **International Clerk of the Course** may take charge of a **British Championship Race**. An application for an **International Clerk of the Course** to take charge of an **FIA Championship Race** must be submitted by the **Race organising Club** and will be considered by the **ASN** on an individual and annual basis.

11.3 To be eligible to be named a permanent **Clerk of the Course** for a **Race Championship** registered with the **ASN** the Clerk must be the holder of a current **Clerk of the Course National** licence as a minimum.

11.4 **A Race National Clerk of the Course** may take charge of a **Hot Lap Challenge Event** with prior specific authorisation from the **ASN**. Support from the **Organising Club** is also required together with evidence of discipline familiarisation.

13. Sprint or Hill Climb Clerk of the Course

14. Officiating Capacity

14.1 **International:** Only an **International Clerk of the Course** can take charge of an **FIA Championship Event**. Their name must be submitted by the **Race Organising Club** and will be considered by **ASN** on an individual basis.

14.2 **A Speed National Clerk of the Course** may take charge of a **Hot Lap Challenge Event** with prior specific authorisation from the **ASN**. Support from the **Organising Club** is also required together with evidence of discipline familiarisation.

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
HOT LAP CHALLENGE	N/A	SPEED or RACE National or International (5)	N/A	N/A

(1) A higher grade licence is valid for lower permit events of the same discipline.

(2) For **Super K-X Events**, please refer to separate **ASN** guidelines.

(3) The unrestricted **National** or the **International Stage Rally Clerk of the Course** licence is also valid.

(4) Includes all Events timed to the second and to the minute.

(5) With ASN prior authorisation

Date of Implementation: Immediate (03 February 2026)

Reason: Hot Lap Challenge is a discipline run within Speed Events and the above regulates the level of Clerk licence accepted.

Under current requirements, a Race National (Hot Lap Challenge only) licence is required.

Footnote (5) added following a request from Rules Committee.

Additionally, editorial amendments requested by Volunteers Officials Committee removing “or International” (Appendix 8 of the Rules pack) have been merged with this action sheet.

As a chart of minimum Clerk of the Course licence requirements, the inclusion of “or International” in the cells above are redundant with the National grade being the lowest permitted.

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE, FOLLOWING CONSULTATION

Committee:	Speed Events Committee
Date of Meeting:	8 th October 2025
Closing date for consultation:	13 th November 2025
Email for comments:	speedconsultation@motorsportuk.org

Proposed Regulation

Chapter 14 - Sprint, Hill Climb and Hot Lap Challenge Appendix 2 – Competitors Regulations

1. General

1.10 **Junior Sprint:** New **Drivers** will be required to drive observed runs prior to the **Competition** and satisfy the **Clerk of the Course** that they are competent to take part subject to the following:

- a. Start singly and run over the duration of the **Course** at least 3 times. **This may be reduced by one run for each of the following cases i-iii where evidence is provided to the satisfaction of the Clerk of the Course:**
 - i. Previous competition at the same venue in the same vehicle.
 - ii. Walking the course within the previous 24 hours or course inspection with an Official.
 - iii. Driving experience in other **ASN** disciplines deemed appropriate by the Clerk of the Course.
- b. An **ASN Licensed Driver** may accompany the new **Driver** subject to written approval of the **Clerk of the Course**.
- c. Observed laps are not required if the **Driver** can provide the **Clerk of the Course** with proof of having competed as a Driver in three other **ASN Permitted Events**.

1.11 **Junior Hill Climb:** For participation in Junior Hill Climb Events the Driver must have gained signatures for having successfully completed a minimum of three Junior Sprint Events.

Date of Implementation: Immediate (03 February 2026)

Reason: The Sub-Committee were asked to review the current requirement and to extend the ability for a reduction in the number of single runs required for those Juniors with experience. It is hoped that with these changes, there will be a timetabling benefit to Organisers and the inclusion of Junior categories in Events increases.

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE (WITHOUT CONSULTATION)

Committee:	Technical Committee
Date of Meeting:	21 st October 2025

Chapter 7 Appendix 2 – General Technical Regulations

Proposed Regulation

19. Weight / Ballast

- 19.1. If subject to a minimum weight that must be the weight of the **Vehicle** in the condition in which it crosses the finishing line (excluding **Driver** and **Passenger**) or at any time during the **Competition** and / or **Practice** (except for certain classes or formulae which include the **Driver** in the total weight).
- 19.2. Any ballast required must be attached to the shell / **Chassis** as **Homologated** by the **FIA** or, via at least 4 mounting points a minimum M8 ~~grade 8.8 or 10.9~~ steel fasteners, each with steel counter plates of at least 400 sq mm surface area and 3mm thickness.
- 19.3. Provision must be made for the fixation of seals by **Scrutineers** if deemed necessary.
- 19.4. Where ballast is fitted to touring sports, sports racing or GT **Vehicles** it shall be fitted as **Homologated** by the **FIA** or, in the **Passenger's** location.
- 19.5. Single seat racing cars are exempt from the above mounting requirements.

Date of Implementation: Immediate (03 February 2026)

Reason:

Small amendment to the previously approved amendment to remove reference to fastener grade which is now deemed unnecessary.

The previous amendment published to specify a minimum M10 grade bolt for ballast mounting has highlighted a number of issues not previously considered. For many FIA homologated vehicles (GT3 etc.) the ballast mounting is part of the FIA homologation to avoid any potential conflict, we will accept any FIA homologated ballasts mounting. It has also come to light that in Production based vehicles it is common to use the passenger seat or similar mounting points for ballast fixation, mounting points which commonly use an M8 fixing. Original vehicle manufacturers' seat mounting points will have appropriate strength for ballast fixation and thus specifying an M8 size fastening covers existing vehicles.

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE (WITHOUT CONSULTATION)

Committee:	Technical Committee
Date of Meeting:	21 st October 2025

Chapter 6 Appendix 2 – Medical

Proposed Regulation

- 6.7. The following eyesight standards are required to be met by applicants for a **National Licence**. Applicants for **International Licences** please refer to **FIA Standards**, www.fia.com (Appendix L).
- Minimum corrected visual acuity must be 6/6 with both eyes open.
 - Minimum binocular field should measure at least 120 degrees along the horizontal meridian with no defects within the central 20 degrees.
 - Spectacles, **which must be for the sole purpose of correcting eyesight (and/or sun protection)**, should be fitted with shatterproof lenses. Contact lenses if worn should be certified as satisfactory for motor sport by the ophthalmic specialist who supplied them.
 - A person who suddenly loses sight in one eye will not be allowed to hold a **Licence** until five years has lapsed.
 - Double vision is not compatible with the issue of a **Competition Licence**.
 - Normal colour vision; method of analysis used should be a pass of the Ishihara test (24 plate version) with the first 15 plates presented in random order, being identified without error. In the case of any anomaly recourse is to the Farnsworth test “Panel D15” or to an analogous system as approved by **ASN**. In any event as well as passing such tests as referred to above there must be no risk of any errors in the

Chapter 9 – Competitor Personal Safety Equipment

Proposed Regulation

9. Condition and Care of Helmet

- 9.4. There must be no alteration to the structure of a helmet. Where a radio intercom is fitted this should only be done in accordance with the helmet manufacturer’s instructions. Fitment of cameras to **or within** helmets by whatever means is not permitted unless an integral camera is provided by the helmet manufacturer and that model of helmet is approved under one of the accepted standards. **Only glasses for the sole purpose of correcting eyesight in accordance with Chapter 6 Appendix 2 Article 6.7 (and/or sun protection) are permitted.**

Chapter 7 Appendix 9 – Onboard Cameras

Proposed Regulation

- 1.8. Fitting of cameras to **or within** helmets is only permitted in accordance with **Chapter 9** whereby only the helmet manufacturer's integral camera can be used and the helmet with camera installed is approved under an accepted standard. **Only glasses for the sole purpose of correcting eyesight in accordance with Chapter 6 Appendix 2 Article 6.7 (and/or sun protection) are permitted.**

Date of Implementation: Immediate (03 February 2026)

Reason:

Aligning with a new FIA international regulation. With the evolution of electronic devices with augmented reality capabilities, artificial intelligence and video streaming/recording, it has been found during events, competitors willing to use devices like cameras, fixed or integrated into vision glasses or sunglasses.

The concerns present are that having unnecessary additional hard components inside the helmet, attached in non-controlled ways, and sometimes equipped with batteries, can create a hazard during an accident where either the potential of electrical fire on the inside or a hard part reducing the shock absorbing capacities of the helmet internal foam can reduce the safety of the competitor. There are also concerns over the potential for distractions from notifications and displays within the lenses, live streaming and Augmented Reality capabilities.

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE (WITHOUT CONSULTATION)

Committee:	Technical Committee
Date of Meeting:	21 st October 2025

Chapter 7 Appendix 3 – Roll Over Protection Systems (ROPS)

Proposed Regulation

3. Specifications

- 3.1 **ROPS** must be designed and made so that, when correctly installed, they substantially reduce the risk of injury to the occupants. The essential features of an efficient **ROPS** are that it is designed to suit the particular **Vehicle**, is of sound construction, has adequate mountings and is a close fit to the bodyshell.
- 3.2 The **ROPS** must not unduly impede **Driver** and **Co-Driver** access to the vehicle. Members may intrude into the interior space by passing through the dashboard, front side trim, rear side trim, and rear seats which may be folded down.
- 3.3 **ROPS** must not extend beyond the front upper or rear suspension mounting points of the **Vehicle** with the exception of backstays which may extend beyond the rear suspension mounting points if necessary to achieve the required 30° angle.
- 3.4 Any modification to a **Homologated ROPS** (other than fitment of **Roof Reinforcement, Windscreen Pillar Reinforcement, Doorbars** and **Harness Bars**) is prohibited.
- 3.5 Tubes must not carry any liquids or gases, other than air at atmospheric pressure, or any other item.
- 3.6 Inside the cockpit, the passage of the following elements between the side members of the **bodyshell** and the **ROPS** is forbidden:
 - Main **Auxiliary Battery** cables
 - Lines carrying fluids (except windscreen washer fluid)
 - Lines of the extinguishing system.

Date of Implementation: Immediate (03 February 2026)

Reason: The passing of electrical cables and fluid lines between the ROPS and the sides of the bodyshell is a significant safety hazard as in the event of an impact these elements could be pinched and damaged between the bodyshell and ROPS causing fluid leaks, electrical sparking or both. This regulation, which mirrors FIA international regulations prohibits these elements from being routed in a vulnerable location.

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE, FOLLOWING CONSULTATION

Committee:	Timekeeping Committee
Date of Meeting:	25 th June 2025
Closing date of consultation	30 th November 2025
Email for comments:	timekeepingconsultation@motorsportuk.org

Green text = changed following Rules

Chapter 5 Part A Appendix 7 – Timekeepers and Handicappers

12. Duties of Timekeepers

12.1. The principal duties of **Timekeepers** are to:

- a. **Report** personally to the **Chief Timekeeper** at the start of an **Event**
- b. Use appropriate certified equipment for the type and status of **Event** and for the authenticity of the **Results** produced.
- c. Register appropriate times for the **Competition** and any other times required by the **Clerk of the Course** sign the timing reports and pass them to the **Chief Timekeeper**.
- d. Send their original time records to the **Clerk of the Course**, the **Stewards of the Event** or the **ASN** if requested.
- e. Communicate any times or results only to the **Clerk of the Course**, the **Stewards of the Event** or in accordance with their instructions.
- f. **In the case of a record attempt** ~~P~~prepare and sign a report relating to timing and send it with all necessary supporting documents to the **Clerk of the Course** **Stewards of the Event** (or **and** to the **ASN** ~~in the case of a record attempt~~).
- g. Act as **Judge of Fact** in respect of timing matters at **Race** and **Speed Events**.

Date of implementation: Immediate (03 February 2026)

Reason: 12.1f – This proposal removes a general duplication of 12.1d, whilst highlighting the requirements for record attempts. The Timekeeping Committee agreed that this NCR should be amended to remove specific reference to the timing report at all Events, taking into account modern systems and Timekeeping processes, but the requirement should still remain in place for Record attempts.
 Above amendment requested at Rules Committee in line with record attempt procedures

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE (WITHOUT CONSULTATION)

Committee:	n/a
Date of Meeting:	n/a
Closing date for consultation:	n/a
Email for comments:	n/a

Proposed Regulation

Chapter 5 Officials Part A Appendix 18 Charts

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
ROAD RALLY (Road) (4)	ROAD RALLY Full Licence	ROAD RALLY Full Licence	ROAD RALLY Full Licence	N/A
ROAD RALLY (Road Timed) (4)	ROAD RALLY Full Licence	ROAD RALLY Full Licence	ROAD RALLY Full Licence	N/A
ROAD RALLY (Navigational)	ROAD RALLY Full Licence	ROAD RALLY Full Licence	ROAD RALLY Full Licence	N/A

Editorial Action Sheet

Page 2 of 2

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

Date of Implementation: Immediate (03 February 2026)

Reason: Editorial amendments requested.

As a chart of minimum Clerk of the Course licence requirements, the inclusion of “or International” in the cells above are redundant with the National grade being the lowest permitted.

REGULATION CHANGES FOR BOARD APPROVAL, FOLLOWING RULES COMMITTEE (WITHOUT CONSULTATION)

Committee:	Trials Committee
Date of Meeting:	09 December 2026
Closing date for Consultation:	N/A
Email for comments:	N/A

Green text = changed following Rules

Proposed Regulations

Chapter 17 Appendix 4 Technical Regulations Car Trials Formula

Art.8 Wheels and Tyres

8.4 Use of the following tyres is prohibited:

- a. those having any of the following patterns inscriptions or manufacturers' designations: **'Emergency Use' or 'Temporary Use'**, 'All Seasons', 'Grip', 'Snow', 'Special Use', 'Town & Country' 'Mud & Snow' 'M+S' 'M.S.' 'M&S' or the Three Peaks Mountain Snowflake symbol;
- b. those constructed primarily for off-road use
- c. those having additional grooves intentionally cut into the tread pattern [post manufacture].
- d. Goodyear All Weather Steel Radial Goodyear Vector Pirelli P7 Michelin XRN or Uniband Rally Steel.

Date of Implementation: Immediate (03 February 2026)

Reason: Safety. Temporary use tyres are designed for use in emergencies to drive short distances.