

2023 MOTORSPORT UK YEARBOOK ERRATA

Since the publication of the 2023 Yearbook, the following **corrections** and **changes to regulations** have been made. The online editions are up-to-date.

Organisational Structure

<u>Autotest Committee</u>	Added – Dave Evans
<u>Cross Country Committee</u>	Removed – Andrew Flanders
<u>Kart Committee</u>	Removed – Charles Graham
<u>Kart Technical Advisory Group</u>	Removed – Scott Allen
<u>Medical Expert Group</u>	Added - Prof Hany Eteiba, Dr Mitchell Lindsay Removed - Dr John Harrington
<u>Regional Committee</u>	Removed – Lock Horsburgh
<u>Safety Committee</u>	Removed – Giles Butterfield
<u>Speed Events Committee</u>	Removed - James Baxter, Ben Hamer, Simon Neve
<u>Autocross & Rallycross Sub Committee</u>	Added – Drew Furlong
<u>Dragster Sub Committee</u>	Removed – Rod Warner
<u>Technical Committee</u>	Added – Giles Butterfield
<u>Timekeeping Advisory Group</u>	Removed -Richard Lomax
<u>Trials Committee</u>	Added – Peter Hart
<u>Volunteer Officials Committee</u>	Added – Nadine Lewis (Chair), Garry Headridge Removed – Ian Watson
<u>Marshals' Advisory Group</u>	Added - Garry Heardridge (Chair), Marion Quarrington, Richard Workman

(R) Rallying

26.6.1. Starts of between 30 seconds and one minute interval are Permitted provided that the criteria below are met and that no undue difficulties are foreseen:

- (a) The stage does not exceed a total length of four miles if on an unsealed or mixed surface, or eight miles if completely on a sealed surface.
- (b) The stage has no split route and is neither a currently nor previously a licensed Race, Speed or Kart venue or airfield (disused or otherwise).
- (c) No part of any stage traverses the same section of route during the running of that stage, or as part of another stage running concurrently.
- (d) If the stage constitutes a continuous circuit, it must be less than one lap.
- (e) Competitors have been seeded by the Organisers by performance in accordance with 24.1.4, without dispensation.
- (f) Suitable timing arrangements have been made at the Finish line.

26.6.2. Authorisation for stages not covered above must be obtained in writing from Motorsport UK and will only be considered when the following information has been submitted:

- (a) The individual stage name, number and location.
- (b) The length of the stage.
- (c) The type of surface (forest, tarmac, etc).
- (d) The average width of the road.
- (e) Diagram(s) of the venue showing stage routes and safety provisions.
- (f) The number of times Competitors are attempting the stage.
- (g) If the Competitors are attempting the stage more than once, the time interval between their first and second run, and the possibility of catching previous Competitors.
- (h) Whether Competitors attempting their second run will be interposed with those still attempting their first.
- (i) Whether the stage has a split route, and if so how far this is into the stage. On unsealed

26.6.1. Deleted

26.6.2. Authorisation for stage starts of between 30 seconds and one minute interval must be obtained in writing from Motorsport UK and will only be considered when the following information has been submitted:

- (a) The individual stage name, number and location.
- (b) The length of the stage.
- (c) The type of surface (forest, tarmac, etc).
- (d) The average width of the road.
- (e) Diagram(s) of the venue showing stage routes and safety provisions.
- (f) The number of times Competitors are attempting the stage.
- (g) If the Competitors are attempting the stage more than once, the time interval between their first and second run, and the possibility of catching previous Competitors.
- (h) Whether Competitors attempting their second run will be interposed with those still attempting their first.
- (i) Whether the stage has a split route, and if so how far this is into the stage. On unsealed

surfaces the stage must not consist of more than 2 1/2 miles of common route.

(j) Whether extreme weather (eg heavy rain, dust, etc) will adversely affect a fair Competition.

(k) Competitors have been seeded by performance in accordance with 24.1.4, without dispensation.

(l) Suitable timing arrangements have been made at the Finish Line.

48.5.11. The approved quantity of tyres must be detailed in the event supplementary regulations. The maximum number allowed will not exceed 10 tyres for rallies up to 45 planned competitive miles. For events over 45 planned competitive miles an additional 2 tyres may be added for each return to service after 45 planned competitive miles during the event, but these may not be used prior to the relevant service point.

Chart 32.2 – Penalties

(t) Breach of Regulation: 38.1.7	Disqualification & reported to Motorsport UK
----------------------------------	--

Chart 32.13 – Penalties

(u) Breach of Regulation: 38.1.7	Disqualification & reported to Motorsport UK
----------------------------------	--

Appendix 5d Approved Radio Co-ordinators

England

Cleveland, Cumbria, Durham, Northumberland

John Telford, 85 Medway, Great Lumley,
Chester-le-Street, Co. Durham DH3 4HU. _ (h)
0191 388 8058. Email:
jttelford@googlemail.com

East Yorkshire and Yorkshire

Chrys Worboys

surfaces the stage must not consist of more than 2 1/2 miles of common route.

(j) Whether extreme weather (eg heavy rain, dust, etc) will adversely affect a fair Competition.

(k) Competitors have been seeded by performance in accordance with 24.1.4, without dispensation.

(l) Suitable timing arrangements have been made at the Finish Line.

48.5.11. The use of any device for maintaining the performance of the tyre with an internal pressure equal to or greater than atmospheric pressure is forbidden.

Following regulations re-numbered.

Chart 32.2 – Penalties

(t) Breach of Regulation: 38.1.5	Disqualification & reported to Motorsport UK
----------------------------------	--

Chart 32.2 – Penalties

(u) Breach of Regulation: 38.1.5	Disqualification & reported to Motorsport UK
----------------------------------	--

Appendix 5d Approved Radio Co-ordinators/Advisors

England

Avon, Berkshire, Dorset, Gloucestershire, Herefordshire & Worcester, Somerset, Wiltshire

Motorsport UK

Email: rally@motorsportuk.org

Bedfordshire, Buckinghamshire, Derbyshire, Hertfordshire, Leicestershire, Northamptonshire, Oxfordshire, Staffordshire, Warwickshire, West Midlands

Coordinator: Harold Hicken

Email: hhicken@aol.com

Cambridgeshire, North Lincolnshire, Lincolnshire, Norfolk, Nottinghamshire,
 Brian Avery, 5 Bransdale Avenue, Normanton,
 Wakefield, West Yorkshire WF6 2SJ. _ (w) 01924
 220345 _ (m) 07968 979948. Email:
 brianaveryeagle1@gmail.com

Essex, Suffolk
 TBC.

Bedfordshire, Buckinghamshire, Derbyshire, Hertfordshire, Leicestershire, Northamptonshire, Oxfordshire, Staffordshire, Warwickshire, West Midlands
 Harold Hicken, 19 Lilybank Close, Matlock,
 Derbyshire DE4 3EH. _ (h) 01629 584286.
 Email: hhicken@aol.com

Kent, Surrey, East & West Sussex
 Sue Fielding, 15 Dinorben Close, Fleet,
 Hampshire GU52 7SL. _ (h) 01252 628020.
 Email: susiefielding@outlook.com

Avon, Berkshire, Somerset, Dorset, Wiltshire, Gloucestershire, Hampshire, Herefordshire & Worcester
 Mike Summerfield

Devon & Cornwall
 TBC.

Cheshire, Greater Manchester, Lancashire, Merseyside, Salop
 Bill Wilmer, Brimmicroft Farm, Bolton Road,
 Hoghton, Preston, Lancs PR5 0SP. _ (h) 01254
 208052. _ (m) 07973 830705. Email:
 w.wilmer@btinternet.com

Isle of Man
 TBC.

Scotland
 Garry Headridge, 79 Sheriffs Park, Linlithgow,
 West, Lothian EH49 7SR. _ (m) 07780 602480.
 Email: garryheadridge79@btinternet.com

Cambridgeshire, Lincolnshire (including North Lincolnshire), Norfolk, Nottinghamshire
Coordinator: Brian Avery
 Email: brianaveryeagle1@gmail.com

Cheshire, Greater Manchester, Lancashire, Merseyside, Salop
 Chris Woodcock
 Email: chris.woodcock91@gmail.com

Cleveland, Cumbria, Durham, Northumberland
 Simon Goodwin
 Email: swiftcontrol@btinternet.com

Cornwall, Devon, Essex, Suffolk
 Motorsport UK
 Email: rally@motorsportuk.org

East Yorkshire and Yorkshire
Advisor: Chrys Worboys
 Email: chrysworboys@hotmail.com

Hampshire, Kent, Surrey, Sussex East & West
Coordinator: Sue Fielding
 Email: susiefielding@outlook.com

Isle of Man
 Motorsport UK
 Email: rally@motorsportuk.org

Scotland
Coordinator: Garry Headridge
 Email: garryheadridge79@btinternet.com

Wales
North Wales (down to A489/A470)
 Kev Hughes
 Email: kev@kevhughes.com

Mid and South Wales
Coordinator: Alan Stoneman
 Email: alanstoneman@sky.com

Northern Ireland
 Motorsport UK
 Email: rally@motorsportuk.org

Wales

North Wales (down to A489/A470)

Bill Wilmer, Brimmicroft Farm, Bolton Road,
Hoghton, Preston, Lancs PR5 0SP. _ (h) 01254
208052. _ (m) 07973 830705. Email:
w.wilmer@btinternet.com

Mid and South Wales

Alan Stoneman. Email: alanstoneman@sky.com

Northern Ireland

Nigel Hughes.

Regional Structure

ANECCC

Association of North East & Cumbria Car Clubs

Website: www.aneccc.org.uk

Secretary: Anthony Jamieson, 28 Saunton
Gardens, The Fairways, Cramlington,
Northumberland NE23 8BU (m) 07809 659505
Email: anthony.jamieson@live.co.uk

Chair & Regional Delegate: Andrew Whittaker,
16 Erskine Road, South Shields, Tyne And Wear,
NE33 2TQ (h) 01914 554 420 (m) 07591 843
128 Email: chairman@aneccc.org.uk

Vice-Chair: Ms Lindsay Burnip, The Kitten
House, 22 Witton Street, Delves Lane, Consett,
Co. Durham, DH8 7AN (h) 01207 258 269 (m)
07727 098 450 Email:
poshbirdincontrol@btinternet.com

EMAMC

East Midlands Association of Motor Clubs

Website: www.emamc.org.uk Email:
info@emamc.org.uk

Secretary: David James, Flat 8, 37 Lamplugh
Road, Bridlington, East Yorkshire YO15 2JU
(h) 01262 606420 Email: info@emamc.org.uk

Chairman & Regional Delegate: Phil Foster,
Halfacre, Kettlethorpe Road, Fenton, Lincoln
LN1 2ER (h) 01427 718601
Email: philfost@lineone.net

ANECCC

Association of North East & Cumbria Car Clubs

Website: www.aneccc.org.uk

Secretary: Anthony Jamieson, 28 Saunton
Gardens, The Fairways, Cramlington,
Northumberland NE23 8BU (m) 07809 659505
Email: anthony.jamieson@live.co.uk

Chair: Andrew Whittaker, 16 Erskine Road, South
Shields, Tyne And Wear, NE33 2TQ
(h) 01914 554 420 (m) 07591 843 128
Email: chairman@aneccc.org.uk

Vice-Chair & Regional Delegate: Kevin Dawson,
17 Heathfield, West Allotment, Newcastle Upon
Tyne, NE27 0BP (h) 01912 667775 (m) 07712
932045
Email: twkevin.dawson@btinternet.com

EMAMC

East Midlands Association of Motor Clubs

Website: www.emamc.org.uk Email:
info@emamc.org.uk

Secretary & Regional Delegate: David James,
Flat 8, 37 Lamplugh Road, Bridlington, East
Yorkshire YO15 2JU (h) 01262 606420 Email:
info@emamc.org.uk

Chairman & Regional Committee Chair: Phil
Foster, 15 Orchard Avenue, Lea, Gainsbury,
DN21 5FA (h) 01427 392131
Email: philfost@lineone.net

(C) Judicial

5.2.1. A Protest against another Competitor must be made within 30 minutes of the finish of the competition.

(Q) Circuit Racing

No existing regulation

Appendix 1

Competition Fees

4. Event Permit Fees
SEE DETAILS ON PAGE 416.

(L) Permitted Tyres

LIST 6

DUNLOP

- DZ86 R/RW
- DZ87R
- SP61/82
- SP85

MICHELIN

- FB
- LATCROSS HR/HL
- TL40
- TL
- TZ
- TZS
- LTX Force T
- LTX Force T XL

MRF

- ZDM3
- ZG1
- ZG2
- ZGM
- ZVH1
- ZG3

5.2.1. A Protest against another Competitor must be made within 30 minutes of the first publication of the provisional results of the competition.

13.10.4.1. If permitted by SRs all forward facing lights may be removed including Headlights sidelights and direction indicators.

4. Event Permit Fees
SEE DETAILS ON PAGE 420.

LIST 6

DUNLOP

- DZ86 R/RW
- DZ87R
- SP61/82
- SP85
- **Direzza 88R**

MICHELIN

- FB
- LATCROSS HR/HL
- TL40
- TL
- TZ
- TZS
- LTX Force T
- LTX Force T XL
- **G70 / G80 / G90**

MRF

- ZDM3
- ZG1
- ZG2
- ZGM
- ZVH1
- ZG3
- **ZG4**
- **ZDM2**

British Championships

BRITISH TOURING CAR CHAMPIONSHIP.

Championship Regulations available from danjmayo@aol.com or Dan Mayo, 17 White House Grove, Elvington, N. Yorkshire YO41 4AL. 01904 607320. Website: www.btcc.net

BRITISH TOURING CAR CHAMPIONSHIP.

Championship Regulations available from danjmayo@aol.com or Dan Mayo, 5 Algarth Terrace, Elvington, York, YO41 4AS. 01904 607320. Website: www.btcc.net

(H) Licences

Chart 7: Competitors Minimum Ages

AUTOTEST				
Autotest	16			14 up to 2000cc inc forced induction
PC Autotest/AutoSOLO***	14		12	

AUTOTEST				
Autotest	16			
PC Autotest/AutoSOLO***	14		12	14 up to 2000cc inc forced induction

(U) Karting

7.9.3. If 75% or more of the race distance has been completed by the leader, the race will be deemed to have ended. The race results shall be declared as the order of finishing on the last full lap completed by all karts still proceeding under their own power, before the red flag was displayed, followed in classification by non-running karts on a roll back of laps basis unless Championship Regulations specify otherwise.

7.9.3. If 75% or more of the race distance has been completed by the leader, the race will be deemed to have ended. The race results shall be declared as the order of finishing on the last full lap completed by all karts still proceeding under their own power, at the time the red flag was displayed, followed in classification by non-running karts on a roll back of laps basis unless Championship Regulations specify otherwise.

Appendix 5b Route Liaison Officers

Dyfed Powys: Andrew Thomson, Murmur Y Coed Henllan, Llandysul Ceredigion SA44 5TE. (h) 01559 371167 (m) 07772 148937 Email: andrewthomson485@btinternet.com

Dyfed Powys: refer to Simon Fowler at Motorsport UK.

(U) Karting

No existing regulation

2.10.7. During practice the number of karts on the Course shall not exceed the number permitted in a Race by more than 10%.

(F) Emergency and Medical Services

Rescue, Stage Safety and Rally Recovery Units and Equipment

No existing regulation

EV Equipment

Gloves (Class 0) (inc. cotton inner and leather outer) per fully licenced crew member

*

Arc Face Shield (Class 0) (Could be replaced with a suitable helmet and visor) per fully licenced crew member

*

Rescue Pole

*

A selection of Insulated Anti-Slip Matting

*

Thermal Imaging Camera

*

NOTE: All EV equipment must be rated to a minimum of 1000 volts DC.

EV Equipment only required where EV vehicles are taking part in the event.

(K) Safety

14.3. Heat and Flame Resistant Clothing. Where appropriate and required by specific regulations the FIA standard is shown below, as detailed in FIA Yearbook, Appendix L, Chapter III, Article 2. These standards are advised for all competition use where protective clothing is either mandatory or recommended.

(a) Underclothing. Materials tested to ISO 6940. An indication of this should appear on the front of the upper garment, which must cover the neck.

(b) Balaclavas. Materials tested to ISO 6940. All the part seen in frontal projection when worn to consist of at least 2 layers of minimum 180 gr/m² each. The bottom of the balaclava to meet the requirements in (f).

14.3. Heat and Flame Resistant Clothing. Where appropriate and required by specific regulations the FIA standard is shown below, as detailed in FIA Yearbook, Appendix L, Chapter III, Article 2. These standards are advised for all competition use where protective clothing is either mandatory or recommended.

(a) Underclothing. Materials tested to ISO 6940 or homologated to an FIA standard for protective clothing for automobile drivers. An indication of this should appear on the front of the upper garment, which must cover the neck.

(b) Balaclavas. Materials tested to ISO 6940 or homologated to an FIA standard for protective clothing for automobile drivers. All the part seen in frontal projection when worn to consist of at least 2 layers of minimum 180

(c) Socks. Materials tested to ISO 6940. Socks to be half hose (to mid-calf) and made from at least one layer minimum 180 gr/m2.

(d) Shoes. To cover the whole foot and ankle. Materials tested to ISO 6940 and fastenings and laces to be of non-fusible material. Soles to be manufacturer certified as resistant to hydrocarbons and to flames. Thread used to be flame resistant. Manufacturers to register all shoe models with Motorsport UK and FIA.

(e) Gloves. Materials tests to ISO 6940. Each glove to be labelled to that effect. Backs of gloves to be made from at least two layers of 180 gr/m2. Thread must be flame resistant and non-melting. Gloves must be fitted at the wearer's wrist and cover the cuff of the wearer's overalls. Manufacturers should register all glove models with Motorsport UK and FIA.

(f) Where Motorsport UK/FIA regulations specify the wearing of protective clothing the labels on overalls and upper underclothing may be verified by the organisers for compliance with regulations.

gr/m2 each. The bottom of the balaclava to meet the requirements in (f).

(c) Socks. Materials tested to ISO 6940 or homologated to an FIA standard for protective clothing for automobile drivers. Socks to be half hose (to mid-calf) and made from at least one layer minimum 180 gr/m2.

(d) Shoes. To cover the whole foot and ankle. Materials tested to ISO 6940 or homologated to an FIA standard for protective clothing for automobile drivers and fastenings and laces to be of non-fusible material. Soles to be manufacturer certified as resistant to hydrocarbons and to flames. Thread used to be flame resistant. Manufacturers to register all shoe models with Motorsport UK and FIA.

(e) Gloves. Materials tests to ISO 6940 or homologated to an FIA standard for protective clothing for automobile drivers. Each glove to be labelled to that effect. Backs of gloves to be made from at least two layers of 180 gr/m2.

Thread must be flame resistant and non-melting. Gloves must be fitted at the wearer's wrist and cover the cuff of the wearer's overalls. Manufacturers should register all glove models with Motorsport UK and FIA.

(f) Where Motorsport UK/FIA regulations specify the wearing of protective clothing the labels on overalls and upper underclothing may be verified by the organisers for compliance with regulations.

(g) Exceptionally, drivers of Period Defined Vehicles (Non Rally) A-B and pre-1941 three wheeled cars, may wear ACU or FIM approved leather gloves and shoes which must have a minimum thickness of 1.2mm at any part of the garment, or gloves and shoes approved by the FIA for Karting on Long Circuits.

(S) Sprints, Hill Climbs and Drag Racing

No existing regulation

9.2.2. Only the driver may be in a car during the competition or practice.

12.4.5. All working equipment fitted as standard (heater, window mechanisms, sunroof, door handles) must remain operable at all times.

Appendix 5e Appointed Technical Commissioners

No existing entry

1.1.4. Contrary to D11.2 if a Championship round is cancelled or changes its date due to reasons of safety or force majeure the Championship Organiser may arrange for an alternative event, or date for an Event, to be included in their Championship calendar. Subject to A.2.4. only two such changes will be permitted during the duration of that particular Championship and the proposed amendment must be subject to Motorsport UK approval and will only be permitted if all registered Competitors have been advised and less than 15% (rounded up to the next whole number) of the Competitors registered for the Championship object to the change in writing. Competitors failing to respond within 4 weeks (28 days) from the date of the Organisers written proposal to change being sent will be considered to agree to the change.

9.2.2. Only the driver may be in a car during the competition or practice with the exception of 7.1.9.1(b).

12.4.5. All working equipment fitted as standard (e.g. heater, window mechanisms, sunroof, door handles) must remain operable at all times.

Paul Hewer 1 Farnsworth Street, Chesterfield, Derbyshire, S41 0PD
☎ 07960 898234 Email: scrutineer@btinternet.com

(Q) Circuit Racing

12.21.2. Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

(a) The white lines defining the track edges are considered to be part of the track.

(b) A driver will be judged to have left the track if any wheel of the car goes completely beyond either the outer edge of any kerb or the white line where there is no kerb.

12.22.1. Breaches of 12.21.2 may be penalised using the following:

(a) In qualifying if the lap on which the breach occurred is faster than any previous lap then that lap time should be disqualified. Note should be made on the result sheet of any times disqualified.

(b) During races the following scale of penalties should be applied:

1st breach – no penalty

2nd breach - warning flag

3rd breach – 5 second penalty added to race time

4th breach – 10 second penalty added to race time

5th breach – drive through penalty (12.26.(h))

6th breach – black flag

Care should be taken to ensure that all signals (flag and board) must have been displayed to the driver concerned before moving up the penalty scale. All penalties applied should be noted upon the result sheet.

12.21.2. Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

(a) The white lines defining the track edges are considered to be part of the track.

(b) A driver will be judged to have left the track if any part of the contact patch of the tyre goes beyond either the outer edge of any kerb or the white line where there is no kerb.

12.22.1. Breaches of 12.21.2 may be penalised as follows:

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

(b) During races the following scale of penalties will be applied:

1st breach – no penalty

2nd breach - warning flag

3rd breach – 5 second penalty added to race time

4th breach – a further 10 second penalty added to race time

5th breach – drive through penalty (12.26.(h)) in addition to the preceding time penalties

6th breach – black flag

Care should be taken to ensure that all signals (flag and board) must have been displayed to the driver concerned before moving up the penalty scale. All penalties applied should be noted upon the result sheet.

(G) Officials

29.7. The total costs for the provision of Technical Officials is a matter for negotiation and prior agreement between the Organising Club and the Chief Scrutineer or Official in charge of the technical team.

For guidance only, the Technical Advisory Panel has recommended a maximum daily expense rate of £40 and 45 pence per mile for travel.

Officials are reminded of their obligation to disclose fees earned from motor sports activities to the HMRC and to account for tax where necessary. Advice on any potential tax liabilities should be available from their local tax office. The specific reimbursement of actual costs should not create a tax liability and individuals falling solely within this category and not receiving any fees need not report them on their annual tax return.

29.7. The total costs for the provision of Technical Officials is a matter for negotiation and prior agreement between the Organising Club and the Chief Scrutineer or Official in charge of the technical team.

For guidance only, the Technical Advisory Panel has recommended a maximum daily expense rate of £50 and 45 pence per mile for travel.

Officials are reminded of their obligation to disclose fees earned from motor sports activities to the HMRC and to account for tax where necessary. Advice on any potential tax liabilities should be available from their local tax office. The specific reimbursement of actual costs should not create a tax liability and individuals falling solely within this category and not receiving any fees need not report them on their annual tax return.

(H) Licences

Chart 7: Competitors Minimum Ages



(K) Safety

9.2. Exceptionally, drivers of Period Defined Vehicles (Non-Rally) A-B and pre-1941 three wheeled cars, may wear ACU or FIM approved leather overalls which must have a minimum thickness of 1.2mm at any part of the suit, or overalls approved by the FIA for Karting on Long Circuits.

9.2. Exceptionally, drivers of open bodywork Period Defined Vehicles (Non-Rally) A-D and pre-1941 three wheeled cars, may wear ACU or FIM approved leather overalls which must have a minimum thickness of 1.2mm at any part of the suit, or overalls approved by the FIA for Karting on Long Circuits.

14.3. Heat and Flame Resistant Clothing. Where appropriate and required by specific regulations the FIA standard is shown below, as detailed in FIA Yearbook, Appendix L, Chapter III, Article 2. These standards are advised for all competition use where protective clothing is either mandatory or recommended.

(g) Exceptionally, drivers of Period Defined Vehicles (Non Rally) A-B and pre-1941 three wheeled cars, may wear ACU or FIM approved leather gloves and shoes which must have a minimum thickness of 1.2mm at any part of the garment, or gloves and shoes approved by the FIA for Karting on Long Circuits.

(L) Permitted Tyres

LIST 3

Tyres for Sporting Car Trials

8. It is prohibited to re-groove tyres in this list.

MAXXIS

- MA-510N
- ME-3

NANKANG

- CX668
- NA-1

TOYO

- 330

VREDESTEIN

- T-Trac 2

(R) Rallying

34.1.1. It is mandatory that a Motorsport UK Licensed Recovery Unit (or if unavailable a Commercially Operated Recovery Unit) is placed at or near those stage start locations where a Rescue Unit is positioned.

14.3. Heat and Flame Resistant Clothing. Where appropriate and required by specific regulations the FIA standard is shown below, as detailed in FIA Yearbook, Appendix L, Chapter III, Article 2. These standards are advised for all competition use where protective clothing is either mandatory or recommended.

(g) Exceptionally, drivers of open bodywork Period Defined Vehicles (Non Rally) A-D and pre-1941 three wheeled cars, may wear ACU or FIM approved leather gloves and shoes which must have a minimum thickness of 1.2mm at any part of the garment, or gloves and shoes approved by the FIA for Karting on Long Circuits.

LIST 3

Tyres for Sporting Car Trials

8. It is prohibited to re-groove tyres in this list.

MAXXIS

- *MA-510N
- *ME-3

MICHELIN

- XZX

NANKANG

- *CX668
- *NA-1

TOYO

- *330

VREDESTEIN

- T-Trac 2

YOKOHAMA

- GT Special Classic 350

34.1.1. It is mandatory that a Motorsport UK Licensed Recovery Unit or a Commercially Operated Recovery Unit is placed at or near those stage start locations where a Rescue Unit is positioned.

34.2.3. It is mandatory that a Motorsport UK-Licensed Recovery Unit (or if unavailable a Commercially Operated Recovery Unit) is placed at or near those stage start locations where a Rescue Unit is positioned.

34.3.3. A Motorsport UK-Licensed Recovery Unit or, if unavailable, a Commercially Operated Recovery Unit.

(S) Sprints, Hill Climbs and Drag Racing

No existing regulation

10.6.4. Electrically powered vehicles are permitted. Alternative fuels may be permitted subject to Motorsport UK approval.

No existing regulation

12.5. Engines

No existing regulation

No existing regulation

13.6. Engine

No existing regulation

No existing regulation

34.2.3. It is mandatory that a Motorsport UK-Licensed Recovery Unit or a Commercially Operated Recovery Unit is placed at or near those stage start locations where a Rescue Unit is positioned.

34.3.3. A Motorsport UK-Licensed Recovery Unit or a Commercially Operated Recovery Unit.

9.3.1.1.1. Single-use plastic tyre wrapping is prohibited.

10.6.4. Alternative fuels may be permitted subject to Motorsport UK approval.

12.1.3. Road Cars – Electrified Series Production, – Standard Electrified Saloons and Sports Cars in quantities of not less than 1000 per annum, compliant with J5.23.2.

12.5. Engines/Motors

12.8.2. Road Cars – Electrified Series Production, no modifications to the electrified propulsion system or powertrain are permitted.

13.1.1. Modified Cars - Electrified Series Production, - Modified Electrified Saloons and Sports Cars in quantities of not less than 1000 per annum, compliant with J5.23.3.

13.6. Engine/Motors

13.6.7. Modified Cars – Electrified Series Production, no modifications to the electrified propulsion system or powertrain are permitted.

13.7.4. Modified Cars – Electrified Series Production, no modifications to the electrified propulsion system or powertrain are permitted.


14.1. Vehicles that comply with any of the following Groups:

(b) Deleted.

(U) Karting

1.3.1. Engines which do not exceed 15hp in total per kart, drivers must hold a minimum of a Kart Clubman Licence.

1.3.2. For engines exceeding 15hp in total per kart, drivers must hold a minimum of a Kart Interclub licence.

18.5.3. Engine starter batteries where permitted must be fitted to a main chassis rail or within the confines of the main chassis frame and shall be placed on the chassis 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. If Lithium batteries are used, they must carry the appropriate “EC” and  markings.


18.5.5. Separate auxiliary data logger batteries must be securely fixed in a suitable location on the lower Nassau panel bracket.

14.1. Vehicles that comply with any of the following Groups:

(b) **Bespoke Electrified Vehicles compliant with J5.23.4.**

1.3.1. Engines which do not exceed 17hp in total per kart, drivers must hold a minimum of a Kart Clubman Licence.

1.3.2. For engines exceeding 17hp in total per kart, drivers must hold a minimum of a Kart Interclub licence.

18.5.3. Engine starter batteries and separate auxiliary data logger batteries where permitted must be fitted to a main chassis rail or within the confines of the main chassis frame and shall be placed on the chassis 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. If Lithium batteries are used, they must carry the appropriate “EC” and  markings.

18.5.5. Deleted.

(R) Rallying

48.10.6. Be fitted with front seats that were FIA homologated to FIA Standard 8855-1999, 8862-2009 or 8855-2001 at the time of manufacture (but excluding seats for which the FIA homologation was withdrawn) complying with K.2.2.

For national events, FIA homologated seats manufactured to FIA Standard 8855-1999 or 8855-2001 may be used for up to two years beyond the expiration of the original homologation label validity.

FIA homologated seats manufactured to FIA Standard 8862-2009 may be used until 31st December of the year stated on the label.

(C) Judicial

2.1.8. Should a competitor receive twelve penalty points within any one calendar year, it will result in the suspension of their licence for three months, in addition to any other penalty imposed. Subject to 2.1.10 once the period of suspension is complete the penalty points relied on for suspension will not count further under this regulation.

All points accumulated during a calendar year will be nullified at December 31st of that year.

48.10.6. Be fitted with front seats that were FIA homologated to FIA Standard 8855-1999, 8862-2009 or ~~8855-2001~~ at the time of manufacture (but excluding seats for which the FIA homologation was withdrawn) complying with K.2.2.

For national events, FIA homologated seats manufactured to FIA Standard 8855-1999 ~~or 8855-2001~~ may be used for up to two years beyond the expiration of the original homologation label validity.

FIA homologated seats manufactured to FIA Standard 8862-2009 ~~or 8855-2001~~ may be used until 31st December of the year stated on the label.

2.1.8. Should a competitor receive twelve penalty points within a period of twelve calendar months, it will result in referral of that Competitor to the National Court for consideration of further penalty.

2.1.9. Any competitor whose licence is suspended may request a hearing before the National Court to show why their licence should not be suspended, or should be suspended for a lesser period than three months. Initially, such a request, containing a brief statement of the grounds for the request, and accompanied by the appropriate non-refundable fee as set out in Part 3, Appendix 1, must be submitted in writing to Motorsport UK Disciplinary Officer to be received within 10 days from the date of the Motorsport UK letter giving written confirmation of the suspension of the licence. The submission of such a request will not affect the Suspension, which will remain in force pending the decision of the National Court.

2.1.10. The National Court shall have no jurisdiction to consider the competitor's guilt in respect of the offences detailed in the relevant endorsements. The competitor must show that the consequences of a suspension will cause exceptional hardship meriting their licence not being suspended at all, or for a lesser period than three months.
The National Court may uphold the suspension, impose a lesser period of suspension or remove the suspension and impose an alternative penalty to suspension.

14.3.2. If the Review Body determines that a significant and relevant new element does exist and therefore progresses to a re-examination of their original decision, the subsequent decision of the Review Body as to whether the original decision shall stand or be set aside or varied may be appealed.

2.1.9. The National Court shall have no jurisdiction to consider the competitor's guilt in respect of the offences detailed in the relevant endorsements. The form of any further penalty shall be entirely at the discretion of the National Court.

2.1.10. Deleted.

14.3.2. If the Review Body determines that a significant and relevant new element does exist and therefore progresses to a re-examination of their original decision, the subsequent decision of the Review Body as to whether the original decision shall stand or be set aside or varied may be appealed. In the event that the original decision is set aside or varied such that it affects the results of the Competition concerned those results shall be amended accordingly even if they have previously been declared to be Final.

(H) Licences

34.1.6. Once results are Final they may not be changed subject only to the powers held by Motorsport UK.

34.1.6. Once results are Final they may not be changed subject only to the powers held by Motorsport UK or in the event of judicial action resulting from an exceptional extension of Protest or Appeal time limits or the results are affected by the outcome of a subsequent Right of Review procedure.

(D) Organisers

10.1.24. The names of the Stewards of the Meeting, the Clerk of the Course, Secretary of the Meeting, Chief Scrutineer and Chief Timekeeper.

10.1.24. The names of the Stewards of the Meeting, the Clerk of the Course, Secretary of the Meeting, Chief Scrutineer, **Safeguarding Officer** and Chief Timekeeper.

(G) Officials

30.12.5. The Motorsport UK Test Panel for class E/A, E, E/B, E/C, F and R equipment is.

30.12.5. The Motorsport UK Test Panel for class E/A, E, E/B, E/C, F and R equipment is.

All disciplines:

• P. Locke, 16 Clifton Close, Plymouth, PL7 4BL.
Tel: (m) 07850 743951
Email: peterlocke@btinternet.com