

Regulation changes Ratified by Board

June 2023

Red text indicates amendment/new regulation

Section C – Judicial

C.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.

C.2.1.9 Deleted.

C.2.1.9~~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 form of any further penalty shall be entirely at the discretion of the National Court.

Date of Implementation: 1 July 2023

Reason: At the request of Race Committee (the discipline primarily affected by penalty points), and supported by Judicial Committee, to re-instate the validity of penalty points for a full 12-month period as a measure to encourage improved driving standards and to avoid the loss of impact of points accrued towards the season end. Also to provide for a referral to National Court in the event of a competitor accruing 12 points rather than an automatic 3-month licence suspension, to avoid the potential inequities of the impact of such a suspension (depending on timing) and to allow appropriate consideration of the circumstances in each case.

C.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.

Date of Implementation: 1 July 2023

Reason: Clarification – to avoid all results having to remain provisional for 14 days in case a Right of Review request is submitted, and to allow for exceptional cases where a Competitor is physically unable to submit a Protest or Appeal at an event.

Section D – Organisers

D.26.3 These Results become Final when any Protest or Appeal time has expired and all official enquiries by the Clerk of the Course and/or Race Director, all technical matters, and all outstanding Protests or Appeals have been settled.

Date of Implementation: 1 July 2023

Reason: Clarification – to avoid all results having to remain provisional for 14 days in case a Right of Review request is submitted, and to allow for exceptional cases where a Competitor is physically unable to submit a Protest or Appeal at an event.



Section F – Common Regulations: Emergency and Medical Services

Eligible Nurses

F7.6. Eligible Nurses, may be used as detailed in the Specific Regulations.

F7.6.1. To be Motorsport UK registered, applicants must be currently certified by the Nursing and Midwifery Council (NMC) as being a nurse and be in possession of adequate valid malpractice insurance.

F7.6.3. Anyone who ceases to be certified as a nurse with the NMC will be removed from the register.

F7.7. All registered nurses must carry a malpractice insurance.

F7.7.1. They must 'sign-on' and where appropriate (7.6.1) produce their Motorsport UK Nurse Registration card at any event at which they are officiating.

F7.7.2. They shall remain under the control of the Clerk of the Course at all times.

F7.8. A Motorsport UK accident form must be completed for each and every incident treated.

Date of Implementation: 1 January 2024

Reason: Nurses have been included in the group medical assistants which undermines their professional role and registration. This recognises them as a valued member of the medical team and allows us to specify their duties in future.

The registration form for officials should be amended to include them as a separate group and the Motorsport UK badge created as Registered NURSE.

Section H – Licences

H19.2.2.2 Obtain the Motorsport UK Steward's signature on the Upgrade Card at **ten** Clubman (prior to 31.12.2019) or Interclub Kart Races. One of these signatures may have been obtained at NatSKA or Kart Clubman meetings held under a Motorsport UK Permit. Completion of the ARKS Course (8.3) will constitute one of the **ten** signatures. Signatures must have been obtained at a minimum of three different venues.

Date of Implementation: 1 January 2024

Reason: With the universal review of the licence pathway for Karting the novice licence was removed which subsequently reduced the qualification criteria for a National licence from 10 signatures to 6. With the eligibility for some classes to allow a move to the next category in the 'year of' for drivers with a national licence concern has been raised with regard to this equating to only 5 events. Following consideration the Kart Technical Advisory Group had subsequently requested that Kart Committee review the criteria to obtain the national licence. Having discussed the request the Committee unanimously supported the proposal and agreed that to obtain a national licence the criteria be changed to 10 signatures.

H.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.



Date of Implementation: 1 July 2023

Reason: Clarification – to avoid all results having to remain provisional for 14 days in case a Right of Review request is submitted, and to allow for exceptional cases where a Competitor is physically unable to submit a Protest or Appeal at an event.

Appendix 1: Charts and Diagrams

Chart 7: Competitors Minimum Ages

DISCIPLINE	DRIVER	REMARKS
Truck Race	18	18 min age on road

Date of Implementation: Immediate

Reason: The proposed reduction in minimum age reflects the changes to the DVLA requirement for Category C Truck Licences.

Section K – Competitors: Safety

K9.2. 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.

K14.3. 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.

Date of Implementation: Immediate

Reason: Safety – Following recent amendment to permit drivers of Edwardian cars to use leather overalls or overalls approved for long circuit Karting. We extend this exemption to Vintage and Post Vintage vehicles up to and including period D (pre-1947) as drivers of vehicles in these periods are unrestrained and exposed where ejection from the vehicle in an incident is potentially a greater hazard to fire.

We have also clarified that this exemption only applies to drivers of vehicles with open bodywork. Drivers of vehicles with closed bodywork are required to wear flame resistant overalls.



Section 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*

MICHELIN

- XZX

NANKANG

- CX668*
- NA-1

TOYO

- 330*

VREDESTEIN

- T-Trac 2

YOKOHAMA

- GT Special Classic 350

*indicates a requirement for additional information to be printed in the Supplementary Regulations.

Date of Implementation: Immediate

Reason: Additional tyres for Sporting Trials. The additional tyres imposes the least impact and offers the most benefits both from a competition perspective and a financial one too while offering some flexibility through championships.

Section Q – Circuit Racing

Stopping of a Race

Q12.15.1. Any race stopped before the leader has completed two laps will be declared a “No Contest” and available competitors will restart from their original grid positions (12.16 also applies).

Q12.15.2. Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of this first part, which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Flag. Only vehicles which are proceeding under their own power, in accordance with 12.24.3(j) at the showing of the Red Flag will be classified in this first part (12.15.3, 12.16 and 12.17 also apply).

Q12.15.3 If a race covered by 12.15.2 cannot be restarted either at that time or later during the same event for whatever reason then the result will be declared applying the same principle described to produced the grid order at 12.15.2 above – the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Flag.



Q12.15.34. When restarted the result will be the order of finishing at the end of the restarted race, unless Championship Regulations specify otherwise. The result will list all competitors who took the start in the race even if they did not take part in the restarted race and will use the first part for purposes of establishing lap records and point scoring where applicable (12.16 and 12.17 also apply).

Q12.15.45. Any race stopped after the leader has completed 75% of its duration may be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. The result will be based on the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of the first showing of the Red Flag. Only vehicles which are proceeding under their own power, in accordance with 12.24.3(j), at the showing of the Red Flag will be classified. If restarted 12.15.2, 12.15.4 and 12.17 will apply.

Q12.16. In the interval between stopping and restarting the race vehicles may return to the pit area for repairs. They may not return to the grid but may join from the pit lane after all the other vehicles have started. Non-runners at the time of stopping must return to the pit lane and may restart from the pit lane behind those referred to above if approved to do so by a Scrutineer. No work may be carried out on the grid unless on grounds of safety and with the prior approval of a Motorsport UK licenced Scrutineer.

Q12.17. The Clerk of the Course may order that the duration of the second part or re-run of any race shall be a shorter distance than originally scheduled or may be abandoned altogether.

Q12.17.1. If the duration is adjusted by the Clerk of the Course the new duration shall be used for the calculation of 75% under 12.15.2 and 12.15.5.

Q12.17.2. If the first part of the race was stopped under 12.15.1 the duration of the re-run will be determined as the duration of the race.

Q12.17.3. However if the first part of the race was stopped under 12.15.2 then the duration of the second part will be added to the duration of the first part (the elapsed time at which the red flag was shown) and the amalgamated figure will be used to determine the overall race duration.

Date of Implementation: 1st January 2024

Reason: Clarification. Taking account that Trucks are also covered by these regulations the terminology is changed to be more inclusive.

The proposal has been raised following a situation having arisen which highlighted that further clarity to the regulation was needed.

The new wording for 12.15.3. clarifies how the result will be achieved in the instance that the race cannot be restarted.

The inclusion of 'prior' in 12.16. clarifies that approval is needed by the licensed Scrutineer in advance of any work being undertaken.



Removing the final sentence of 12.16. in respect of the Clerk reducing the duration of the second part of a two part race creates the newly proposed 12.17. which is then further clarified by the introduction of the remaining wording.

Q9.1.4. Q.12.25.9. Whilst in the pit lane:

- * indicates maximum figures that may be reduced in the SR's
 - (i) * the maximum pit lane speed limit is 60kph /37.2 mph
 - (ii) it is recommended that all personnel wear a high visibility jacket/vest approved by the organisers. During any period of darkness a high visibility jacket/vest is mandatory.
 - (iii) *there must be no more than 3 people on the pit wall, per car
 - (iv) *there must be no more than 4 people working on the car at any one time
 - (v) all equipment and personnel must be in the pit garage when the relevant car is not making a pit stop, with the exception of pit signallers. Where there are no garages arrangements must be approved in advance with Motorsport UK
 - (vi) no work may take place on the car during refuelling and the engine must be switched off
 - (vii) it is the responsibility of the Entrant to release their car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those leaving the working area

Date of Implementation: 1st January 2024

Reason: The wording was originally specifically contained within regulations which covered Endurance Races (a minimum of 90 minutes duration). However there is an increasing number of events which either have provision for a driver change or over an increased distance which would not meet the need to adhere to Endurance pit lane requirements.

The Committee consider that the provisions listed within Q9.1.4. should be best practice and therefore the move will generalise requirements which are currently largely covered by individual Event/Championship regulations.



Section R – Rallying

Single Venue Stage Rallies

R34.1.1. 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.

Stage Rallies (other than Single Venue Stage Rallies)

R34.2.3. 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.

International Stage Rallies (other than FIA Championships)

R34.3.3. A Motorsport UK-Licensed Recovery Unit **or a Commercially Operated Recovery Unit**.

Date of Implementation: **Immediate**

Reason: There have been instances on events where the licenced unit has been unable to recover and a commercial unit could have. Also on closed-road events, a commercial unit can operate once the road has re-opened, while a licenced unit cannot.

Section S – Sprints, Hill Climbs & Drag Racing

S.9.3.1.1.1. Single-use plastic tyre wrapping is prohibited.

Date of Implementation: **Immediate**

Reason: Environmental. Notification that tyre wrapping is to be prohibited from 2023 has been included in the Championship Master Format since 2019 for Sprints & Hill Climb.

S10.6.4. Alternative fuels may be permitted subject to Motorsport UK approval.

S12. Regulations for Road Cars.

Description

S12.1.3. 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.

S12.5. Engines / Motors

S12.8.2 Road Cars – Electrified Series Production, no modifications to the electrified propulsion system or powertrain are permitted.

S13.1.1 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.

S13.6. Engine / Motors

S13.6.7 Modified Cars – Electrified Series Production, no modifications to the electrified propulsion system or powertrain are permitted.

S13.7.4 Modified Cars – Electrified Series Production, no modifications to the electrified propulsion system or powertrain are permitted.



S14.1. Vehicles that comply with any of the following Groups:

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

Date of Implementation: Immediate

Reason: to formally incorporate EVs.


Section U – Karting

U1.3.1. Engines which do not exceed **17hp** in total per kart, drivers must hold a minimum of a Kart Clubman Licence.

U1.3.2. For engines exceeding **17hp** in total per kart, drivers must hold a minimum of a Kart Interclub licence.

Date of Implementation: Immediate

Reason: Clarification – to bring the Kart Clubman engine restriction for endurance back in line with standard Kart Clubman requirements.

U18.5.3. 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.

U18.5.5. Deleted.

Date of Implementation: Immediate

Reason: Safety – following additional safety concerns raised over the recently revised location, specifically for LiPo type batteries. Instead now mounting them in an already established location used for starter batteries.

U.7.5. The Pole position must be on the side of the track that is on the inside of the first corner after the start, or as otherwise defined on the Track Licence **subject to 7.5.1 below.**

U.7.5.1 Championships may request authority from the ASN to make provision for the pole position Driver to elect to take their grid position to the right or left of the Track providing that the Clerk of the Course is advised on the Pole Position Notice Form as soon as they reach the “Pre-Grid”. This election will only modify the first row of the grid to the exclusion of the remainder of it.

U.7.5.2 The Pole Position Notice Form must be signed by the Driver and the Entrant responsible for the Driver at the Event.

Date of Implementation: 1 January 2024

Reason: To make provision for Championships to designate within their Championship regulations the ability to allow the pole sitter (exclusively) the option to choose which side of the track they start. This would mirror the provision within the FIA CIK regulations and would adopt a modified FIA CIK process – the modification being the requirement for the need for a nomination form to be completed and for it to be countersigned by the



Parent/Guardian Entrant Licence or signed on Entrant in order to attach responsibility for the consequences of the election to the Competitor.

Kart Race Yearbook

B3.0: **Category Cadet**
 Class – Honda Cadet

B3.3 – Dimensions

Overall rear width (Chassis homologated in 2023): 1125mm maximum.

Overall rear width (Chassis homologated in 2017 or 2020): 1200mm maximum.

Date of Implementation: **Immediate**

Reason: Omitted from the 2023 Karting Yearbook.