

Regulation changes Ratified by Board

September 2023

Red text indicates amendment/new regulation

Section B – Nomenclature and Definitions

Commercial Rally Recovery Supplier

Any supplier of recovery services not licensed by Motorsport UK in accordance with F3.5-F3.7.

A registered limited company that specialises in the recovery operations of vehicles certified to PAS43:2018 and is a member of one of the following associations: AVRO , IVR or RRRRA.

Commercial Recovery Suppliers are not covered by the Motorsport UK master policy and must have Public and Employers Liability insurance cover to a minimum of £5M.

Date of Implementation: 1 January 2024

Reason: Provides clarity on the definition of a Commercial Rally Recovery Supplier.

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 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.

C.2.1.10 Unless the National Court makes an Order to the contrary, once any further penalty imposed by the Court has been served by a Competitor the penalty points relied on for that Decision will be annulled.

Date of Implementation: Immediate

Reason: Clarification at the request of the National Court. To confirm that penalty points accrued by a 'totting' Competitor will be annulled once any further penalty imposed by the Court has been served.

C.3.5.4. Deleted. Any Competitor taking part in a Rallycross Championship and whose Vehicle is declared ineligible in accordance with the Official Documents will be penalised as follows:

(a) the Vehicle will be Disqualified from the relevant Results and



- (b) the Event or part of the Event from which the Vehicle was Disqualified will count as one of the Events contributing to the Competitor's total Championship score and
- (c) For infringements deemed of a more serious nature the relevant Judicial Body may additionally rule that the Competitor shall forfeit a total of points equal to those obtained from two first places even if this additional Penalty results in a minus total of points.

Date of Implementation: 1 January 2024

Reason: The current regulations for technical infringements in Rallycross are covered by C.3.5.3. However with the format of the Events being Heats, Semi-Final and Final the British Championship requested consideration of a revised penalty structure. The above proposal is a mix of provisions of C3.5.1. and 3.5.3 but also allows for Events where the relevant judicial body may be the Stewards (i.e FIA Judicial structure).

Section F – Common Regulations: Emergency and Medical Services

Rescue, Stage Safety and Rally Recovery Units and Equipment

General

F1.1 All emergency vehicles are licensed based on their suitability for the particular tasks required of them and the equipment carried being as detailed in the appropriate section of the tables on pages 101 to 103. All units and equipment are at all times to be of appropriate specification and kept serviceable, clean, tidy and in a hygienic condition. Where appropriate and as required by the manufacturer, test certificates and consumables are to be 'in date'. When required, tests **and servicing** must be undertaken either by the manufacturer or a manufacturer approved agent. Good quality copies of current certificates must be carried on board the vehicle.

Rescue Units

Purpose

F2.2. Rescue Units are required to transport licensed crew and equipment and provide medical and / or extrication facilities at the scene of an accident **as quickly as safely possible. within approximately 90 seco of leaving the stand-by location when operating at a licensed venue (and as appropriate at other venues).**

Crew

F2.5. The Minimum crew requirements are:

F2.5.1. Race and Rallycross events. Three fully licensed rescue crew members and a Doctor or Motorsport UK Registered Paramedic **(see 2.5.3.).**

F2.5.2. Rally and Speed Events only. Two fully licensed rescue crew members and a Doctor or Motorsport UK Registered Paramedic **(see 2.5.3.).**

F2.5.3. The Doctor or Motorsport UK Registered Paramedic may attend **any incident** independently.

Actions at an Incident

F4.1. Where Rescue Units or Stage Safety Units are involved, once the **risk of fire has been covered scene has been made safe**, medical control will be established by the Doctor or Motorsport UK Registered Paramedic who will co-ordinate the extrication of any casualties.

Medical



Race Medical Centre

F 6.2. Records must be kept of the use of all drugs and fluids (including quantities and expiry dates) and equipment maintained according to appropriate service schedules. **All equipment is at all times to be of appropriate specification and kept serviceable, clean, tidy and in a hygienic condition. Where appropriate and as required by the manufacturer, test certificates and consumables are to be 'in date'. When required, tests and servicing must be undertaken either by the manufacturer or a manufacturer approved agent. Good quality copies of current certificates must be carried available within the Medical Centre.**

Equipment and Drugs

F6.3.1. Resuscitation

- IV cannulae 12G, 14G, 16G 18G 20G at least 12 of each and appropriate Paediatric sizes to ensure sufficient numbers are available for the event
- Saline 0.9% (or equivalent) (1000ml x 8): under the direction of a Medical Officer
- ~~Haemaccel or equivalent (500ml x 8): under the direction of a Medical Officer~~
- Surgical
- Appropriate equipment to secure a surgical airway
- ~~Small autoclave (recommended).~~
- Miscellaneous
- Casualty **immobiliser** (vacuum mattress)

Medical Car

F6.4.1 Suitable saloon or estate car or SUV identified both sides with 'MEDICAL' or 'DOCTOR' and equipped with roof mounted flashing blue light(s) equipped as follows:

- IV cannulae ~~(1.4mm, 1.7mm and 2.0mm x 2)~~ (14, 16, and 18 gauge x 4)

F6.4.2 Drugs are not listed, however it is essential that resuscitation drugs conforming to Resuscitation Council Guidelines and a supply of parenteral analgesics be available. Any further drugs and equipment that may be deemed appropriate by way of a specialist expertise is the responsibility of the individual doctor.

- ~~All equipment must be regularly checked, serviced as necessary and stored according to the manufacturer's recommendations.~~ All equipment is at all times to be of appropriate specification and kept serviceable, clean, tidy and in a hygienic condition. Where appropriate and as required by the manufacturer, test certificates and consumables are to be 'in date'. When required, tests and servicing must be undertaken either by the manufacturer or a manufacturer approved agent. Good quality copies of current certificates must be available at the venue.

Rescue, Stage Safety and Rally Recovery Units and Equipment

	Rescue	Stage Safety Unit	Rally Recovery
General			
Beacons (to be visible 360° with low mounted high-intensity units at the rear)	Blue	Amber	Amber



Appropriate personal protective equipment for each crew member			
1 x 6kg dry powder extinguisher or equivalent for initial firefighting attempts			
1 x 6 litre light water /AFFF fire extinguisher AFFF foam extinguisher or equivalent For initial firefighting attempts			
Tools			
Cold chisels/Bolster chisels	-	-	
Hard and soft protection for use when using tools			
Sharp edge protection covers			

	-	-		
	-	Rescue	Stage Safety init	Rally Recovery
Powered Tools				
1 pedal cutter 3cm minimum jaw opening suitable for cutting pedals				
1 large spreader (may be combined with large shear)				
1 large shear cutter to cut A, B, C pillars (may be combined with large spreader)				
Powered hydraulic equipment pump and appropriate hoses (unless battery operated)				

Note: For all categories of unit there should be adequate compressed air supply (bottled or from compressor) and/or hydraulic power supply for powering the range of equipment carried on the vehicle. Where equipment power source is electrical battery an adequate supply of charged batteries to be available.

	Rescue	Stage Safety init	Rally Recovery
Medical			
1 laryngoscope, and Magill forceps			
6-cuffed endotracheal tubes (2 x 7.0, 2 x 8.0, 2 x 9.0) with syringes to inflate			
Full selection of suction catheters including Yankauers Yankauer suction catheters or equivalent			
'i-gel' Supraglottic airways (in sizes 2, 3, 4 & 5)			
1 portable entonox set and 1 spare entonox cylinder			
1 chest drain kit Equipment to decompress a pneumothorax – e.g large cannulae			
1 pair heavy duty scissors			
Scalpels, blades and artery forceps			
Cricothyrotomy/Cricothyroidotomy kit (or "mini trach") Surgical airway kit ('mini 'rach') or equivalent			
4 x 500ml 0.9% Sodium Chloride or equivalent (provided by doctor or paramedic)			
2 Combat Application Tourniquet (CAT) or equivalent			
A supply of burn dressings (for example 'watergel' or 'burn shield') , cling film and unused clean plastic bags, watergel or equivalent for the treatment of burns			
A Sterile solution for eye irrigation			
Traction splint, suitable for long bone fractures			
Pelvic slings binder			
1 scoop stretcher c/w head immobilisation system and straps			
1 Long extrication board c/w head immobilisation system and straps			
Disposable surgical gloves and appropriate medical PPE			
Report cards Patient report forms			



Date of Implementation: 1 January 2024

Reason: The following changes are proposed to ensure the equipment on board is managed and maintained to a high standard, regularly serviced and all medical equipment complies with current medical standards.

Technical Rescue Units

General

F1.2. Rescue Ambulance, Technical Rescue, Stage Safety and Recovery Units are licensed yearly by Motorsport UK. All Motorsport UK registered Units must be inspected by an appropriate Motorsport UK Rescue or Recovery Assessor, or Motorsport UK Rescue & Recovery Panel member, on application for their first Motorsport UK registration and at least once in every three year period thereafter.

F1.4. A Rescue Ambulance can operate independently of an Ambulance.

F1.5. A Technical Rescue Unit must operate in conjunction with an Ambulance if it is replacing a Rescue Ambulance.

Rescue Units

Identification

F2.4. Vehicles ~~should~~**must only** be clearly ~~marked~~**identified** "RESCUE" and "AMBULANCE" as required and carry blue flashing beacons ~~Vehicles licensed as Technical Rescue Units should be clearly marked "RESCUE" as required and carry blue flashing beacons.~~

Crew

F2.5. The Minimum crew requirements are:

F2.5.1. Rescue Ambulance. Race and Rallycross events. Three fully licensed rescue crew members and a Doctor or Motorsport UK Registered Paramedic (see 2.5.5.).

F2.5.2. Technical Rescue Unit. Race and Rallycross events. Three fully licensed rescue crew members.

~~F2.5.2.~~ **F2.5.3.** Rescue Ambulance. Rally and Speed Events only. Two fully licensed rescue crew members and a Doctor or Motorsport UK Registered Paramedic (see 2.5.5.).

~~F2.5.3.~~ **F2.5.4.** Technical Rescue Unit. Rally and Speed Events only. Two fully licensed rescue crew members.

~~F2.5.3.~~ **F2.5.5.** The Doctor or Motorsport UK Registered Paramedic may attend independently.

~~F2.5.4.~~ **F2.5.6.** At no time, at any event, may the crew of a Licensed Rescue Unit include more than two trainees.

	Technical	Rescue
General		
Beacons (to be visible 360° with low mounted high-intensity units at the rear)	Blue	
Radio Race 169.3375MHz FM Rally 81.575MHz FM Rally 81.5375MHz FM (the supply of equipment using alternative radio frequencies is the responsibility of	*	



the organising club)	
Appropriate personal protective equipment for each crew member	*
Fire resistant blanket (1m x 1m minimum)	*
1 x 6kg dry powder extinguisher or equivalent for initial firefighting attempts	*
1 x 6 litre AFF foam extinguisher or equivalent for initial firefighting attempts	*
2 survival blankets	*
1 Warning triangle	*
Vehicle powered lighting and torches	*
Suitable cutters for harness, straps, etc	*
Recommended: Steering wheel airbag protection cover	*
1 gallon (5 litre) clean, fresh tap water	*
Environmental Spill Kit – Medium	*
Tools	
2 hacksaws (1 for Recovery) and supply of blades	*
1 small bow saw or suitable equivalent	*
1 pair tin snips	*
1 1m crowbar	*
1 pair bolt croppers (minimum 18in)	*
1 pair mole grips	*
1 general tool kit to include AF and metric spanners, sockets, allen keys, “Torx” and other drivers etc to aid access to vehicle.	*
1 glass breaker (eg, Spring Centre Punch)	*
2 hammers, large and small	*
Selection of flat, Phillips and Pozidrive screwdrivers	*
3 suitable ropes or strops (1500kg SWL)	



1 spade	
Selection of coupling hardware	
Equipment suitable for securing/stabilising and towing vehicles	*
1 opaque sheet suitable for covering vehicle	*
Hard and soft protection for use when using tools	*
Sharp edge protection covers	*
	Technical Rescue
Powered Tools	
1 powered metal cutting saw with an adequate selection of blades	*
1 cutting saw, oscillating (electric, air or hydraulic)	*
1 cutter 3cm minimum jaw opening suitable for cutting pedals	*
1 large spreader	*
1 large cutter to cut A, B, C pillars	*
Powered hydraulic pump and appropriate hoses (unless battery operated)	*
Hydraulic ram and extensions	*
1 trolley jack 1015kg or air jack system.	*
1 trolley jack, minimum capacity 2000kg, or high lift jack, or air jack system.	

Note: For all categories of unit there should be adequate compressed air supply (bottled or from compressor) and/or hydraulic power supply for powering the range of equipment carried on the vehicle. Where equipment power source is electrical battery an adequate supply of charged batteries to be available.

	Technical Rescue
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.

	Technical	Rescue
Medical		
1 Automated external defibrillator with monitoring capability	*	
1 Resuscitator with Oxygen Reservoir and Mask	*	
4 oropharyngeal airways to include nos. 2, 3, 4	*	
1 Pulse Oximeter	*	
1 laryngoscope plus spare batteries and bulb, and Magill forceps	*	
1 portable suction machine (able to obtain 300mm Mercury vacuum)	*	
Yankauer suction catheters or equivalent	*	
'i-gel' Supraglottic airways (in sizes 2, 3, 4 & 5)	*	
1 portable entonox set and 1 spare entonox cylinder		
1 portable oxygen set (900 litres in not more than 3 cylinders). Regulator to be capable of delivering 15 litres/min	*	
Supply of non re-breathing masks	*	
2 sets of extrication collars or 2 adjustable extrication collars, including paediatric sizes	*	
2 Spinal Immobilisers (eg, KED, RED, TED)	*	
1 pair heavy duty scissors	*	
Surgical airway kit ('mini trach') or equivalent		



1 sphygmomanometer	*
1 stethoscope	*
4 intravenous giving sets	*
12 intravenous cannulae (three each 14, 16, 18, 20) and suitable fixation	*
4 x 500ml 0.9% Sodium Chloride or equivalent (provided by doctor or paramedic)	*
1 Combat Application Tourniquet (CAT) or equivalent	*
A comprehensive selection of dressings including large sizes (eg 20cm x 40cm) and bandages	*
A supply of cling film and unused clean plastic bags, watergel or equivalent for the treatment of burns	*
Sterile solution for eye irrigation	*
1 extrication board	*
Disposable surgical gloves and appropriate medical PPE	*
Disposable sharps container and plastic bag for clinical waste	*
Patient report forms	*
BASIC FIRST AID KIT	
First Aid Kit in compliance with requirements for less than 25 employees (small) as defined by BS58599 – 1:2011	*

Date of Implementation: 1 January 2024

Reason: The proposed regulation provides organising clubs/venues the option for having an extrication vehicle separate to the ambulance.

Table 5 – Crew Requirements – Systems of acceptance and upgrading

Discipline	Trainee Period & Requirements
3.5 – 3.8 Rally/Cross Country Recovery	Hold a Trainee Licence Collect 6 signatures from Crew Chief or Rally Official and attend two approved recovery training days, all within 2 years



Date of Implementation: 1 January 2024

Reason: Clarification of requirements

Section G – Officials

G5.2.7. Arrange for all cars to be routed to the Scrutineering area or Parc Fermé (as appropriate).

G7.2.1. Scrutineers will signify acceptance of a vehicle **that has been examined** by issuing a label showing details of the event.

Date of Implementation: 1 January 2024

Reason: Following the Future of Scrutineering trial that took place during 2022 and 2023, this proposal amends the regulations to allow for declaration-based scrutineering in Circuit Racing where a minimum 25% of vehicles will be presented for Scrutineering at a meeting.

G3.1.8. Where Vehicle Identification Stickers are required (J.2.2.), part of the scrutineering procedure is to affix a Motorsport UK sticker to the vehicle in an appropriate position (near to the chassis identification plate if possible). Stickers may only be affixed by selected scrutineers, or by Motorsport UK at Motorsport UK House.

Once applied, Vehicle Identification Stickers must remain permanently affixed to the vehicle.

Damaged stickers can only be removed and replaced by selected scrutineers.

New and replacement stickers will be charged at the current fee.

Date of Implementation: 1 January 2024

Reason: Following the Future of Scrutineering trial that took place during 2022 and 2023, this proposal amends the regulations to allow for the introduction of a Scrutineering Vehicle Database for Circuit Racing Vehicles.

Section H – Competitors

H13.2.3. If you want to upgrade your licence and you are already in possession of a current 2023 Competition Licence, please complete the licence amendment card which can be found at www.motorsportuk.org within the competitor resource centre and forward it, together with your 2023 Competition Licence and any other appropriate licences and/or Upgrade Card containing the necessary signatures with the required payment to the Licence Section. The payment is calculated as the difference between the cost of the existing licence and the new licence plus the upgrading fee as detailed in Appendix 1. A request for an upgrading signature has to be made to the organisers, and if the results of the event show that the driver's performance was satisfactory, his/her Upgrade Card will be signed by the Clerk of the Course in the space provided. In the case of Kart Races, only the Motorsport UK Steward of the Meeting is empowered to sign and only one signature per meeting is permitted, (Kart Endurance, Kart Clubman or Bambino Kart signatures are not accepted to upgrade a Kart Race Licence). A maximum of two signatures may be obtained at a car race or Long Circuit Kart meeting, **a third signature may be sought for a full days marshallings at that same meeting with the approval of the Clerk of the Course**. In exceptional circumstances only, documentary evidence, such as printed official results sheets may be considered as proof of performance for upgrading. Results which predate the competitors last upgrade will only be accepted where the total number of results obtained is sufficient to meet the upgrade criteria from the basic competition licence for that discipline to that being sought.



Date of Implementation: 1 January 2024

Reason: Having been presented with the situation earlier in the season where a driver at a two day meeting had concluded their races on day one of the event wished the opportunity to undertake a days marshalling and Motorsport UK had subsequently provided exemption in the circumstances, with the support of the Clerk of the Course for the event, for a third signature to be attained. This proposal therefore regulates for this situation with the approval of the Clerk of the Course for the event.

H32.1.2. When requested, Competitors must present their vehicle, in a clean condition, with any relevant paperwork, for scrutineering at the nominated time prior to taking part in the event, or at any time during the event.

Date of Implementation: 1 January 2024

Reason: Following the Future of Scrutineering trial that took place during 2022 and 2023, this proposal amends the regulations to allow for declaration-based scrutineering in Circuit Racing where a minimum 25% of vehicles will be presented for Scrutineering at a meeting.

Section J – Competitors: Vehicles

J2.2. Vehicle Identification Stickers for the purposes of Event Scrutineering record keeping are required for certain sporting disciplines as detailed in the Specific Regulations.

J2.2.1. Event Scrutineering records are associated to the vehicle identification sticker and held centrally by Motorsport UK. Vehicle Event Scrutineering records are accessible by selected scrutineers.

Date of Implementation: 1 January 2024

Reason: Following the Future of Scrutineering trial that took place during 2022 and 2023, this proposal amends the regulations to allow for the introduction of a Scrutineering Vehicle Database for Circuit Racing Vehicles.

J3.1. Before taking part in any competition, or practice for any competition, all requested vehicles must be presented to the event Scrutineers for examination and approval.

J3.1.3. At any time during an event, the Clerk of the Course, or the Scrutineers may order that a vehicle be examined or re-examined, even if this involves stopping a vehicle whilst practising or competing.

Date of Implementation: 1 January 2024

Reason: Following the Future of Scrutineering trial that took place during 2022 and 2023, this proposal amends the regulations to allow for declaration-based scrutineering in Circuit Racing where a minimum 25% of vehicles will be presented for Scrutineering at a meeting.

Appendix 2: Regulations for Electrified Vehicles

5.27. Motors & Inverters



5.27.13 All HV power electronics on the vehicle (including inverter, motor, charger and DC/DC converter must be designed to work safely at the maximum voltage on the Power Bus.

5.28. RECHARGEABLE ENERGY STORAGE SYSTEM (RESS).

General

5.28.3. For Bespoke EVs, the maximum total power going out of the RESS at any time is limited to ~~250~~**500**kW, except for Drag Racing where the limit is 1MW.

5.28.5. For Bespoke EVs, the maximum voltage on the Power Bus must never exceed ~~450~~**900**V, except for Drag Racing where the limit is 1000V.

Enclosure

5.28.11. Calculations must be provided to Motorsport UK 3 months prior to the vehicle inspection to confirm that mechanical and electrical safety is ensured in a crash. The RESS may be required to pass a crash test defined by Motorsport UK. **See Drawing 6 for an example calculation for a battery module and battery pack.**

5.28.13. ~~Cells/m~~**Modules** must be mechanically secured inside a metallic or composite enclosure. Any covers or access panels must be sealed and secured with fasteners requiring tools to remove.

5.28.17. The enclosure containing the ~~cells~~**modules**, must also contain the BMS voltage and temperature sensing elements associated with the ~~cells~~**modules**, service switch, fuses/circuit breakers and contactors.

CellsModules****

5.28.18. Off-the-shelf commercially available **or repurposed production** ~~cells/~~ modules must be used **to make battery packs. It is prohibited to assemble battery modules or packs from individual cells.**

5.28.19. ~~It is prohibited to modify individual cells or off-the-shelf/repurposed OEM the battery modules except for the modification of cell tab/connections to enable connection together into modules, fitment of an approved BMS to comply with 5.28.22 and addition of temperature sensors to comply with 5.28.26~~ **in any way.**

5.28.20. The competitor must supply documents from the ~~Cell/module~~ producer specifying safety relevant data, including manufacturers' datasheet: UN38.3 report and Material Safety Data Sheet (MSDS). Including battery characteristic diagram showing the battery limits of voltage (U), power (W), temperature (T) and State of Charge (SoC). These documents must be provided to Motorsport UK 3 months prior to the vehicle inspection. Equivalent data from a 3rd party test house may be submitted in place of manufacturers data. Evidence of test house capability must be included as part of the submission.

5.28.21. ~~Any type of commercially available cell chemistry is allowed subject to prior agreement from Motorsport UK. Full details of the chemistry and safety handling must be provided to Motorsport UK 3 months prior to the vehicle inspection.~~

5.30. SAFETY EQUIPMENT.

Driver master switch



5.30.9.3. Each switch must be designed such that the power circuit cannot be accidentally re-energized **using the external switch. The method of triggering (push, pull or rotation direction) must be clearly marked.**

HV RESS status light

5.30.16.3. For a single seater, faces upwards and is recessed into the top of the survival cell no more than 200 mm from the vehicle centre line and the front of the cockpit opening. **Indications must be visible from any point around the car, manufacturer may install multiple devices to achieve it.**

5.30.16.4. For a saloon vehicle, is fitted centrally at the base of the windscreen with a repeater fitted at the base of the rear screen. Both lights must be clearly visible from a distance of 5 meters. **Deleted.**

Ready-to-Move-light

5.30.17.1. Is a white light **(at the front) and an orange light (at the rear)** that will illuminate to indicate that the vehicle can move if the throttle pedal is pressed.

5.30.17.2. For a single seater, faces forward and is fitted to the top of the roll hoop **Must light up and illuminate to the front and rear of the vehicle respectively, parallel to the centre line of the vehicle.**

5.30.17.3. For a saloon vehicle, is fitted to the front roll over structure to be visible through the windscreen **Deleted.**



Table 1: Regulation Summary						
Regulation	Description	EV Tech Regs Applicability				
		mHEV	HEV	PHEV	LV BEV	BEV
		LV	HV	HV	LV	HV
Section B: Nomenclature and Definitions		Y	Y	Y	Y	Y
Section J: Competitors Vehicles		Y	Y	Y	Y	Y
Section J: Appendix 2 Electrified Vehicles Technical Regulations						
5.22	Electrified Vehicles	Y	Y	Y	Y	Y
5.23	Permitted Vehicles	Y	Y	Y	Y	Y
5.24	EV Passport and Inspection	Y	Y	Y	Y	Y
5.25	Scrutineering	Y	Y	Y	Y	Y
5.26	Charging	Y	Y	Y	Y	Y
	Bespoke BEVs					
5.27	Motors	n/a	n/a	n/a	Y	Y
5.28	Rechargeable Energy Storage Systems	n/a	n/a	n/a	Y	Y
5.29	Electrical Equipment and General Electrical Safety	n/a	n/a	n/a	Y	Y
5.30	Safety Equipment	n/a	n/a	na	Y	Y
5.31	Bespoke Vehicle Charging	n/a	n/a	n/a	Y	Y

Table 2: Permitted Electrified Vehicle Types

Vehicle Type	Permitted EV's					EV Inspection					Vehicle Passport Requirement				
	mHEV	HEV	PHEV	BEV	BEV	mHEV	HEV	PHEV	BEV	BEV	mHEV	HEV	PHEV	BEV	BEV
	LV	HV	HV	LV	HV	LV	HV	HV	LV	HV	LV	HV	HV	LV	HV
Standard Electrified Vehicle 5.23.2	Y	Y	Y	N/A	Y	N	N	N	N/A	N	EVP	EVP	EVP	N/A	EVP
Modified Electrified Vehicle 5.23.3	Y	Y	Y	N/A	Y	Y 2/	Y 2/	Y 2/	N/A	Y 2/	EVP	EVP	EVP	N/A	EVP
Bespoke Electrified Vehicle 5.23.4	N	N	N	Y	Y	n/a	n/a	n/a	Y	Y 3/	n/a	n/a	n/a	EVP	EVP

Key:

mHEV = Mild hybrid
HEV = hybrid
PHEV = plug-in hybrid
BEV = battery electric vehicle
LV = Low Voltage (<30V AC or 60V DC)
HV = High Voltage (>30V AC or 60V DC)
~~VP = Vehicle Passport (existing)~~
EVP = Electric Vehicle Passport (new)

Notes:

- 1/. Category or discipline specific regulations may impose further restriction on permitted vehicles
- 2/. Submission of OEM vehicle specific Emergency Services Guide and visual inspection only
- 3/. Full submission of all data requirements contained in EV Tech Regs plus visual and technical inspection and functional test

Table 5

Deleted

An example calculation for a battery module and battery pack is available on Motorsport UK website.

Date of Implementation: 1 January 2024

Reason: updates to the Electrified Vehicle Technical Regulations, to ensure that they reflect developments in Electrified Road car technology and to reflect the lessons learnt in the approval of the cars currently competing.



Section N – Autocross and Rallycross

N2.13.4 If the Course is not less than 15m wide at any point and over 600m long then a maximum of four Vehicles may be started simultaneously unless specific approval has first been given by the ASN.

Date of Implementation: 1 January 2024

Reason: To regulate and permit current practice whereby Motorsport UK has been asked to agree to more than 4 starters for example Sand Racing in Jersey which has been running up to 8 starters for many years.

N.3.2.5. For Competitors under the age of 18 years a PG Entrant licence is required H.26.1.9 applies.

Date of Implementation: 1 January 2024

Reason: Any driver under 18 years of age must be signed on by a parent or legal guardian or by their appointed adult. Some years ago the PG Entrant licence was introduced in order to properly regulate parents in karting and thereby allowing penalties against their licence for the actions of themselves or other associated individuals rather than penalising the young driver. The need for a PG Entrant licence was then extended to Drag Racing. The benefit of properly regulating the parent/legal guardian is evident and the Sub Committee have now requested that this be extended to the Autocross and Rallycross disciplines.

N.4.7.3 Any single seat Special and non-centre seated Production based Vehicle without windows must be fitted with either arm restraints to SFI standard 3.3 or on the driver's side (both sides for a single seat Special) one-piece protection net(s) affixed securely on the inside of the safety cage using a quick release system situated on the upper part.

The use of "clip" fixings is recommended.

The fixings of the net on the lower part must not be removable without the use of tools. These nets must be to SFI standard 27.1 or have the following characteristics:

Minimum width of the strips: 19 mm

Minimum size of the meshes: 25 x 25 mm

Maximum size of the meshes: 60 x 60 mm

and when viewed from the side must reach from the centre of the steering wheel to the rearmost point of the seat on the side concerned and must protect the window opening to the centre of the steering wheel.

Date of Implementation: 1 January 2024

Reason: The need for window nets in Autocross 'buggies' is included within championship regulation but not within the basic requirements set out in the Yearbook. The Sub Committee therefore agreed that provision and requirement should be mandated and the FIA provision for Off Road Categories provided the basis of the regulation. It was also



recognised that Star mesh type window nets provide more visibility to the competitor and this amendment aligns the current window net regulation with the FIA safety criteria.

N.5.2.3. ~~The Spinning of the wheels~~ (tyre cleaning) before the start of a race is only permitted in the designated area and as defined in the SRs clearly defined on the Track licence and should be ~~and~~ under supervision of the start Marshals. It cannot be performed when a Marshal or any other person is standing in front of or behind the Vehicle.

Date of Implementation: 1 January 2024

Reason: Environmental and sustainability concerns regarding the heating of tyres and which also reflects the provisions of the FIA Rallycross regulations which prohibits pre-heating or heat-retaining devices for both wet and dry weather tyres. In addition 'tyre cleaning' is more reflective of the FIA requirements but the area is to be defined on the track licence.

N.5.2.5. For Competitors under the age of 18 years a PG Entrant licence is required H.26.1.9 applies.

Date of Implementation: 1 January 2024

Reason: Any driver under 18 years of age must be signed on by a parent or legal guardian or by their appointed adult. Some years ago the PG Entrant licence was introduced in order to properly regulate parents in karting and thereby allowing penalties against their licence for the actions of themselves or other associated individuals rather than penalising the young driver. The need for a PG Entrant licence was then extended to Drag Racing. The benefit of properly regulating the parent/legal guardian is evident and the Sub Committee have now requested that this be extended to the Autocross and Rallycross disciplines.

N.6.15. The heating of tyres or their treatment by any chemical substance is prohibited. For the avoidance of doubt, no method of abnormally raising the temperature of tyres / wheels above the natural ambient temperature is allowed.

Date of Implementation: 1 January 2024

Reason: Environmental and sustainability concerns regarding the heating of tyres and which also reflects the provisions of the FIA Rallycross regulations which prohibits pre-heating or heat-retaining devices for both wet and dry weather tyres. In addition 'tyre cleaning' is more reflective of the FIA requirements but the area is to be defined on the track licence.

Section P – Cross Country

P7.1.7. It is recommended that a non-competitive section is provided in the itinerary so that unlicensed and less experienced drivers are afforded the opportunity to familiarise themselves with their vehicle and its controls without penalty and to be observed by the Clerk of the Course before the competition starts.



Date of Implementation: 1 January 2024

Reason: This is best practice and allows for scrutiny of the driver's basic control of the vehicle. Many young drivers in particular have little or no opportunity to drive between TYRO Trials, an aspect not appreciated by adult drivers who have driven to the event.

P44.1.3. Vehicles not complying with 62 must be fitted with a standard manufacturer's hardtop, truck cab or a roll bar to Section K, Appendix 2, drawing 1, **K2.1.1, K8.**, and the SRs may permit entries to be accepted in respect of drivers who are ~~15~~ **13** or over without a full RTA licence provided that the passenger holds a full RTA licence valid for the vehicle concerned and is a person who has experience of Cross Country Trials. **Where the driver holds a full RTA licence the minimum age of the front seat passenger is 12 years of age.**

Date of Implementation: 1 January 2024

Reason: This regulation change permits drivers aged 13 and 14 years old to compete in TYRO Trials where a standard vehicle to P62 is not available but where a competition prepared is available. Further safeguards are included by the specifying of seat belts to K2.1.1. and an external circuit breaker to K8. Additionally where the driver holds a full RTA Licence the regulation clarifies that the minimum age of the front seat passenger is 12 years old to avoid confusion with P25.2.2.

P62.1.4. ~~Front seats may be replaced but rear seats, and the original number of seats when the vehicle was manufactured, must be retained.~~ **Seats may be replaced, but the number of rear seats fitted must comply with those fitted to the vehicle model by the manufacturer.**

Date of Implementation: 1 January 2024

Reason: Land Rovers in particular are extremely adaptable and the configuration may be changed by owners over the years from the individual vehicles supplied condition. This change allows for the addition or removal of rear seats as desired and equally applies to those vehicles that were available in a "commercial" format.

Section Q – Circuit Racing

Q.11.2. **At least 25% of** Competitors and Vehicles must be presented for scrutiny, **when requested,** ~~and practice~~ at times specified in the SRs. Any Scrutineering Ticket relating to a previous meeting must be removed before presentation of the vehicle for scrutineering. Homologation papers must be presented when appropriate.

Q11.2.3. No car **requested to be presented at Scrutineering** may be driven in the event until it has been approved by a Motorsport UK Scrutineer of the Meeting for safety and eligibility.

Q11.2.7. No vehicle ~~having been presented for scrutineering~~ **taking part in a race** may be taken away from the circuit before the final technical checks have been concluded for



the **that** race and cars released from Parc Fermé without the prior authority of the Chief Scrutineer who will report such to the Clerk of the Course.

Date of Implementation: 1 January 2024

Reason: Following the Future of Scrutineering trial that took place during 2022 and 2023, this proposal amends the regulations to allow for declaration-based scrutineering in Circuit Racing where a minimum 25% of vehicles will be presented for Scrutineering at a meeting.

Q11.3. (a) Cars will be Permitted to carry radio transmitters or receivers, for which Ofcom licences, where required, will be checked at scrutineering, in the following races only:

- i. International (non-Historic status) and British Championships races
- ii. Races which involve a Driver change

Date of Implementation: 1 January 2024

Reason: Following changes to the FIA International Sporting Code Motorsport UK has been advised that any International status event would need to follow the FIA Code and therefore to take account of the use of radios for international status events this should be changed to allow British Championships to utilise pit to car radios.

Q11.2.8 No vehicle should compete in more than four consecutive Meetings without being physically scrutineered.

Date of Implementation: 1 January 2024

Reason: Following the Future of Scrutineering trial that took place during 2022 and 2023, this proposal amends the regulations to allow for declaration-based scrutineering in Circuit Racing where a minimum 25% of vehicles will be presented for Scrutineering at a meeting.

Q11.2.9. Vehicle Identification Stickers (J.2.2.) and Event Scrutineering records (J.2.2.1.) may be required for vehicles competing in Race Meetings.

Date of Implementation: 1 January 2024

Reason: Following the Future of Scrutineering trial that took place during 2022 and 2023, this proposal amends the regulations to allow for the introduction of a Scrutineering Vehicle Database for Circuit Racing Vehicles.

Section S – Sprints, Hill Climbs & Drag Racing

S.9.3.8 Vehicles must not be left unattended under any circumstances when the engine is running. In the event that a responsible person is not seated in the driving position they must be in close proximity and the Vehicle must be under their supervision at all times.

Date of Implementation: 1 January 2024



Reason: The Sprint & Hill Climb Sub-Committee had been made aware of incident(s) where vehicles may be left unattended whilst the engine was running. Following a request from the Sub Committee wording was included in the Speed Championship Regulation Master Format and all Championships have adopted wording for 2023.

Section U – Karting

Goggles and Visors (K.11)

~~U13.2. 'Whirley' visors are acceptable when fitted on top of normal visors, but holes must not be cut in normal visors. Delete.~~

Date of Implementation: 1 January 2024

Reason: The 'whirley' visor is not in compliance with FIA regulations and not a homologated item, in addition the attachment is not permitted by the current helmet regulations. Kart Committee have therefore requested that U.13.2. be deleted.