

Section A – National Sporting Code

Proposed Regulation

Safeguarding Policy

A.7. Everyone who takes part in motor sport is entitled to do so in a safe and enjoyable environment. All Persons whose activities are within the scope of these Regulations must follow the Motorsport UK Safeguarding Policy and Guidelines (as amended from time to time) and the provisions of this Regulation. **Every Motorsport UK Recognised Club must have a nominated Club Safeguarding Officer (CSO) licenced annually by Motorsport UK.**

A.7.1. Motorsport UK is committed to helping everyone in motor sport accept their responsibility to safeguard Children and ~~Vulnerable People~~ **Adults at Risk** from harm and abuse ~~and support them to do so.~~ This Regulation and the Motorsport UK Safeguarding Policy and Guidelines applies to Persons involved in motor sport. All Persons participating in motor sport have a duty of care to safeguard the welfare of Children and ~~Vulnerable People~~ **Adults at Risk** and prevent their abuse.

A.7.2. Motorsport UK shall have jurisdiction to **investigate** any allegation of abuse of a Child or ~~Vulnerable People~~ **Adult at Risk**, any breaches of the Motorsport UK Safeguarding Policy and Guidelines and/or any breach of this Regulation A.7 reported to it. **Relevant information will be shared with statutory agencies in accordance with the ASN's legal obligations.**

Date of Implementation: **01 February 2024**

Reason: To ensure that the safeguarding standards required of clubs is included within regulations.

Section B – Nomenclature & Definitions

~~Vulnerable People~~

Adult at Risk. means any adult who is at risk of, or experiencing abuse and/or neglect, and who is unable to protect themselves from harm due to their care and support needs. (this reflects the Care Act 2014 definition)

Cadet Marshal. A Cadet Marshal grade can be issued to marshals between the dates of their 11th birthday and their 16th birthday and whose details are made available to Motorsport UK for registration purposes. They may perform a limited range of duties appropriate to the grade and type of event, in line with Motorsport UK Guidelines.

~~In order to ensure compliance with the Motorsport UK Safeguarding Policy and Guidelines, all events using Cadet Marshals are required to include in the regulations for the event contact details of a Motorsport UK Safeguarding Officer.~~

~~DBS. The Disclosure and Barring Service.~~

~~DBS Disclosure. A DBS Disclosure issued by the DBS including any renewal disclosures~~

~~PVG. A criminal record check in Scotland from Disclosure Scotland and more particularly the Protecting Vulnerable Groups Scheme disclosure.~~

Official. A person having a designated role in connection with a Permitted Event and who may be either a volunteer or undertaking a remunerated function and who is recognised by the ASN and / or has been appointed by the Organising Club for the purposes of a Permitted Event

Suitability Check. a check of a person's previous criminal convictions / offending history, carried out by the Disclosure and Barring Service required for people working or volunteering in Regulated Activity in England, Wales or Northern Ireland, or Disclosure Scotland (under the Protection of Vulnerable Groups (PVG) Disclosure Scheme) for people working or volunteering in Regulated Activity in Scotland.

Motorsport UK Safeguarding Policy. The **ASN** Safeguarding Policy, Guidance and Procedures (as amended from time to time) or any other successor policy and procedure for the safeguarding of Children and ~~Vulnerable People~~ **Adults at Risk**. The **ASN** Safeguarding Policy is binding on all those Persons involved in motor sport.

Regulated Activity. Regulated activity is work which a barred person must not do, it includes providing care, supervision, instruction, training, advice and guidance to children or adults at risk. It is defined in legislation in the Protecting Vulnerable Groups Act (2020) and the Safeguarding Vulnerable Groups Act (2006).

Section G - Officials

1.6. The following **Any Official** ~~(who work in England, Wales, Scotland, Northern Ireland and the Channel Islands)~~ whose **role meets the definition of Regulated Activity** is required to have a Suitability check completed.

- ~~• Clerks of the Course, Deputies and Assistants (Karting)~~
- ~~• Scrutineers (Karting)~~
- ~~• Club Safeguarding Officers~~

The suitability check certificate number and date of issue is a requirement for the issuing of the licence.

Date of Implementation: 01 February 2024

Reason: To ensure that the safeguarding standards required of Registered Clubs is included within regulations.
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Section U – Karting

Proposed Regulation

7.5.1. The Start Line will be indicated on the Track by a painted white line. Optionally (and recommended) Tracks may also use the following markings to aid controlled starts (see illustration Drawing 7.5.1):

- (i) Two 2m wide lanes, bordered by white lines will be painted from a point, no more than 100m and no less than 50m leading to the Start Line.
- (ii) A Yellow Line shall be painted 25m prior to the Start Line. For rolling starts this Yellow Line will also be indicated by soft cones (one cone on each side of the track).

7.8.1. False/Jump Start, Standing Start. A false start occurs when a Driver under Starter's orders gains an unfair advantage by either:

- (a) being in an incorrect position on the grid, or
- (b) moving forward from their prescribed position

7.8.2. Breaking formation. In the case of a rolling start When a Driver under Starter's orders in the case of a rolling start, who fails to maintain their corridor or accelerates early or unevenly will be penalised in accordance with Art 7.8.2.1 below.

7.8.2.1. The penalty added to the time taken by the Competitor to complete the course for the driver concerned shall be the addition of 3.5 seconds (or 3 places where there is no licensed Timekeeper) for partly crossing the lanes and of 5.10 seconds (or 5 places where there is no licensed Timekeeper) for completely getting out of the corridor to the time taken by them to complete the course. This will not incur penalty points. The penalty for accelerating early or unevenly will be 5 seconds or 3 places where there is no licenced timekeeper.

7.8.3. Where the optional Track markings are used (7.5.1) the Clerk of the Course must make reference to their use in the drivers briefing. When used the start signal will not be given before the Yellow Line. The Karts approaching the Start Line must remain in formation, at approximately half race speed (which will be set by the pole sitter) and be driven within the set of two metre lines appropriate to their side of the grid. It will be deemed an offence to accelerate in any way before the Yellow Line or drive outside the marked lines.

7.8.4. In the case of a standing start, on display of the Green flag, Karts will proceed round the Course to the designated start line where a red flag will be shown, and they will stop on their allotted grid markings. No start lights will be illuminated.

(iv) Any movement prior to the red lights being extinguished will be judged as a false start and will be penalised with a minimum of 5 second penalty (or 3 places where there is no licensed Timekeeper).

Date of Implementation: 01 February 2024

Reason: Having been asked to review the penalty in respect of jump starts the Committee agreed unanimously that the penalty should reflect that imposed at international meetings which is 3 seconds. The 5 second penalty was considered too harsh and one which would ultimately ruin a drivers race.

Following consultation the proposal has been further changed (as highlighted in blue text) to bring the national regulations further in line with CIK-FIA.

For venues which use corridors as defined in accordance with U.7.5.1. for rolling start CIK-FIA make provision for two different penalties (1) for partly moving outside the lane and (2) for completely moving outside the corridor.

U.7.5.1., 7.8.1, 7.8.3 and 7.8.4 have been added to the proposal by way of further explanation.

Added text

Amended after approval

Section U – Karting

Proposed Regulation

Specific Types of Kart Licence

1.7.2. Kart Teams are prohibited from involvement in the Bambino Category time trials or race events with the exception of those specifically approved by the Organising Club/Championship. An approved Team must -

- hold a valid Motorsport UK Entrant Licence
- have at least £5 million Public Liability Insurance
- have at least the Team Manager with a valid Suitability Check through Motorsport UK
- provide discounted space with assistance for a new Driver(s) at an agreed fee for, at least, the Driver's first Event(s)

For the avoidance of doubt, a Team is a commercial race company or racing team hosting Drivers in providing race services or covered accommodation and whether receiving financial gain or not where the principal is not also the PG Entrant Licence holder.

Date of Implementation: 01 February 2024

Reason: Some Clubs / Championships have switched over to Super K-X have teams operating in the Bambino class – the wording above is consistent with Super K-X wording. Also with Electric Bambino some parents and drivers may require the assistance of a team. The proposal specifically permits Teams as approved by Clubs / Championships and these championships will be ensuring teams are suitably licensed and insured.

Section U – Karting

Proposed Regulation

Class Safety Exemption

U.15.7. For the **Bambino**, Cadet and Inter categories only, Motorsport UK may in its entire discretion authorise a **Driver** to remain in the Category beyond the Category maximum permitted age due to that **Driver's** low weight and/or height. Any approved Exemption would allow the **Driver** to compete only at Interclub status ~~meetings~~ **Events** with the benefit of that exemption (A.2.4).

Date of Implementation: 01 February 2024

Reason: Clarification and Safety – the safety justification to allow a Driver below the weight of the Cadet Category to remain in the Bambino Category for an additional year is equivalent of that which applies to the Cadet and Inter Categories already covered by this regulation.

Side Bumpers (Drawing 8)

U.17.9. The side bumpers must:

U.17.9.1. Be **fixed to two welded tube attachments that** ~~attached to the chassis frame by 2 points, which~~ must be 500mm ± 5mm apart. These two attachment tubes must be least 50mm long, parallel (in both horizontal and vertical planes) to the axis of the **Chassis**.

Date of Implementation: 01 February 2024

Reason: Safety – following concerns over side bumpers being placed loosely into chassis attachment points with no physical fixing. Wording is an adoption of current FIA Karting wording, which applies to most equipment used. Intention of existing wording is unchanged but revised wording further emphasises the requirement for bars to be fixed in place.

Section H – Licences

Proposed Regulation

Specific Types of Kart Licence

8.3. A Competitor making an application for the first time for a Kart (not Kart Clubman) Licence must obtain a novice Kart Driver 'Starting Karting Pack', which contains the required application form, from Motorsport UK and then complete an approved course at a school registered with the Association of Racing Kart School (ARKS). The procedure to be followed is contained in the 'Pack'. Exemptions are as follows:

8.3.3. Anyone who can provide proof of having ever held a Kart Clubman or KX Licence and can produce written proof of having been classified as a finisher in at least 6 Kart Endurance, Kart Tyro/Clubman or KX races, held under the jurisdiction of Motorsport UK, during 2021, 2022 or 2023. (The 'Starting Karting Pack' is required in this instance and the Driver will be required to pass the ARKS written examination.)

8.3.3.1. Anyone who can provide proof of having ever held an RS Clubman Licence and can produce written proof of having been classified as a finisher in at least 6 Super KX races held under the jurisdiction of Motorsport UK during 2021, 2022 or 2023. They will not be required to undertake the ARKS test and will not be considered a novice under U.14.1.2.

Date of Implementation: 01 February 2024

Reason: With the increase in popularity of Super KX races, the Committee want to ensure that we are properly catering for those new drivers to become further involved in karting ensuring there is a pathway available for them to do so.

Prior to competing in Super KX events drivers are required to undertake Induction Training including a online ARKS test if over 18 or a written ARKS test if under 18. It was therefore considered that these drivers should not be required to undertake a further ARKS test.

Section G – Officials

Proposed Regulation

G.13.1 All Officials and Marshals ~~who volunteer~~ at an Event must identify themselves by signing on in order to obtain Personal Accident Insurance cover. They must also sign the following undertaking:

~~'I agree to act in an official capacity at this meeting~~ Event and in consideration of this the Organising Club(s) have effected for my benefit a Personal Accident Insurance Policy for death or benefits as prescribed more specifically by ~~the ASN Motorsport UK.~~

I have been given an opportunity to read the General Regulations of Motorsport UK and, if any, the ~~Supplementary Regulations~~ Official Documents for this Event and agree to be bound by them.

~~'I declare that I am physically and mentally fit to carry out my duties and that I~~ do not have any disabilities or mental health conditions that may affect my ability to carry out my duties. I declare that I have not consumed any substance with may affect my ability to carry out my duties. I will inform the Organisers immediately should any change in my condition occur which I have reason or ought to have reason to believe would affect my ability to carry out my duties.

I acknowledge that I understand the nature and type of Competition and that ~~as an Official,~~ I may be exposed to the potential risk and dangers inherent in motor sport and I will undertake my duties with their associated risks with due and proper regard for my safety and that of others.

Further, I understand that all persons having any connection with the promotion and / or organisation and / or conduct of the Event are insured against loss or injury caused through negligence.

~~I declare that I am not suffering from any infirmity or physical disability likely to affect the performance of my duties as an Official of the event.'~~

I hereby agree to abide by ~~all ASN Codes, Guidelines and Policies and where applicable those of the FIA. Motorsport UK Safeguarding Policy and Guidelines.~~

G.13.1.1 ~~All Officials, Marshals and members of the media must be identified by armbands, tabards or badges (D.32.3) which are not transferable~~ Officials, Marshals, Volunteers and members of the media must be suitably dressed for their role and be readily identifiable as such.

G.13.1.2 ~~Officials, Marshals, Volunteers and members of the media undertake~~ perform their duties at their own risk and must not put themselves at unnecessary risk beyond that required for the performance of them. ~~go no nearer the course than is essential to perform their duties.~~

G.13.1.3 ~~No Official under the age of 18 should be given duties that require them to be outside an enclosure, unless under the direct supervision of an experienced adult Official.~~ Officials, Marshals and Volunteers under

the age of 18 must only be given duties that require them to be within a location specified by the Organising Club unless they are under the supervision of a responsible adult, Official, Marshal or other Volunteer.

G.13.1.5 ~~Organisers should be in possession of the addresses of all Marshals and Officials.~~ Organisers must be in possession of the addresses, contact details and emergency contact details of all Officials, Marshals and Volunteers.

Date of Implementation: Immediate

Reason: Refreshing the text to reflect practice, reviewed requirements and modernised and reviewed language

Section C – Judicial

Proposed Regulation

2.2. Variation to Judicial Procedures:

By sanction of Motorsport UK the Regulations for the British Touring Car Championship are permitted to vary the judicial procedures **to enable as follows:**

- a) In respect only of driving offences **listed under** ~~contrary to~~ General Regulation **C.2.1.5** ~~1.1.5 or 1.1.6~~ in order that Penalties not referred to in ~~the~~ these Regulations may be imposed **including but not exclusively deduction of Championship Points as a consequential penalty.**
- b) **So that** the structure of Appeals and consequential procedures permitted by the applicable Championship Regulations ~~for the Championship~~ may be varied from that contained in these Regulations.
- c) **So that in limited technical categories (as notified annually to the ASN) eligibility decisions may be appealed to the Stewards of the Event with right of continued appeal to the National Court preserved.**

Date of Implementation: **Immediate**

Reason: Amended in light of changes to current practice causing the reduced application of C.1.1.5 (that being reserved for the gravest offences). Driving offences are now more commonly penalised under Q.12.18, Q.12.21 and Q.12.23. To enable limited types of eligibility matters to be dealt with at the Event but with onward rights of appeal preserved.

Section Q – Circuit Racing

Proposed Regulation

Flag Signals

12.24. ~~Flag~~ Signals shall be given in accordance with the following. **At venues where light panels are operational these light signals will take priority and may be supplemented with flags:**

12.24.1. Each Flag Marshalling Post shall be provided with a Hazard Area Board (not applicable at Kart Circuits), a light panel control box (where fitted) and the following flags: Yellow, Yellow and Red, Green, Blue, Red, White and Purple (if required), and shall be staffed by marshals who are competent in their use. The Clerk of the Course shall be provided with, or have under their direct control, a Red flag, a Black flag, a Black and White flag split diagonally, and a Black flag with an Orange disc, together with means for clearly displaying a competing car's number should it be necessary, as well as penalty boards. The National flag and a Black and White chequered flag shall be available at the start and finish line or lines for appropriate use.

12.24.2. All marshals' posts shall show a Green **signal** ~~flag~~ during the first lap of each practice session, and during each formation lap.

12.24.3. Officials' Signals will be conveyed to drivers by the following ~~flag~~ signals which may be displayed with an appropriately coloured panel to which the competitor number may be attached:

(a) Red/Green lights or National flag: Race start.

(b) Blue ~~flag~~ – Stationary: Another competitor is following close behind.

(c) Blue ~~flag~~ – **Flashing**/Waved: Another competitor is trying to overtake.

(d) White ~~flag~~: A service car or slow moving vehicle is on the circuit. The white ~~flag~~ **signal** will be flashing/waved to indicate the sector of the track that the slow moving vehicle is in, and displayed stationary whilst the vehicle is in the next sector.

(e) Yellow ~~flag~~ – **Flashing**/Waved: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

(f) Yellow ~~flag~~ – Double **Flashing**/Waved: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. ~~(This signal may be supplemented or replaced by flashing yellow light(s), as an added warning.)~~

- (g) Yellow flag with Red Stripes – Stationary: Slippery surface ahead.
- (h) Yellow flag with Red Stripes – **Flashing**/Waved: Slippery surface imminent.
- (i) Green flag – **Flashing**/Waved: All clear, at the end of a danger area controlled by yellow **signal** flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during each formation lap.
- (j) Red flag – Immediately cease driving at racing speed and proceed slowly, without overtaking and with maximum caution to the pits or start line obeying marshals instructions and being prepared to stop should the track be blocked. At venues where light panels are operational then these signals will be simultaneously broadcast by Race Control to all marshals' posts.
- (k) Black flag with Orange disc displayed with the competitor's number: Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The car concerned must call at its pit for repairs on the next lap.
- (l) Black and White Rectangular flag **signal** split diagonally and displayed with the competitor's number: A warning, to the driver that their behaviour is suspect and that they may be Black-flagged on further reports.
- (m) Black flag **signal** displayed with the competitor's number: The driver must stop at their pit on the next lap of receiving the signal and report to the Clerk of the Course. A penalty of disqualification may be enforced by display of the Black flag.
- (n) Black and White Chequered flag: End of Race or Practice.
- (o) Hazard Area Board: A warning of a hazard that was not present when the practice/race commenced.

12.24.4. At an incident where the track is obstructed, or marshals are working at the trackside, the following signals will be used:

- (a) A **FLASHING** / WAVED Yellow flag **signal** at the post before a DOUBLE FLASHING / WAVED Yellow flags **signal** (~~This waved yellow flag may also be supplemented or replaced by flashing yellow warning lights~~).
- (b) A double FLASHING / WAVED Yellow flag **signal** at the post immediately preceding the incident. (~~These waved yellow flags may also be supplemented or replaced by flashing yellow warning lights~~).
- (c) A waved Green flag **signal** at the post immediately after the incident.
- (d) If the incident is well off the track and marshals are not working at the trackside, the incident may be indicated by a single **flashing**/waved yellow **signal** flag, followed by a waved green **signal** flag, or by a Hazard Area board.
- (e) The Code 60 flag **signal** (Purple)
The Code 60 flag **signal** may be brought into operation to neutralise a race at the sole decision of the Clerk of the Course provided that all flag **signal** points are in communication with race control, its use will have been confirmed in the SR's, and its operation in accordance with Appendix 4, Operation of Code 60 and explained in the drivers briefing.

12.24.5. Overtaking or not slowing down is an offence from the point of passing the Yellow **signal(s)** flag(s) until the Green **signal** flag is passed.

12.24.6. If a hazard has been indicated by Yellow **signals** flags as above, the **signals** flags may be withdrawn, even though the hazard remains. It will then be indicated by a Hazard Area board at the **flag signal** post preceding the hazard. It is then the competitor's responsibility to take appropriate care.

12.24.7. When a race is stopped by the Red **signal** flag, the method of re-starting or deciding the result will be in accordance with 12.15.2, 12.15.3., 12.15.4. and 12.16.

Appendix 3: Operation of Safety Car

1.4. When the order is given to deploy the Safety Car a **flashing/waved yellow flag signal** and "SC" board will be displayed at the start/finish line. The **flashing/waved yellow flags signals** and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their **flashing/waved yellow flag signal** and "SC" board. **At venues where light panels are operational then these signals will be simultaneously broadcast by Race Control to all marshals' posts and may be supplemented with flags** ~~This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available.~~

Date of Implementation: 1st January 2024

Reason: With phase 1 of the installation of light panels now complete the Committee advised that their installation has been well received by competitors and data shows quicker driver reaction to the light panels compared to flags alone.

However it would appear that not all organisers have been running the light panels as the primary signal which causes confusion for competitors and marshals where differing procedures are being adopted by organisers.

This clarification of the hierarchy of signals will be supplemented with further training material for Clerks and Organisers as well clear information for marshals. The marshals light panel training video developed earlier this year has been positively received however there are concerns that many may not have watched this training element.

Therefore the Committee have requested that greater degree of background explanation is provided to marshals together with clear information is provided to the marshalling community of the continued importance of their role.

Section S – Sprints, Hill Climbs & Drag Racing

Wording redrafted following consultation for clarity purposes.

Added text

deleted text

Proposed Regulation

Junior Sprint & Hill Climb

7.1.9. Junior Sprint and Junior Hill Climb Competitors aged 14 to 16 may compete **until the end of the year of their 16th birthday**, at Interclub status, in **vehicles of the following types which will be classified separately from each other**:

(a) a Standard Car of no more than ~~1400cc~~ **110bhp maximum power output** and in compliance with ~~11. until the end of the year of their 16th birthday.~~

(b) ~~A (a) Alternately Junior Sprint and Junior Hill Climb Competitors aged 14 to 16 may compete, at Interclub status, in a vehicle in compliance with N7.1 (Junior Rallycross), N4.21 (Junior Autocross), Q7.1 (Junior Car Racing) or R45 (Junior Rally) and would be required to be classified separately.~~ Tyres must be to List 1A, List 1B or as specified in the regulations of a current Junior Car Racing Championship. ~~(b) Any Competitor entering a vehicle in compliance with Q.7.1. or R.45. will be required to present their junior formulae licence.~~

7.1.9.1. Junior Sprint. New Competitors will be required to drive observed laps prior to the Competition in order to satisfy the Clerk of the Course that they are competent to take part, subject to the following:

(a) Start singly and run over the duration of the course at least 3 times.

(b) A Motorsport UK licensed driver may accompany the new Competitor, subject to approval of the Clerk of the Course.

(c) Observed laps are not required if the Competitor can provide the Clerk of the Course with proof of having competed as a Driver in three other Motorsport UK Permitted events.

7.1.9.2. Junior Hill Climb. For participation in Junior Hill Climb events the Competitor must have gained signatures for having successfully completed a minimum of three Junior Sprint events.

11. Regulations for Standard Cars

11.1. Description

11.1.1. Standard Cars– Saloons and Sports Cars produced in quantities of not less than 5000 per annum of unitary construction, two wheel drive and up to **(except for Junior sprint and hill climb per 7.1.9)** 2litre engine capacity. The cars must be manufactured after 1st January 2000 and be type approved. Any replacement components fitted must be a Standard Part/Standard Pattern Part.

Date of Implementation: 01 February 2024

Reason: With concern having been raised that the majority of <1400cc cars are now end of life it was noted that modern vehicles of similar performance are generally turbocharged and greater than the 823cc permitted by the 1.7x multiplier. The bhp limit is effectively the same as the capacity limit due to the standard regulations yet would allow more vehicles, specifically modern ones, to compete.

The Sub Committee were presented a chart which provided comparison in addition in respect of the concern having been previously raised in regard to remapping and performance advantage the data showed that there would not be too much change.

Any additional power output would be visibly obvious and would then be subjected to testing as per existing procedures.

Having conducted research it appears that the proposed change would permit a wider range of vehicles without substantial power increase. The category will remain limited to Standard Cars only although the Sub Committee also considered that provision should be made for other junior formulae drivers and vehicles. All other junior formulae have capacity limits and strictly controlled with heightened safety standards; with Junior Race and Junior Rally having to satisfactorily complete their respective training courses and the driver would be required to present their junior formulae licence for their respective category.

Section N – Autocross & Rallycross

Proposed Regulation

N.6.1516. If the engine/motor(s) is run with the drive engaged whilst the Vehicle does not have any of the driven wheels in direct contact with the ground the Vehicle must be securely supported on stands (not jacks) and:

- (a) A competent person must be in the driver's seat while the engine/motor(s) is running and
- (b) There must be a safe zone around the Vehicle with only essential personnel admitted while the engine/motor(s) is running and
- (c) Each Driver/Entrant is responsible for controlling and managing the above obligations within their own paddock space and for briefing their own personnel on all matters of safe work practices.

Date of Implementation: 01 February 2024

Reason: Following Sprint & Hill Climb Sub Committee proposing regulation relating to unattended vehicles (which was brought about following an incident), the Autocross & Rallycross Sub Committee noted the provision within the British Rallycross Championship Regulations which it was agreed should be a National Competition Rule and therefore a requirement across the discipline.

Section N – Autocross and Rallycross

Proposed Regulation

N.2.17.7. Cross Car (XC) and Cross Car Junior (XC Jnr.) are rear engine 4 wheeled (2 wheel rear drive) single seater vehicles with a multitubular space frame chassis which must have a safety cage as an integral part of the chassis. Motorsport UK have adopted the FIA technical regulation guidelines and these are available upon request (with the exemptions detailed in 2.17.7.1.).

- (i) XC – Cross Car. A Competitor may participate from their 16th birthday. The minimum Vehicle weight with the Driver wearing full racing apparel on board and with the fluids remaining at the time the measurement is taken will be 425 400kg with a recommended Vehicle power of 130hp.
- (ii) XC Jnr. – Cross Car. A Category reserved for Drivers having reached the year of their 14th birthday and who may continue until 31st December of the year of their 16th birthday. The Vehicle power will be no greater than 75hp with a minimum Vehicle weight of with the Driver wearing full racing apparel on board and with the fluids remaining at the time the measurement is taken 410 385kg
- (iii) The minimum Vehicle weight with neither the driver nor full racing apparel and with the fluids remaining at the time the measurement is taken is 345kg. At no time during the Competition may a Vehicle weigh less than this minimum weight.

N.2.17.7.1. FIA Technical Regulations for Cross Cars permitted exemptions:

- (i) The FIA homologated ECU may be replaced with the ECU specific to the series model of motorbike engine. The ECU may be further restricted by Championship Regulations or SRs in respect of a standalone Event.
- (ii) The manifold and exhaust are free (J.5.16 and J.5.17. applies)
- (iii) Tyres are free (subject to Motorsport UK approval)
- (iv) The series model of motorbike engine GSXR K is permitted

Date of Implementation: 1st January 2024

Reason: The Autocross & Rallycross Sub Committee were asked to consider exceptions to the Cross Car Technical Regulations which would reduce the overall cost of the vehicles and which would also accord with national cross car in Europe where other ASNs do not fully comply with the FIA regulations. In addition the Sub Committee were advised that the FIA had amended their weights and therefore the proposals to 2.17.7. realigns the weights.

The exemptions proposed for 2.17.7.1. allows for a non homologated ECU, the homologated ECU also requires a digital dash which is circa £5000. This proposal also allow a championship or a stand alone event to further restrict ECUs if they deem it necessary.

With problems experienced with complying with UK noise limits using the FIA homologated exhaust the proposals would allow manufacturers to find better solutions.

The proposal for tyres will allow championships to nominate their own tyres subject to Motorsport UK approval and finally allowing the non homologated GSXR K series bike engines would not only reduce the cost but they also are more readily available.

Section F – Emergency and Medical Services

Proposed Regulation:

General

1.6 Emergency vehicles must be maintained in accordance with the manufacturer's specifications to road legal standards and when used on the Public Highway must be road legal in compliance with UK legislation and have a current MOT (where required for its vehicle class).

Reason: To ensure emergency vehicles are road legal when operating on the public highway and to ensure the condition of the vehicle complies with a known safety standard.

Implementation: Immediate