

Proposed Regulation Changes

For consideration by Motorsport UK Board

Appendix	Committee	Proposal	Date of Implementation	Conclusion
1A	Race	Ch.4 Art.1.8: Clarity of responsibility for Championship IP infringements.	01 January 2026	
1B	Race	Ch.12 App.6 Art.3.1: Amendment of 2 Competition Calendar years to 24 months in relation to practice requirements.	01 January 2026	
1C	Race	Ch.12 App.6 Art.9.1: Race Stops rollback	01 January 2026	
1D	Race	Ch.12 App.4 Art.4.12.a: Two-way radio permissions.	01 January 2026	
1E	Race	Ch.5 App.5 and App.7: Track Limits Penalties	01 January 2026	
2A	Judicial	Ch.2 App.1 Art.1.3: Breach of dishonesty reserved exclusively for the National Court	01 January 2026	
2B	Judicial	Ch.2 App.10 (Right of Review): clarity of criteria and removing automatic hearing requirement.	01 January 2026	
2C	Judicial	Ch.1 App.1: Clarification on permitted contact in Parc Ferme	01 January 2026	
2D	Judicial	Ch.2 App.8 Art.1.24: No defence to technical infringement that no performance advantage was gained.	01 January 2026	
2E	Judicial	Ch.3 App.1 Art.7 Relaxation to allow Clubs to publicise Events prior to issuing of a Permit.	01 January 2026	
2F	Judicial	Ch.2 App.8 Art.2 Reorganisation of technical penalties due to contradicting regulations following previous NCR amendments.	01 January 2026	
2G	Judicial	Ch.1 Art.6.1 To exempt non-organising clubs from mandatory CSO requirements	01 January 2026	
2H	Judicial	Ch.1 App.1 Amendments to Club Member voting rights to exempt Clubs from the mandate of having to allow minors to vote at AGMs.	01 January 2026	
3	Cross Country	Ch.20 App.10: Hydraulic Steering amendments	01 January 2026	
4A	Kart	Ch.18 Art.3: Ability to waive right to a Hearing for Kart Non-Compliances	01 January 2026	
4B	Kart	Ch.18 App.7 Art.3: Prohibition of non-approved/modified visors	01 January 2026	
4C	Kart	Ch.18 App.5 Art.1.33: Amendment to current proposed wording. Change to 'Race or Qualifying Heat' to 'Session'.	01 January 2026	
5	Rally	Ch.13 (Various): Class requirements, competitor seeding, Code Boards, Quiet Zones)	01 January 2026	
6	Sprint & Hill Climb	Ch.14 App.1: Amendment of 2 Competition Calendar years to 24 months in relation to practice requirements.	01 January 2026	

Updated: 18 November 2025

REGULATION CHANGES FOR RULES COMMITTEE following consultation

Committee:	Race Committee
Date of Meeting:	16 th October 2024
Closing date for consultation:	3 rd January 2025
Email for comments:	raceconsultation@motorsportuk.org

amendments following consultation

Proposed Regulation

Chapter 4 - Championships

1. General

- 1.8. A **Championship** or **Series** application must be submitted to the **ASN** by the **Registered Club** and / or coordinating organisation on the prescribed **ASN** form and must be issued with a **Championship Permit** or **Series Registration** before entries are accepted. These entities shall be jointly or severally **known as 'Championship Organisers'**.

The **Championship Organisers** are solely responsible for ensuring that they are not infringing any third party intellectual property rights. When making an application, the Championship Organiser must confirm that they have addressed any and all issues relating to third party IP rights. Any IP issues that subsequently arise may result in the withdrawal of any Championship Permit with immediate effect. Notwithstanding the above, the ASN shall not be responsible for any IP infringement by a Championship Organiser.

Date of Implementation: 1st January 2025~~6~~

Reason: Clarification.

This change ensures that **Championships or Series** are solely responsible for ensuring that third party IP rights are not infringed.

REGULATION CHANGES FOR RULES COMMITTEE following consultation

Committee:	Race Committee
Date of Meeting:	18 June 2025
Closing date for consultation:	8 August 2025 5 September 2025
Email for comments:	raceconsultation@motorsportuk.org

Proposed Regulation

Chapter 12 – Race

Appendix 6 - Competition Regulations

Practice

- 3.1. Every **Driver** including **Drivers** of **Vehicles** which are to give performance demonstrations must be given the opportunity of practicing in conditions similar to those to be expected in the **Competition** and any **Driver** who has not previously raced over the course in its current configuration within the preceding **24 months** ~~**Competition** calendar years~~ must complete at least three Practice laps in the **Vehicle** to be raced by the **Driver** during which the **Driver** shall satisfy the **Clerk of the Course** as to their competence. **Drivers** must be given at least the following opportunity for **Practicing**:

Date of Implementation: 1st January 2026

Reason: Following a number of enquiries the Committee were asked to consider revising the timescale of 2 competition calendar years. It was subsequently agreed that 24 months preceding circuit attendance was appropriate.

REGULATION CHANGES FOR RULES COMMITTEE following consultation

Committee:	Race Committee
Date of Meeting:	18 June 2025
Closing date for consultation:	8 August 2025 5 September 2025
Email for comments:	raceconsultation@motorsportuk.org

Proposed Regulation

Chapter 12 – Race

Appendix 6 - Competition Regulations

9 Stopping of a Race

9.1 Any **Race** can be stopped at the sole discretion of the **Clerk of the Course** by ordering the ‘waving’ of the **Red Signal** at the **Start/Finish** line. **Competitors** will be warned that the **Race** has been stopped by the simultaneous ‘waving’ of the **Red Signal** at all **Flag Marshalling Posts**.

.....

f. The roll back of laps is for the declaration of results. Any **Track** limit breaches incurred on the discounted laps will not be counted or considered in any way. Any other incident or breach of the Regulations on the discounted laps will not be invalidated and will be reviewed by the **Clerk of the Course** who will impose penalties as deemed necessary. Only **Vehicles** which are proceeding under their own power at the showing of the **Red Signal** will be classified (if restarted Art.9.1.b and d. above will apply).

Date of Implementation: 1st January 2026

Reason: It has become apparent that there are inconsistencies in the application and interpretation of the current race stop rules, specifically relating to incidents and breaches for those laps discounted. The above proposal provides the needed clarity to the regulation to ensure consistent application of the rules.

REGULATION CHANGES FOR RULES COMMITTEE following consultation

Committee:	Race Committee
Date of Meeting:	18 June 2025
Closing date for consultation:	8 August 2025 5 September 2025
Email for comments:	raceconsultation@motorsportuk.org

Proposed Regulation

Chapter 12 – Race

Appendix 4 - Organisers' Regulations and Restrictions

Radios and the transmission of electronic signals

- 4.12 **Vehicles** 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:
- International status Races and National** (non-Historic status) and ~~British Championship Races~~ **where permitted within Championship Regulations.**
 - Races** which involve a **Driver** change
 - Where the **Competitor** has an **ASN** approved information system tuned to the frequency of a transmitting device which is under the direct and sole control of the **Clerk of the Course** or **Chief Timekeeper**. The system is to be used solely for providing **Competitors** with timing data issued by the **Chief Timekeeper** and/or electronic **Signals**, instructions or warnings issued on the instruction of the **Clerk of the Course**.
 - If a frequency used by a **Driver / Team / manufacturer / constructor** and / or any of their suppliers (**Participant**) interferes with a frequency used by a local service or **Event Officials** or another third party the **Participant** concerned may be required to change its radio frequency to a non-conflicting frequency to the satisfaction of the **Officials** of the **Event** and in accordance with the requirements of Ofcom. The **Participant** may be suspended from testing and **Qualifying** and **Racing** until a change of frequency has been provably effected.
 - Races** where **Spotters** are permitted.

Date of Implementation: 1st January 2026

Reason: The Committee were asked to consider extending the ability for use of two-way radios in Circuit Racing. Whilst acknowledging that due to operational need driver change races need the facility for two-way radios the Committee consider that this ability should be restricted to national status championship events as well as international races.

REGULATION CHANGES FOR CONSULTATION

Committee:	Race Committee
Date of Meeting:	18 June 2025 / 15 October 2025
Closing date for consultation:	8 August 2025 5 September 2025
Email for comments:	raceconsultation@motorsportuk.org

Proposed Regulation

Chapter 5 - Officials Part A

Appendix 5 - Clerks of the Course

Powers

2.3. Other than those breaches reserved exclusively for the **National Court** ([Chapter 2 App.1](#)) the Clerk, (or their Deputy except in very serious cases), has the power to impose penalties in accordance with Chapter 2 (excluding Suspension and Exclusion) and the following:

.....

- i. For **Circuit Racing Track** limit infringements only (**Ch.12 App.7 Art.1.11.2**), to rescind an in-race **Penalty** awarded following **Judge of Fact** reports where on-board video, that has remained fully under the control of the **Organisers** and was not available during the **Race**, shows clearly that the judgement was flawed or provides evidence allowing for mitigation of the breach. Any such **Decision** must be documented.

Chapter 12 - Race

Appendix 7 - Track Regulations and Driving Standards

1.11 Breaches of **Art.1.6 above** may be penalised as follows:

- a. In qualifying the lap on which the breach occurred should be disallowed. Note should be made on the **Results** of any times disallowed.
- b. During **Races** the following scale of **Penalties** will be applied:

1st breach – no **Penalty**

2nd breach – warning **Signal**

3rd breach – a 5 second **Time Penalty** added to **Race** time

4th breach – a further 10 second **Time Penalty** added to **Race** time

5th breach – **Drive Through (App.10 Art.2.l) Penalty** in addition to the preceding **Time Penalties**

6th breach – Black **Signal**

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18th June 2025

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Care should be taken to ensure that all **Signals** (flag and / or **Light Board / Panel**) ~~should~~ **must** have been displayed to the **Driver** concerned before moving up the penalty scale. All penalties applied must be noted on the **Results**.

1.11.2. The above 5 and 10 second penalties that have been imposed during a **Race** may be reviewed (**Ch.5 Part A App.5 Art.2.3.i**) by the **Clerk of the Course** in exceptional circumstances using on-board video that has remained fully under the control of the **Organisers** and was not available during the **Race**, following which they may determine whether the time **Penalty** / penalties be rescinded or not. No other **Penalty** may be reviewed and there is no Right of **Appeal** against the decision of the **Clerk of the Course** in this matter.

Date of Implementation: 1 January 2026

Reason: Following recent events which had highlighted at times for a need and wish by Clerks to have the authority to rescind track limit penalties (post race) imposed during the race the Committee were supportive that the Clerks should have that ability. This would only be in regard to 5 and 10 second penalties however it is also noted that any subsequent drive through penalty would remain and would/could not be overturned.

In addition it was brought to the Committees attention that 'must' had been amended to 'should' which had not been the intention of a previous revision and the Committee were agreed that the signal must be displayed to the driver and subsequently requested that the wording revert in this respect.

REGULATION CHANGES FOR CONSULTATION

Committee:	Judicial Committee
Date of Meeting:	16 July 2025
Closing date for consultation:	17 October 2025
Email for comments:	judicialconsultation@msauk.org

Proposed Regulation

CHAPTER 2 JUDICIAL

Appendix 1

Art.1.3 Any dishonest act or proceeding in connection with any Competition or Event or motor sport generally

Art.1.3.1 Any allegation of, or suspected case of, dishonesty shall be referred exclusively to the **National Court** and shall not be dealt with by the **Officials** at the **Event**. For the avoidance of doubt, nothing in this Regulation shall prevent the **Officials** from taking appropriate action, or otherwise dealing with, any other breach of the **NCR** (other than the dishonest element) arising out of the same incident or the surrounding circumstances/facts.

Date of Implementation: 01 January 2026

Reason: The onus on Officials to determine if an offence/action had been committed dishonestly was a legal burden that would inevitably involve additional legal expertise and analysis of the circumstances. To remove this legal burden, and ensure decisions are being formed following review of the entire incident and intention, this offence is now reserved for the exclusive jurisdiction of the National Court.

Explanatory Notes:

1. This regulation is designed to recognise the severity of any allegation of Dishonesty. Dishonesty is an intentional act.
2. A finding by Motorsport UK, the National Court, that a Competitor has behaved dishonestly may have effects far more wide-reaching than a finding of a breach of the NCR in terms of their personal or professional lives. Accordingly, any allegation of dishonesty is only to be dealt with by the National Court following thorough investigation which the pressured timescales of an Event simply do not allow.
3. However, it is very likely that factual circumstances which lead to a suspicion of dishonesty will constitute a breach of another of the NCR. Nothing in this rule prevents Officials at the Event from taking action in respect of the breach of that other NCR.
4. By way of example:

Judicial Committee Action Sheet

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A.

- A seal on an engine is found to be broken in contravention of the NCRs.
- The Official may well be thinking that was done deliberately and dishonestly.
- The Official at the Event may consider a breach of the NCR because of the simple fact the seal has been broken.
- If the Official decides there should be an enquiry into whether the seal was broken dishonestly, the Official must refer that matter to the National Court.

B.

- A competitor presents a helmet at scrutineering. It fails.
- The Competitor presents another helmet which passes.
- It is then found that the Competitor wore the first helmet in the race.
- The Official may decide to deal with that as a breach of the relevant NCR and will therefore do so at the Event.
- The Official may also decide that the matter should be investigated to see whether this was done dishonestly. If the Official does decide the matter needs investigation, this element must be referred to the National Court.

REGULATION CHANGES FOR CONSULTATION

Committee:	Judicial Committee
Date of Meeting:	16 July 2025
Closing date for consultation:	17 October 2025
Email for comments:	judicialconsultation@msauk.org

Proposed Regulation

CHAPTER 2 JUDICIAL

Appendix 10

1.5 Where the Application is submitted at the Event then the relevant Judicial body:

a. may determine the matter at the Event or subsequently in accordance with the remainder of this Appendix 10.

b. must copy the Application and Fee Undertaking to legal@motorsportuk.org and where one is appointed then to the ASN Steward to be included in the Steward's Event Report.

1.6 The Application for Review must, subject to Art.1.17 below, be submitted with a Fee Undertaking no later than 7 calendar days next following the date of the Decision.

1.7 The Review process must be concluded in accordance with Art.1.15 and Art.1.16 and the Decision must be published as an Event Official Document and must be copied to legal@motorsportuk.org.

1.8 the Review Body must ~~hold a Hearing and~~ meet (in person or by other means) on a date determined in its discretion subject to **Art.1.7 above to determine, on the written submission(s) provided, whether the element presented was all of:**

- a. Significant;
- b. Relevant;
- c. New; and
- d. Unavailable to the parties seeking the review at the time of the Decision.

1.8.1 The party or parties requesting the review have the right to request a Judicial Hearing, and, in such case, the Review Body must ~~and summoning~~ the party or parties concerned to hear any relevant explanations and in the Review Body's judicial discretion to then consider any evidence

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not previously available and so to judge on the matter in the light of the facts and elements brought before them.

~~1.9 The party or parties concerned may in writing waive their right to a hearing but shall be permitted to make written representations.~~

~~1.910~~ A party is not entitled to be represented at any hearing other than those conducted by the **National Court** or the **International Court of Appeal**. A **Driver Competitor** may be accompanied by a representative of their **Entrant**, where that **Entrant** is a person.

~~1.1011~~ Pending determination by the **Review Body** a review has no suspensive effect on the execution of the original decision of the **Clerk of the Course** or the **Stewards** when they have given a ruling.

~~1.1112~~ The **Review Body** shall have the sole discretion to determine if a significant and relevant new element exists and, if so, to determine if the original decision including any penalty shall stand or be set aside or varied. This **Decision** must be recorded and forms part of the **Official Documents** of the **Event**.

~~1.1213~~ The decision of the **Review Body** as to whether or not such an element exists is not subject to appeal before any further judicial body.

~~1.1314~~ 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 Review Body must hold a Hearing and summons the party or parties concerned irrespective of whether they have exercised the right to a Hearing under Art.1.8.1.** The subsequent decision of the **Review Body** as to whether the original decision shall stand or be set aside or varied may be appealed.

~~1.134.1~~ 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: 01 January 2026

Reason: The first stage of Right of Reviews (whether a significant and relevant new element exists that was unavailable to the parties seeking the review) can and should be dealt with in writing following the application for a Right of Review. Applicants can request a Hearing to determine the first stage if they so wish; however, it is proposed that the automatic position is to conduct this consideration in writing. This is also to reduce the additional burden on Officials holding the first stage of Right of Reviews via video call following conclusion of the Event.

REGULATION CHANGES FOR CONSULTATION

Committee:	Judicial Committee
Date of Meeting:	16 July 2025
Closing date for consultation:	17 October 2025
Email for comments:	judicialconsultation@msauk.org

Proposed Regulation

CHAPTER 1 APPENDIX 1

Parc Fermé. Any secure and / or identified area designated by and under the **Control** of the **Organisers** and **Officials** of an **Event** and into which any **Entrant** or **Competitor** must place the **Competition Vehicle** and / or associated items as well as and when directed by the **Organisers** or **Officials** including the route instructions of the **Event**. ~~The only~~ **No** persons who may be present in **Parc Ferme** and **no contact is permitted** ~~the only contact with the Vehicles in Parc Ferme that are permitted shall be~~ **unless explicitly** stated in the **Official Documents** **or at the direct invitation of** the Chief Scrutineer or the Championship Scrutineer and under their supervision. Any breach of **Parc Fermé** conditions shall be a breach of these **NCR**, and the relevant penalty shall apply without consideration of whether any advantage has been gained.

Date of Implementation: 01 January 2026

Reason: Following a National Court case where ambiguity was found in the Regulations relating to the consideration of an appropriate penalty, specifically in circumstances where it may be deemed that an advantage has not been gained.

REGULATION CHANGES FOR CONSULTATION

Committee:	Judicial Committee
Date of Meeting:	16 July 2025
Closing date for consultation:	17 October 2025
Email for comments:	judicialconsultation@msauk.org

Proposed Regulation

CHAPTER 2 JUDICIAL

Appendix 8

Art.1.24 If a **Vehicle** is found not to comply with the applicable **Technical Regulations** - whether set out in these **NCR, Championship Regulations, or Supplementary Regulations** - it shall not be accepted as a defence or a mitigating factor that no advantage was gained or intended.

Date of Implementation: 01 January 2026

Reason: To reinforce the principle of strict technical compliance and reduce ambiguity arising from claims that a non-compliant vehicle conferred no performance advantage. The amendment also aligns with standard practice.

REGULATION CHANGES FOR CONSULTATION

Committee:	Judicial Committee
Date of Meeting:	05 November 2025
Closing date for consultation:	
Email for comments:	

Proposed Regulation

CHAPTER 3 ORGANISERS

Appendix 1

1.7 No Event shall be publicised by the issue of regulations or in any other way without the prior approval of the ASN in writing. The issue of a Permit constitutes such approval.

Date of Implementation: 01 January 2026

Reason: Following concerns from Organisers that this Regulation restricted them from issuing placeholders or advertising Events before a Permit has been issued. It has been agreed that this small clarification is necessary and urgent to allow Clubs to advertise Events (subject to a Permit being issued).

REGULATION CHANGES FOR CONSULTATION

Committee:	Judicial Committee
Date of Meeting:	05 November 2025
Closing date for consultation:	
Email for comments:	

Proposed Regulation

CHAPTER 2 JUDICIAL

Appendix 8

2. Consequences of an Eligibility Decision made in a Championship or Championship Event

2.1. The following Arts do not apply in respect of Art.1.21 above. In the event of a **Vehicle** being disqualified from the results of a **Championship** or **Championship Event** in accordance with **Art.1.10** or **Art.1.11**, all **Race** or **Kart Championships** will apply the Penalties detailed in Art.2.2, all **Rallycross Championships** will apply the Penalties detailed in Art.2.3 and all other **Championships** will apply the Penalties detailed in Art.2.4. Penalties may be applied even if a **Competitor** has retired from an **Event**. **Motorsport UK** may insist on additional conditions being included in **Championship** regulations.

2.4.2 Unless the regulations for a **Championship** specify a different penalty, any **Competitor** in a **Race** or **Kart Championship** whose vehicle is disqualified from the results in accordance with **Art.1.10** or **Art.1.11**, will be subject to the following **Championship** penalties. These will be applied whether the **Championship** is for **Drivers** or **Entrants** or **Manufacturers**.

- a. The **Competition** will be counted as one of the events contributing to their total **Championship** score and
- b. The **Competitor** will be disqualified from the **Competition**, forfeiting all **Championship** points, prize money and other awards relating to the **Competition** or relevant part of the **Competition**; and
- c. The **Competitor** will forfeit a total of points equal to those obtained from two first places, even if this penalty results in a minus total of points.

2.4.2.1 The **Penalty** imposed under **Art.2.4.2.c** can only be waived by the **National Court** on **Appeal**, but the **Event Secretary**, the **Clerk of the Course** or their **Deputies** must be notified of the **Intention to Appeal**. This **Penalty** will only be waived in exceptional circumstances. **Championship Coordinators** do not have the power to decide whether a penalty should be applied or waived.

2.3 Any **Competitor** taking part in a **Rallycross Championship** and whose **Vehicle** is disqualified from the results in accordance with **Art.1.10** or **Art.1.11** will be penalised as follows:

- a. the **Vehicle** will be disqualified from the relevant Results; and
- b. the **Competition** or part of the **Competition** from which the **Vehicle** was disqualified will count

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as one of the events contributing to the **Competitor's** total **Championship** score; and

- c. The affected **Competitor** will forfeit all **Event** and **Championship** prizes and awards relating to the **Competition** or relevant part of the **Competition**; and
- d. For infringements deemed of a more serious nature, the relevant **Judicial** body may additionally rule that the **Competitor** will forfeit a total of points equal to those obtained from two first places, even if this **Penalty** results in a minus total of points.

2.4. Any **Competitor** taking part in a **Championship** (other than **Racing, Karting or Rallycross**) for **Drivers, co-Drivers or Entrants** or ~~Manufacturers~~, whose **Vehicle** is **disqualified from the results** declared ineligible in accordance with **Art.1.10** or **Art.1.11** the ~~Championship Regulations~~ will be penalised as follows:

- a. The affected **Competitor** will forfeit all **Event** and **Championship** prizes and awards relating to the **Competition** or relevant part of the **Competition** and
- ~~b. They will score zero points for that round and~~
- b. The relevant **Competition** or part of the **Competition** shall be treated as a scoring element of the **Championship** and zero points shall be recorded and
- c. The round will count as one of the events contributing to their total **Championship** score.

These Penalties may not be decreased, but may be increased, by the **Championship** regulations which can only be applied by the **Championship Stewards** after a **Hearing**. **Penalties** imposed can be appealed to the **National Court**, but the **Championship Coordinator** must be informed of the **Intention to Appeal** in accordance with **App.7**. Penalties will only be reduced in exceptional circumstances.

~~2.3 The next following Arts do not apply in respect of Art.1.21 above.~~

~~2.4 The Vehicle having been Disqualified by the Eligibility Decision the affected Competitor thereby forfeits all Event and Championship prizes and awards relating to the Event or relevant part of the Event.~~

~~2.5 The relevant Event or part of the Event shall be treated as a scoring element of the Championship and zero points shall be recorded.~~

~~2.6 In a Race or Kart Championship the Competitor will additionally forfeit points equal to those attributable to two (2) first place Results even if this results in a negative Championship point score.~~

2.5 The penalty at ~~Art.2.5~~ **Art.2.2.a, 2.3.b, 2.4.b** above may only be Appealed to the National Court as an Eligibility Appeal under Art.1.15 above.

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15 July 2025

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- 2.6. Where relevant, the Penalties at **Art.2.2 –2.4** above also apply in the case of **Manufacturer Championship** awards. This **Penalty** cannot be **Appealed** per se but will be removed if the **Competitor** brings a successful **Appeal** to the **National Court** under **Art1.16** above.

2.7. **Guideline Penalties for Technical Breaches**

A schedule of suggested Penalties is provided within the **Judicial Procedures Guidelines** published on the **Motorsport UK** Website.

~~2.10 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: 01 January 2026

Reason: The Committee propose a reorganisation of this section due to duplication and contradicting articles being include from Bluebook to NCR changes. This amendment does not introduce anything new but makes it clearer as to the penalties involved.

REGULATION CHANGES FOR CONSULTATION

Committee:	Judicial Committee
Date of Meeting:	05 November 2025
Closing date for Consultation:	N/A
Email for comments:	N/A

Proposed Regulations

Chapter 1 – General Governance and Establishment

General Text

6.1. 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 ASN Safeguarding Policy and Guidelines (as amended from time to time) and the provisions of this Regulation. **All Recognised Clubs permitted to organise Events by the ASN must have a Club Safeguarding Officer licensed annually by the ASN.**

It is strongly recommended for all other Every ASN Recognised Clubs **to must** have a nominated Club Safeguarding Officer (CSO) licensed annually by the ASN.

Date of Implementation: 01 January 2026

Reason: The last sentence of this Regulation was approved for implementation in February 2024. The intention of this Regulation was to ensure that all Recognised Clubs organising Events had a CSO. Recognised Clubs who do not organise Events are not currently required to have a CSO, although it is recommended. It is deemed that requiring Recognised Clubs to have a CSO when they do not organise Events is overly stringent and not achievable at this moment in time. Therefore, this relaxation is proposed due to the unintended consequences of the 2024 change and to align with current practices.

This proposal has been drafted in collaboration with the Safeguarding Team and Clubs Team.

REGULATION CHANGES FOR CONSULTATION

Committee:	Judicial Committee
Date of Meeting:	05 November 2025
Closing date for Consultation:	N/A
Email for comments:	N/A

Proposed Regulations

Chapter 1 – General Governance and Establishment

Appendix 1 – Nomenclature and Definitions

Registered Member of a Club. Any **Member** of a **Club**, other than an Honorary **Member**, who has been duly elected and accepted for membership for at least 12 months or the balance of the **Club's** current membership year. Any form of membership that permits the holder to compete in **Club Events**, must also entitle such a member to be present and vote at General Meetings of the **Club**, **unless that member is under the age of 16 in which case a parent or guardian may exercise the vote on their behalf, if so required by the Club.**

Date of Implementation:

Reason: This has been highlighted by a number of Clubs stating that they have Club Members who are under the age of 16 and the mandate that all members must be able to vote conflicts with the Club rules. Many Clubs do not wish for under 16s to be eligible to vote at AGMs.

REGULATION CHANGES FOR CONSULTATION

Committee:	Cross Country Committee
Date of Meeting:	17 July 2025
Closing date for Consultation:	17 October 2025
Email for comments:	crosscountryconsultation@motorsportuk.org

Chapter 20 – Cross Country

Appendix 10 – Technical Regulations

20. Trials and Orienteering

- 20.3 For **Cross Country Vehicle Trial Events** steering provided by hydraulic or other method of operation (i.e. not by a direct mechanical link) is permitted. Hydraulic systems may not exceed an operating pressure of 150bar.

Date of Implementation: 01 January 2026

Reason: Following review at Committee, it was identified that clarification was required as to what Cross Country events would permit steering provided by hydraulic or other method of operation (i.e. not by a direct mechanical link) as it is currently only specifically referenced in Competitive Safari & Challenge Event. It is accepted that steering provided by Hydraulic or other methods was already in use in Cross Country Trial Events. This regulation proposal is to formalise that accepted practice along with current standards mirroring Challenge Events which are deemed as comparable events.

Appendix 10 – Technical Regulations

22. Miscellaneous – All Events

- 22.16 Steering provided by hydraulic operation (i.e. not by direct mechanical link) is prohibited unless fitted on a production **Vehicle** by the manufacturer or permitted under the **Specific Technical Regulations** of this Appendix.

Date of Implementation: 01 January 2026

Reason: This regulation proposal is to work in conjunction with the proposal for 20.10.20.3 to close the loop and explicitly prohibited the use of steering provided by hydraulic or other method of operation (i.e. not by a direct mechanical link) in other Cross Country events unless fitted on a production Vehicle by the manufacturer.

REGULATION CHANGES FOR CONSULTATION

Committee:	Kart Committee
Date of Meeting:	11 March 2025
Closing date for consultation:	25 April 2025
Email for comments:	kartconsultation@motorsportuk.org

Proposed Regulation

Chapter 2 Judicial, Appendix 8 Breaches of Technical Regulations

Procedures at Short Circuit Kart Events shall be conducted in accordance with Ch.18 App.6 Art.3.

Chapter 18 Karting, Appendix 6 Short Circuit specific Judicial provisions

3. Variation to Technical Non-Compliance Procedures

3.1 When a non-compliance report has been issued by a **Technical Official** who is listed in the **Official Documents** as a **Judge of Fact**, and is issued and signed in accordance with the procedures detailed in Ch.2 App.8, **Competitors** shall be able to waive their right to a **Judicial Hearing** when the non-compliance is not contested.

3.1.1 Any such **waiver** must be clearly indicated via completion of the relevant section on the non-compliance report, including a signature from the **Competitor** (or **PG Licence** holder or **Entrant** where appropriate). The **Judicial Officials** are still required to issue a **Decision** imposing the relevant penalty which shall be provided to the **Entrant** via the usual means.

Date of Implementation: 1st January 2026

Reason: Kart Committee consider that where a non-compliance report has been issued by those defined in Ch.2 App.8 who is named as a Judge of Fact in the Official Documents, and where a non-variable mandatory penalty is applicable then the need for a hearing with the Clerk / Steward is not required.

This proposal would also be accompanied by changes to the non-compliance report providing the ability for Entrants to agree to decline attendance at a judicial hearing and acknowledge that a mandatory penalty will be applied. A Clerks/Stewards decision sheet would still be issued and provided to the competitor as is normal procedure.

This would save time at Events for Competitors and Officials alike.

REGULATION CHANGES WITHOUT CONSULTATION

Committee:	Kart Technical Sub-Committee
Date of Meeting:	16 September 2025
Closing date for consultation:	N/A
Email for comments:	N/A

CHAPTER 18 - KARTING

Proposed Regulations

Chapter 18 – Appendix 7 – Article 3 – Crash Helmets

- 3.1. Crash helmets bearing the **ASN** Approval Sticker must be worn at all times during training and **Practice** and **Competition**.
- 3.2. The user must ensure that the helmet is to a standard specified in the current **ASN NCR** and that it fits and is secured properly and that it is in a serviceable condition. Refer to [Chapter 9](#).
- 3.3. Full face helmets complete with visor are mandatory.
- 3.4. Visors must be manufactured by the helmet manufacturer and must not impede vision.
- 3.5. For helmets with 8858-2010 Helmet M6 anchorages (FHR attachment points), the M6 anchorages cannot be fitted in Karting for safety reasons.
- 3.6. Any other modification or addition of non-approved accessories (for example, helmet cameras, visors, etc) will render any **ASN** and / or **FIA** approval of the helmet invalid

Date of Implementation: [01 January 2026](#)

Reason: Following a paper written to Kart Technical Sub-Committee from Gaynor Heath of Kart Committee regarding the increasing volume of aftermarket and non-approved visors being worn at Kart meetings, the Kart Technical team have, following discussion and approval from the Kart Technical Sub-Committee, identified the appropriate regulation from Appendix L of the FIA International Sporting Code and amended Article 3 accordingly.

This proposal will explicitly prohibit the use of non-approved helmet accessories, should any be discovered at Scrutineering it will enable Scrutineers to impound the helmet and/or its accompanying non-approved accessory(ies) for inspection. The adoption of wording from the FIA further aligns the Motorsport UK standards with the FIA.

REGULATION CHANGES WITHOUT CONSULTATION

Committee:	Kart Committee
Date of Meeting:	07 October 2025

Orange Text: Current Proposed Wording

Red Text: Further amended text

(To be also amended in Chapter 22 – Future Regulation Changes)

Chapter 18, Appendix 5 – Race Procedures

Proposed Regulations

1.33. A yellow board marked “SLOW” in black letters may be introduced by the **Clerk of the Course** at short circuit **Kart** race **Event** to neutralise **any on track session (the ‘Session’) race or Qualifying Heat**. This procedure will be used only if the **Track** is obstructed, or if **Drivers** or **Officials** are in immediate physical danger, but the circumstances are not sufficient to justify stopping the **SessionQualifying Heat or race**.

- a. When the order is given to neutralise the **SessionQualifying Heat or race**, all **Marshal** posts must display a single ‘waved’ yellow **Signal** and a SLOW board, which shall be maintained until the neutralisation is over.
- b. All **Karts** must slow down to a steady pace and proceed in order behind the leader in tight formation. The leading **Kart** will dictate the pace, at a moderate speed. Overtaking will only be permitted if a **Kart** slows down or stops due to a serious problem.
- c. **Karts** may enter the “Repair Area” during the neutralisation and may rejoin the **Track** only when authorised to do so by a **Marshal**. A **Kart** rejoining the **Track** shall proceed at a moderate speed until it reaches the end of the line of **Karts**. They will join the end of the line of **Karts** and may not retake their position.
- d. When the **Clerk of the Course** is satisfied the problem is resolved and the **Sessionrace** is to be resumed, yellow **Signals** will be made stationary at the last two **Marshals** posts. SLOW boards will be maintained. **Karts** will continue in formation at reduced and constant speed maintained by the lead **Kart** until crossing the **Start Line**.
- e. The resumption of the **Sessionrace** will be indicated by a ‘waved’ green **Signal** at the **Start Line**. Overtaking will remain prohibited until the **Karts** have crossed the **Start Line** at the end of the neutralisation. On approaching the **Start Line** when the green **Signal** is being displayed, **Drivers** may accelerate only after crossing the yellow line preceding the **Start Line**. Yellow **Signals** and SLOW boards at **Marshals** posts will then be withdrawn and replaced with ‘waved’ green **Signals**. These **Signals** will be displayed for a maximum of one lap.
- f. Each lap completed during the neutralisation will be counted as a racing lap, or if appropriate towards the timed period for the race.

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- g. If the ~~Session~~race finishes during the neutralisation, the **Karts** will take the **Chequered Flag / Signal** as usual. Overtaking will only be permitted if a **Kart** slows down or stops due to a serious problem.

Date of Implementation: 01 January 2026

Reason: This proposal is intended to clarify the new agreed slow board procedure that is coming into effect from 01 January 2026. This slight change in the wording allows the Organisers to exercise discretion of which sessions the Slow Board procedure can be used in whilst maintaining the initial intention of the procedure.

REGULATION CHANGES FOR CONSULTATION/CLARIFICATION

Committee:	Rallies Committee
Date of Meeting:	11 th June 2025
Closing date for consultation:	27 th August 2025
Email for comments:	ralliesconsultation@motorsportuk.org

Proposed Regulation

CHAPTER 13 RALLY

Appendix 2 – Duties and Responsibilities of Clerks of the Course for All Types of Rally

- 4.4 **Competitors** must be seeded ~~numerically in order of anticipated performance with the first Competitor having the best performance potential unless ASN has given prior approval to the contrary.~~ **as follows:**
- a) Numerically in order of anticipated performance with the first **Competitor** having the best performance potential **OR;**
 - b) Only for **Multi-Venue Stage Rallies in Forestry**: Classes 9 to 13, Classes H1(a), H1 and H9 are permitted to run at the front of the field numerically in order of anticipated performance with the best performance potential at the front. All other Classes to run numerically in order of anticipated performance following a suitable time gap.
 - c) **ASN** reserves the right to give prior approval for other methods of seeding.

Date of Implementation: 1st January 2026

Reasons:

App. 2 Art. 4.4 – This proposal has recently been revisited by Rallies Committee, giving due consideration to the management of risk with inexperienced crews running first on the road. Additionally, it was felt that the current position of reverse seeding 2wd cars was increasing the number of seeding anomalies and, as a result, an increase in the number of cars being caught within a stage.

As progress continues to be made with the management of Spectators and the level of Safety within Motorsport UK Permitted Events, it is felt that this proposal will manage the risk attached to inexperienced Competitors and also removes the pressure associated with running first on the road.

Furthermore, it has been evidenced on Permitted Events in 2025 that ‘traditional’ seeding in anticipated performance order on forestry events is accepted by Competitors.

Amended following consultation to correct one error and include a class omitted by mistake.

Appendix 4 – Road Events – Routes and Sections

1. Routes

2.10 Any **Control or Check (App. 5)** is deemed to extend for 50m around the actual point at which Officials are making their records **or where a Code Board is situated and that point should be preceded by a Control Board 50m in advance.** ~~unless clearly visible sign are displayed to indicate a different area.~~

- a. If a different area is specified, the preceding **Control Board** may be sited accordingly. The location of any such **Control or Check** with a differing area must be provided to **Competitors** in advance.
- b. **Code Boards** which are clearly visible for more than 100m when approached from the correct direction, or for which Organisers are using existing road signage, are exempt from this requirement.
- c. Regularity Intermediate Time Controls (Art. 6.2) and **Checks** operated by Judges of Fact established in accordance with Ch. 13 App. 2 Art. 3.3 are exempt from these requirements but must be clearly identified to competitors approaching them from the correct direction.
- d. An example of all **Official Boards** must be on display at **Signing On** for the **Event**.

2.13 **Quiet Zones** – may be defined by the **Organisers** to traverse locations with PR concerns. **Competitors** must pass through in as high a gear as possible to minimise noise, ~~and~~ without the use of auxiliary lights (except as permitted by relevant law when driving in fog or falling snow), and complying with any other instructions given by the Organisers.

- a. Any **Quiet Zone** in a **Standard** or **Regularity Section** must be monitored by a **Driving Standards Observer**.
- b. The start and end of all **Quiet Zones** must be clearly indicated. Organisers may achieve this by placing their own Boards or using existing road signage. The method of indication must be clearly communicated to all Competitors and, where Organisers' own Boards are used, examples should be displayed as per Art. 2.10.d.

- c. The locations of all **Quiet Zones** must be provided to all Competitors in advance.

Date of Implementation: 1st January 2026
Reasons:

2.10 – It is standard practice for all controls or checks on the majority of road rallies to be preceded by a control board 50 metres in advance, unless a shorter distance is specified / a diagram provided. However, not all organisers follow this approach, which can result in confusion for competitors. The only specific reference to Control Boards for road rallies is made in Ch. 13 App. 4 Art. 6.3 (regarding intermediate time controls on Regularity Sections). Updating this rule in line with best practice will provide clarity for both organisers and competitors.

Amended following consultation feedback to clearly differentiate Regularity Intermediate Time Controls and Judge of Fact Checks, and Code Boards that are clearly visible / existing road signs.

2.13 – No formal definition of what a Quiet Zone actually is, or how it should be treated by Competitors, is presently included in the NCR, and there is significant variation between regions and events as to how they are implemented.

Amended following feedback to allow organisers to continue to use village / speed limit signs as the start and finish of Quiet Zones and to make signage requirements less prescriptive.

Appendix 5 – Road Events Controls and Timing Including Results

3. Types of Control or Check

3.4. Main Time Control

- ~~d. An example of all Official Boards must be on display at documentation for the Event.~~

Date of Implementation: 1st January 2026
Reasons:

3.4 – The update to Chapter 13 Appendix 4 Article 2.10 is a more sensible place to include this rule.

Clarification to existing Regulation

Appendix 24 – Class Requirements

Class	Description
1	<p>Homologated (and formerly homologated) FIA Rally 2 and R5 cars and any derivatives variants*. FIA S2000 specification cars and any derivatives variants. (including all turbo conversions) All World Rally cars (must comply with their homologation)*</p> <p><i>*Derivatives Variants of Rally2/R5 specification cars permitted only until 31st December 2025. Rally2/R5 cars whose FIA homologation is expired shall continue to run in this class and be in conformity with their relevant homologation papers (including weight). RHD conversions which retain all other aspects of the homologation (including weight) will remain valid beyond this date 1st January 2026.</i></p> <p><i>*Exceptionally, Motorsport UK may grant a dispensation to use non-homologated parts to replace homologated components which are no longer available. Details on request from Motorsport UK Technical Department</i></p>
2	<p>All 4-wheel drive cars over 2000cc not eligible for Class 1 & 4*.</p> <p><i>*Not including derivatives variants of Rally2/R5 specification cars Currently homologated, and formerly homologated cars eligible for Class 1 – and any variants or modified versions of these cars – are not permitted to enter Class 2 on any event run under a Motorsport UK permit.</i></p>
H6	<p>Historic Category 3 Rally Cars including Appendix K. 1.1.75 – 31.12.81. 1601cc to 2000cc with the exception of those qualifying for Class H8.</p>

Date of Implementation: **Immediately**

Reasons:

Appendix 24 – The above clarifications were requested following consultation to ensure that it was clear to the community what will be accepted for Classes 1 and 2 in particular, given the variation of vehicles currently competing. There has been no fundamental change to the regulations as written and previously approved.

For Class H6, feedback from the community highlighted that certain vehicle types were entering the wrong class repeatedly. This clarification will ensure that this no longer happens.

REGULATION CHANGES FOR RULES COMMITTEE following consultation

Committee:	Speed Events Committee
Date of Meeting:	9 th April 2025 / 8 th October 2025
Closing date for consultation:	28 th May 2025
Email for comments:	speedconsultation@motorsportuk.org

NCR Chapter 14 Sprint, Hill Climb and Hot Lap Challenge App 1 Competitors Regulations, Scrutineering

5. Practice/Competition Restrictions

5.4. Any Driver who has not previously competed at the Course ~~within the preceding six months~~ **in its current configuration within the preceding 24 months** must make at least one Practice run in the Vehicle to be competed in. The ~~Stewards of the Event~~ **Clerk of the Course** may waive this requirement where a Driver can give satisfactory evidence of familiarity with the Course and the Vehicle Entered to compete but in which the Driver has not Practiced.

Date of Implementation: 1st January 2026

Reason: In consideration of the practice requirements within Circuit Racing (Ch.12 App.6 Art 3.1) the Sprint and Hill Climb Sub-Committee were asked to consider consistency across disciplines and asked why Sprint and Hill Climb drivers would be subject to more restricted requirements.

The Sub-Committee subsequently agreed and requested that Article 5.4. be amended to replicate the time limit for driver familiarity with the course whilst respecting that changes may be made during this timescale when it would be necessary for the driver to complete at least one Practice lap. In addition during this review it was noted that the ability to waive the requirement was with the Stewards of the Event whereas for Circuit Racing this is under the remit of the Clerk of the Course and therefore it is also proposed that this be amended as set out above.

The Sub Committee reviewed the 2 consultation comments received and agreed that the wording provided is satisfactory and agreed the proposal to proceed for Board Approval.