

## REGULATION CHANGES FOR CONSULTATION

Committee:	Race Committee
Date of Meeting:	18 March 2026
Closing date for consultation:	5 May 2026
Email for comments:	<a href="mailto:raceconsultation@motorsportuk.org">raceconsultation@motorsportuk.org</a>

### Proposed Regulation

#### Chapter 12 – Race

#### Appendix 8 – Signals by Flags and Light Panels

##### 2. Operation of Safety Car

- 2.1. The **Safety Car** will be brought into operation to neutralise a **Race** upon the sole decision of the **Clerk of the Course**. The **Safety Car** will be driven by an experienced circuit **Driver** and will carry an observer capable of recognising all competing **Vehicles** and who is in permanent radio contact with **Race Control Ch.5 PART A App.5 Art.1.3.r**
- 2.2. The **Safety Car**, yellow/amber lights illuminated, will normally join and exit the **Circuit** from the pit lane and the **Safety Car** boards will be shown initially from the **Start/Finish** line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.
- 2.3. On the order from the **Clerk of the Course**, the **Safety Car** will join the **Circuit** with its flashing lights on, regardless of where the **Race** leader is.
- 2.4. 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. When the order is given to deploy the **Safety Car** a 'waved' yellow **Signal** and "**SC**" board will be displayed at the **Start/Finish** line. The 'waved' yellow **Signals** and "**SC**" boards will be displayed simultaneously by Race Control where light panels are installed or will flow around the **Circuit** in both directions as adjacent **Marshals Posts** display both their waved yellow **Signal** and "**SC**" board where there are no panels.
- 2.5. Flashing yellow lights may also be used at the start-line and at other points around the **Circuit**.

- 2.6. All competing **Vehicles**, when notified of the **Safety Car** intervention (by the flag **Signals**, “**SC**” boards, or by any other means) will reduce speed and line up behind the **Safety Car** no more than 5 car lengths apart and maintaining the same speed as it. Overtaking or overlapping of any other competing **Vehicle** during a **Safety Car** intervention is forbidden. Overtaking of a **Safety Car** is forbidden unless the particular **Competitor** concerned is signalled to overtake the **Safety Car** by the observer in the **Safety Car**. Any overtaking or overlapping during the **Safety Car** intervention will be deemed a breach of signals, **Ch.2 App.12 Art.1.2.b**
- 2.7. When ordered to do so by the **Clerk of the Course**, the observer in the **Safety Car** will wave past any **Vehicles** between the **Safety Car** and the **Race** leader. These **Vehicles** will continue at reduced speed and without overtaking until they reach the line of **Vehicles** behind the **Safety Car**.
- 2.8. While the **Safety Car** is in operation competing **Vehicles** may enter the pit lane but may only rejoin the **Track** when signalled to do so and not when the **Safety Car** and the line of **Vehicles** following it are about to pass or are passing the pit exit. A **Vehicle** re-joining the **Track** must proceed at an appropriate speed until it reaches the end of the line of **Vehicles** behind the **Safety Car**.
- 2.9. The **Safety Car** will remain in operation until at least the majority of competing **Vehicles** on the **Circuit** are lined up behind it.
- 2.10. When the **Clerk of the Course** calls in the **Safety Car** it will extinguish the yellow/amber flashing lights prior to exiting the **Circuit**. This would normally be such that a minimum of 25% of a lap for **Circuits** over 2 miles and 50% of a lap for **Circuits** under 2 miles should be completed by the **Safety Car** with its lights extinguished.
- 2.11. Following the **Safety Car** extinguishing its lights and prior to passing the green **Signal** the **Race** leader will dictate the pace and if necessary fall more than five car lengths behind the **Safety Car**. In order to avoid the likelihood of accidents before the **Safety Car** returns to the pits from the point at which the lights on the **Vehicle** are extinguished **Drivers** must proceed at a pace which will not lead to the **Safety Car** being overtaken before it has entered the pit road, involves no erratic acceleration or braking nor any other manoeuvre which is likely to either endanger other **Drivers** or impede the restart.
- 2.12. As the **Safety Car** is entering the pit entry road the green **Signal** will be displayed at the **Start/Finish** line and the “**SC**” board withdrawn. Following this display of the start **Signal** the yellow **Signal** and “**SC**” boards at the **Signalling Posts** will be withdrawn and be replaced with a ‘waved green’ **Signal** for one lap. The ‘waved’ green **Signal** will be displayed simultaneously by Race Control where light panels are installed or will flow around the **Circuit** in both directions as an adjacent post displays their ‘waved’ green **Signal** where there are no panels. This system may be supplemented by a message being simultaneously broadcast to all **Signalling Posts** if such a communication system is available.

Overtaking or overlapping remains strictly forbidden until the start **Signal** at the **Start/Finish** line is passed. Any overtaking or overlapping after the **Safety Car** signals have been withdrawn and before passing the Green Signal at the Control Line will be deemed to be gaining an advantage (**Ch.2 Annexe A Art.1.3**).

- 2.13. Each lap covered while the **Safety Car** is in service will be counted as a **Race** lap unless specified to the contrary in **Championship Regulations**.
- 2.14. Under certain circumstances the **Clerk of the Course** may ask the **Safety Car** to use the pit lane. In this case and provided its yellow/amber lights remain illuminated all **Vehicles** must follow it into the pit lane without overtaking. Any **Vehicle** entering the pit lane under these circumstances may stop at its designated garage area.
- 2.15. Should it be necessary to stop a **Race** during a **Safety Car** deployment the **Safety Car** with all competing **Vehicles** following **must**, ~~will pass through the Red Signal at the Start/Finish line complete one further lap at reduced speed and then~~ once the **Safety Car** comes to a **halt**, stop at a position indicated by the **Safety Car** observer (which will usually be either the grid or **Parc Fermé**), all competing **Vehicles** must stop behind it unless otherwise directed.
- 2.16. **Should it be necessary to finish a Race during a Safety Car deployment the Safety Car, with all competing Vehicles following, will pass through the Chequered Flag at the Start/Finish line, proceed around the circuit to go to the designated Parc Ferme area.**
- 2.16.2.17 **At the discretion of the Clerk of the Course** ~~In exceptional circumstances the following may apply:~~
- a. The **Race** may be started behind the **Safety Car**.
- i. In this case its flashing yellow/amber lights will be turned on at the two-minute **Signal**.
- ii. This is the **Signal** to the **Entrants/Drivers** that the **Race** will be started behind the **Safety Car** and it will remain at the front of the grid during the remainder of the countdown.
- iii. When the **Green Signal** is shown at the **Start / Finish Line**, the **Safety Car** will leave the grid and all **Vehicles** will follow in single file in grid order no more than 5 (five) **Vehicle** lengths apart.
- iv. Subject to **Arts. b. - f. below** the **Race** will be deemed to have started when the **Safety Car** leaves the grid and the **Green Signal** is displayed.
- b. **Vehicles** will leave the grid in single file grid order behind the **Safety Car** under the instruction of the **Chief Start/Finish line Marshal**. **Vehicles** will remain in single file without overtaking, except that a **Vehicle** that falls behind may regain its grid position if the **Vehicles** behind it could not avoid passing without unduly delaying the remainder of the field. In this case **Drivers** may carefully

overtake to reestablish their original starting grid order. If a **Vehicle** falls to the back of the grid it must remain at the back of the grid.

c. Any **Vehicle(s)** delayed leaving the grid may not overtake another moving **Vehicle** if stationary after the remainder of the **Vehicles** had crossed the line. In this case the **Vehicle(s)** shall remain at the back of the grid in the order they left the grid.

d. A time penalty or **Drive Through Penalty** may be imposed on any **Driver** who in the opinion of the **Clerk of the Course** unnecessarily overtakes another **Driver** during these laps.

e. The “**SC**” boards and **Yellow Signals** will be displayed at **Signalling Posts** around the **Circuit** until the **Clerk of the Course** withdraws the **Safety Car** from use in accordance with **Arts.2.10–2.12**.

f. All laps undertaken in this start procedure will be deemed to be counted as **Race** laps

~~2.17.~~**2.18.** Any **Vehicle** being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other **Drivers** at any time whilst the **Safety Car** is deployed will be reported to the **Clerk of the Course**. This will apply whether any such **Vehicle** is being driven on the **Track**, the pit entry or the pit lane.

**2.19.** The **Safety Car** may also be deployed to neutralise a **Qualifying** session at the sole discretion of the **Clerk of the Course** subject to the following restrictions:

- a) Timing must be paused during the Safety Car period; and
- b) Laps may continue to count for the purpose of satisfying the requirements of **Ch. 12, App. 6, Art. 3.2**; and
- c) The requirement set out in **Ch.12, App.6, Art.3.5**. continues to apply.

**2.20** The use of the Safety Car is prohibited for any **Practice** session

**Date of Implementation: 01 January 2027**

**Reason:** It was brought to the attention of Race Committee during 2025 that the Safety Car had reportedly been used during Practice and Qualifying sessions. At that time the Committee considered whether its use should extend beyond a Race and concluded that the NCR should be applied as written.

At the Clerks and Stewards seminar at the start of 2026 Race officials were asked their understanding as to when the Safety Car may be used. Following this extended debate at those sessions the issue was referred back to the Committee for further review.

The Committee agreed that the Safety Car must not be used during Practice sessions. After considering the implications and operational consequences of deploying the Safety Car during Qualifying the Committee concluded that its use should be permitted only under the specific conditions outlined in the proposal.