

REGULATION CHANGES FOR CONSULTATION

Committee:	Race Committee
Date of meeting:	29 th July 2010
Closing date for consultation:	5 th November 2010
Email for comments:	RaceConsultation@msauk.org

Section Q

1.1. A permit for the organisation of a race meeting or championship is issued at the sole discretion of the MSA and on the condition that:

Championships

3.1. Please refer to Section W - Championships.

No Current Regulation

No Current Regulation

10. A driver shall throughout the competition:
10.1. Wear properly fastened and positioned:

.....
(c) Flame Resistant Overalls which shall cover arms, legs and the torso up to the neck. The use of flame resistant gloves, balaclava, socks, shoes and underwear is strongly recommended (see K.9).

1.1. A permit for the organisation of a race meeting, championship **or series** is issued at the sole discretion of the MSA and on the condition that:

Championships

3.1. Please refer to Section W - Championships.

3.2.Series. A series of events organised to a common set of Sporting and/or Technical Regulations must register with the MSA on the prescribed form which will include: (a) title (b) vehicle and (c) minimum licence status. A registration fee will be levied. The Registration will be accepted by the issue of a Series Registration document.

3.3. It is the Organising Permit holders responsibility to ensure that any Event possesses either a Championship Permit or a Series Registration document, where appropriate.

Reason: To require currently un-registered Series to submit a registration in order to register (and gain agreement for) the title, vehicle type and licence.

Implementation: 1st January 2012

10. A driver shall throughout the competition:
10.1. Wear properly fastened and positioned:

.....
(c) Flame Resistant Overalls which shall cover arms, legs and the torso upto the neck. The use of ~~flame resistant gloves~~, balaclava, socks, ~~shoes~~ and underwear is strongly recommended (see K9). **Flame resistant gloves and shoes are mandatory.**

(d) For events outside the UK the minimum standards would normally be FIA specification personal protection equipment*

Reason: Safety.

Date of implementation: 1st January 2012

W

Existing Regulation

1.1. The MSA defines a Championship as “an event, or series of events, organised for the purpose of establishing the right to an individual for collective title. Such a competition may also be referred to by other titles, e.g. Challenge, Trophy or Series”.

1.1.4.3. The organisation and control of a Championship shall at all times rest with the Championship Permit holder, subject to these Regulations.

1.1.6. The right to a Championship title resides with the body who originally registered that Championship. However, where a Championship was originally proposed by a commercial body, that body shall have the right to nominate or change the organisers of that Championship, subject to the terms of their contract.

1.1.6.1. Championships bearing the title International, European, British, National or other titles which mean to convey the same impression are normally reserved for Series promoted by, or on behalf of, the MSA. Organisations wishing to make application for such a Series or to be associated with such a Series, should seek separate approval from the MSA prior to application for a Permit.

1.1.6.2. Championships bearing the title British and including one or more qualifying rounds of International status events, where those rounds are also rounds of an FIA Championship, must submit their Championship calendars by 31st May in the preceding calendar year for approval by the Motor Sports Council. Championships bearing the title British and comprising International events not being rounds of an FIA Championship and/or national events must submit their Championship calendars by 31st August in the preceding calendar year for approval by the Motor Sports Council.

Proposed Regulation

1.1. The MSA defines a Championship as “an event, or series of events, organised for the purpose of establishing the right to an individual for collective title. Such a competition may also be referred to by other titles, e.g. Challenge, Trophy or Series”.

1.1.4.3. The organisation and control of a Championship **or Series** shall at all times rest with the Championship Permit holder, subject to these Regulations.

1.1.6. The right to a Championship **or Series** title resides with the body who originally registered that Championship. However, where a Championship **or Series** was originally proposed by a commercial body, that body shall have the right to nominate or change the organisers of that Championship **or Series**, subject to the terms of their contract.

1.1.6.1. Championships **or Series** bearing the title International, European, British, National or other titles which mean to convey the same impression are normally reserved for ~~Series~~ **Championships** promoted by, or on behalf of, the MSA. Organisations wishing to make application for such a **Championships Series** or to be associated with such a ~~Series title~~, should seek separate approval from the MSA prior to application for a Permit.

1.1.6.2. Championships **or Series** bearing the title British and including one or more qualifying rounds of International status events, where those rounds are also rounds of an FIA Championship, must submit their ~~Championship~~ calendars by 31st May in the preceding calendar year for approval by the Motor Sports Council. Championships **or Series** bearing the title British and comprising International events not being rounds of an FIA Championship and/or national events must submit their ~~Championship~~ calendars by 31st August in the preceding calendar year for approval by the Motor Sports Council.

1.1.7. The registration of a Championship for a specific class of vehicle does not give the Championship Organiser the right to prevent other championships for that class of vehicle (subject to the authority of the MSA).

1.1.7.1. Championship Organisers may specify in their Championship Regulations procedures for the gathering of on-board data logging information which shall be in accordance with MSA guidelines.

1.1.8. Where a Championship Permit has been issued, Championship Sporting and Technical Regulations may not be amended after publication unless the MSA and all competitors registered for the Championship agree in writing to the alteration. Such amendments must be circulated to all Registered Competitors, Championship Stewards, Eligibility Scrutineer, Clubs organising Rounds of the Championship and to the MSA.

1.3. Normally only Clubs which have been recognised by the MSA for more than two years are permitted to apply for a Championship Permit. The deadlines for Car Racing Championship applications are as follows:

1.3.1. Date by which a Notice of Intent to run or continue to run a racing Championship in the following year must be registered with the MSA. For existing Championships, a list of the number of starters at each round held in the year previous to the year of application must also be submitted. Any Notice of Intent received after 1st July will only be considered by the Motor Racing Championship Control Panel in exceptional circumstances, and may be subject to a late submission fee. Any major changes in a Championship must be

1.1.7. The registration of a Championship **or Series** for a specific class of vehicle does not give the Championship Organiser the right to prevent other championships **or Series** for that class of vehicle (subject to the authority of the MSA).

1.1.7.1. Championship **and Series** Organisers may specify in their Championship Regulations procedures for the gathering of on-board data logging information which shall be in accordance with MSA guidelines.

1.1.8. Where a Championship Permit **or Series Registration Document** has been issued, Championship **or Series** Sporting and Technical Regulations may not be amended after publication unless the MSA and all competitors registered for the Championship **or Series** agree in writing to the alteration. Such amendments must be circulated to all Registered Competitors, Championship **or Series** Stewards, Eligibility Scrutineer, Clubs organising Rounds of the Championship and to the MSA.

1.1.8.1. Championships exempt from registering with the MSA do not need to comply with 1.1.8. above (1.1.5.).

1.3. All Race Championship Permit **or Series Registration** applications must be submitted by a recognised lead Club – no related discussion between the MSA and an applicant will be entered into without the express agreement of the lead club. Normally only Clubs which have been recognised by the MSA for more than two years are permitted to apply for a Championship Permit. The deadlines for Car Racing Championship applications are as follows:

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notified to the MSA with the Notice of Intent. The Motor Racing Championship Control Panel will discuss and may recommend outline consent for those Championships submitted and may delegate to a Working Group any unresolved queries.

1.3.1.3. In respect of all proposed new Grade 'A' and 'B' Race Championship applications a Notice of Intent must be submitted. Any new manufacturer backed Championship must have guaranteed manufacturer support for a minimum of three years.

If the Motor Racing Championship Control Panel agrees, in principle, with the application then the Club must lodge with the MSA a commitment fee or must issue MSA with formal confirmation that they themselves hold a commitment fee in this respect. In the event that the commitment fee is held by the MSA it will be forfeit if the Championship fails to take place or ceases prematurely during its first three years. Providing that the Championship has run as specified during its first three years, the fee will then be returned, without interest, to the Club. In the event that the Club has lodged formal confirmation with the MSA that they hold the commitment fee and the Championship fails to take place or ceases prematurely during its first three years the Club will take responsibility for any commercial liabilities of the Championship.

1.3.1.4. Any Club whose Championship has either ceased to run or has failed to commence will be required to submit a complete new application if approval is sought in any subsequent years.

1.3.1.5. To maintain Championship status, the average number of starters during the previous year in a Grade A, B, C or D Championship should be 18.

1.3.1.6. Provision has been made for a Venue Specific Championship which does not meet this minimum and this dispensation will be reviewed on an annual basis. It is agreed that a Venue based Championship may visit once during the season an alternate venue, and that the Championship Number be suffixed with a "V" to differentiate these Championships.

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be) will not detrimentally affect the safe, fair or orderly conduct of motor sport.

1.3.1.7. Any new C or D Championship must have been run as a series of stand alone races during the previous year, to demonstrate competitor support and justify Championship Status.

1.3.1.8. Any mixed discipline Championship in which more than three events are Car Races will also be required to submit a Race Championship Permit Application.

1.3.2. Points Scoring

Unless the particular Championship Regulations specify differently, all Commercial Racing Championships must utilise the points system as detailed in paragraph (a) or (b) below. Alternative systems of allocation that are approved must be clearly indicated in the particular Championship Regulations.

(a) Series without Classes: points will be awarded at 20 – 15 – 12 – 10 – 8 – 6 – 4 – 3 – 2 – 1.

An additional 2 points will be awarded to each competitor achieving or equalling the race fastest lap, where the race is timed.

(b) Series with Classes: points will be awarded in each class as follows:

4 or more eligible starters in the class 1st – 4; 2nd – 3; 3rd – 2; 4th – 1.

3 eligible starters in the class: 1st – 3; 2nd – 2; 3rd – 1.

2 eligible starters in the class: 1st – 2; 2nd – 1.

1 eligible starter in the class: 1st – 1.

One additional point will be awarded to each competitor achieving or equalling the race fastest lap in each class, where the race is timed.

Points should be awarded on the basis of the final results of each event.

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2 eligible starters in the class: 1st – 2; 2nd – 1.

1 eligible starter in the class: 1st – 1.

One additional point will be awarded to each competitor achieving or equalling the race fastest lap in each class, where the race is timed.

Points should be awarded on the basis of the final results of each event.

1.3.3.. Maximum Scores

Unless the particular Championship regulations specify differently, a competitor's final total of points that he may count toward his position in the Championship will be calculated as follows:

- (a) Where there are up to 10 rounds organised in the Series, a competitor shall count his results in the total number of events run less one.
- (b) Where there are between 11 and 15 rounds organised in the Series, a competitor shall count his results in the total number of events run less two.
- (c) Where there are over 15 rounds organised in the Series, a competitor shall count his results in the total number of events run less three.
- (d) Points scored by a driver in different classes within a Series will be totalled separately towards his final placing. However, a change of car within a class will not affect a driver's points total.

1.3.4. Resolving Ties

Unless the particular Championship Regulations specify differently, ties will be resolved in the following order:

- (a) By considering in the best scoring events of the competitors concerned, the number of first places or class wins.
- (b) By considering the number of class or outright second places where there are no classes, and so on in the best scoring events.
- (c) By considering the placings in all Championship events.

1.3.5. Competitors may be required to register for a Championship prior to the first event in which they wish to gain points.

1.3.6. Competitors may be required to carry advertising as supplied to publicise the Championship in accordance with H.29.1.2 in order to qualify for points and prize money.

1.3.3. Maximum Scores

Unless the particular Championship regulations specify differently, a competitor's final total of points that he may count toward his position in the Championship will be calculated as follows:

- (a) Where there are up to 10 rounds organised in the ~~Series~~ **Championship**, a competitor shall count his results in the total number of events run less one.
- (b) Where there are between 11 and 15 rounds organised in the ~~Series~~ **Championship**, a competitor shall count his results in the total number of events run less two.
- (c) Where there are over 15 rounds organised in the ~~Series~~ **Championship**, a competitor shall count his results in the total number of events run less three.
- (d) Points scored by a driver in different classes within a ~~Series~~ **Championship** will be totalled separately towards his final placing. However, a change of car within a class will not affect a driver's points total.

1.3.7. Organisers retain the sole right to select or accept entries for any event and the MSA or Championship organisers cannot therefore be responsible for the refusal of an entry (Subject to H.30.1.3(b)). It is recommended that the following priorities be adopted when making selection from all entries received by the closing date:

First Point scorers in the Championship.

Second Registered competitors who have taken part in previous rounds of the Championship.

Third Registered competitors competing for the first time in the Championship.

2.1.2. The issue of a Championship Permit in addition to an Organising Permit requires that the organising Club, sponsors and track owners are covered for Third Party Legal Liability not exceeding £30 million for any one incident. This cover does not include Product Liability Risk.

2.1.4. Advance publicity may only be issued prior to the granting of a Permit for a New Championship following the granting of outline approval with prior written MSA approval of that publicity. The Championship must be referred to at all times by its correct and approved title and the Permit number must be included in any published Championship Regulations.

2.1.11. All Championships approved by the MSA, must comply with the Permit application requirements as detailed. Competitors should ensure that their cars comply with the MSA Approved Formula Regulations for the class or the specific Championship Technical Regulations.

2.2.5. A representative of any sponsor or promoter of an event, Championship, or Series, may not take an active part in the organisation of the competitive or technical side of that event, if any competitor in the event is entered or sponsored by the individual or firm concerned.

2.1.2. The issue of a Championship Permit **or Series Registration Document**, in addition to an Organising Permit, requires that the organising Club, sponsors and track owners are covered for Third Party Legal Liability not exceeding £30 million for any one incident. This cover does not include Product Liability Risk.

2.1.11. All Championships **or Series** approved by the MSA, must comply with the Permit application **or Registration** requirements as detailed. Competitors should ensure that their cars comply with the ~~MSA Approved Formula Regulations for the class or~~ the specific Championship **or Series** Technical Regulations.

Reason: To facilitate the "Series" registration within Section W

Implementation: 1st January 2012

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Committee:	Race Committee
Date of meeting:	29 th July 2010
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Parade, Pace and Safety Cars (G.5.2.17)

4.9.1. A Safety Car may be used to control or neutralise a race in the event of an incident, providing its use is detailed in SRs, or the Championship Regulations, and in accordance with Appendix 2.

Parade, Pace, **Lead** and Safety Cars (G.5.2.17)

4.9.1. A Safety Car may be used to control or neutralise a race in the event of an incident or a situation in which marshals or competitors are being subjected to such potential danger that the yellow flag is not sufficient protection, providing its use is detailed in SRs, or the Championship Regulations, and in accordance with Appendix 2. The Safety Car will also be used whilst a snatch is in operation at those venues not licensed for snatch operations.

4.9.1.1. When selecting a vehicle for use as a Safety Car consideration should be given to the vehicles suitability, and type of vehicles within the race (Convertible vehicles are not deemed suitable).

4.9.1.2. The Safety Car should be marked "Safety Car" in black letters on a white background (in letters of a similar dimension to those used for race numbers) on both sides of the vehicle and in letters as large and as a clear as is practicable on the rear of the vehicle in such a way that the purpose of the Safety Car is clear and unambiguous.

4.9.1.3. The Safety Car must be equipped with a minimum of two yellow/amber flashing lights securely situated on the roof of the vehicle. (Note: - for FIA events the requirement is for three yellow flashing lights, and green overtaking lights.) The vehicle must be equipped with safety belts.

4.9.1.4. It is recommended that Safety Cars be equipped with rollover protection and have fitted a 2.5kg fire extinguisher to be at the disposal of the driver or observer, for hand use.

4.9.1.5. It is recommended that Safety Cars have the decals removed or covered when on the public highway, and are driven in such a manner as not to bring the sport into disrepute.

4.9.1.6. No other personnel may be carried aboard the vehicle.

4.9.1.7. The driver and observer must sign on as officials of the meeting.

4.9.1.8. Helmets must be worn, but they must not impede communications between the observer and the driver or race control, (full-face helmets may require intercoms).

4.9.1.9. Both the driver and observer must have arms and legs covered with suitable clothing (fire retardant overalls are strongly recommended).

4.9.2. A Pace Car may be used to control the formation lap prior to a rolling start (12.1(b)).

4.9.3. A Parade Car may be used to control the formation lap prior to a standing start (12.1(a)).

4.9.4. Detailed regulations on their use are available from the MSA and they must be fully complied with at all times.

4.9.1.10. Safety belts as fitted to the vehicle must be worn.

4.9.2. A Pace Car may be used to control the formation lap prior to a rolling start (12.1(b)). A Pace Car will not be used to neutralise a race. A Pace Car may also be known as a Lead Car.

4.9.2.1. The Pace car should be marked "PACE CAR" in black letters on a white background (in letters of a similar dimension to those used for race numbers) on both sides of the vehicle and in letters as large and as clear as is practicable on the rear of the vehicle in such a way that the purpose of the Pace Car is clear and unambiguous. Safety Cars may also act as Pace Cars.

4.9.2.2. The Pace Car must be equipped with a minimum of two yellow flashing lights situated on the roof of the vehicle.

4.9.2.3. The Pace Car must be driven by an experienced circuit driver and crewed with an official acting as an observer who is capable of recognising all the competing cars and who is in permanent radio contact with Race Control.

4.9.2.4. Both the driver and the observer must have signed on as Officials of the Meeting.

4.9.2.5. Helmets are mandatory but they must not impede communications between the observer and driver (full face helmets may require intercoms).

4.9.2.6. It is recommended that Pace Cars have the decals removed when on the public highway and are driven in such a manner as not to bring the sport into disrepute.

4.9.3. A Parade Car may be used to control the formation lap prior to a standing start (12.1(a)).

~~**4.9.4.** Detailed regulations on their use are available from the MSA and they must be fully complied with at all times~~

4.9.3.1. A Parade Car is deemed to be a vehicle used only to lead the competing cars on their green flag/formation lap, when the start is to be a conventional standing start from the grid, and which will not be used to neutralise a race. Pace Cars and Safety Cars may also act as Parade Cars.

4.9.3.2. The Parade Car must have at least one yellow flashing light situated on the roof of the vehicle.

4.9.3.3. The driver of the Parade Car need not be the holder of a Competition Licence but must have signed on as an Official of the Meeting.

4.9.3.4. It is recommended that Parade Cars have the decals removed or covered when on the public highway and are driven in such a manner as not to bring the sport into disrepute.

Reason: Regulating procedures/guidelines issued by separately by MSA.

Implementation: 1st January 2012.