

RULE CHANGES

Decisions taken at the Motor Sports Council meeting of 6 June 2016 that affect regulations in the *MSA Yearbook*

Consultation and ratification

The Motor Sports Council must consider all new regulations proposed by the Specialist Committees. The regulations are first published on the MSA website so that comments may be received before they are presented to the Motor Sports Council for approval, incorporating any modifications that result from the consultation process (which may have included review by another Specialist Committee or Advisory Panel). Approved rule changes will be published here and will be incorporated into the next edition of the relevant MSA Yearbook(s).

Explanation of format

Regulation changes are shown as **red** additions or ~~struck through~~ deletions. A dotted line (...) indicates that the regulation contains further wording that is unchanged and has been omitted here for space reasons. The dates of implementation are stated immediately above the Regulations, while reasons for the changes are given below.

(B) Nomenclature and Definitions

Date of implementation:
1 January 2017

Special Test. A test, permitted in road rallies which takes place off the public highway in which a Competitor is required to perform a manoeuvre or series of manoeuvres set by the Organisers. If timed, the Competitor shall not be required to exceed an average speed of 30mph or 40mph for Endurance Road Rallies. No benefit shall accrue to any Competitor exceeding the set average speed. **Road Rallies with Standard Sections timed to an accuracy of less than a minute may only include a Special Test at the start of the itinerary and all competitors must complete the Special Test before midnight.**

***Reason:** To permit Road Rallies with Standard Sections times to an accuracy of less than a minute to hold a Special Test before Midnight prior to the main itinerary.*

(C) Judicial

Date of implementation:
immediate

2.3 Time or Position Penalty (G.5.3). **Time penalty means a penalty expressed in minutes and/or seconds.** The Clerk of the Course, or the Stewards of the Meeting, may impose a penalty for any competitor considered to have obtained an unfair advantage (whether inadvertently or not):

- (a) Of up to 10 seconds, if a race is not more than 30 miles.
- (b) Of up to one minute if a race of more than 30 miles.
- (c) In an Endurance Race ((Q)6.2) a time, position or lap penalty may be imposed. The penalty may be increased to one minute for each completed racing hour, (for example a 2 hour race may impose a penalty of up to two minutes). The penalty may be imposed after the race has finished.

2.3.2 At kart races a competitor, who after a hearing convened by the Clerk of the Course, is deemed to have gained an unfair advantage or has disadvantaged another competitor by the manner of his driving will be penalised by a **time penalty of 10 seconds, or** a Position Penalty of 5 places, or 1 lap, in the results of that race or timed qualifying. This penalty does **not** preclude further action under 1.1.5- if deemed necessary after the hearing.

2.3.4 At kart races a competitor with the front fairing not affixed precisely in accordance with U17.5.5 when he arrives in Parc Ferme will be penalised with a 10 second penalty in the results of that **Race or, if during timed qualifying, deletion of their fastest lap time.** This will be imposed automatically by the Clerk of the Course upon receipt of the statement received from the Judge of Fact and is not eligible for appeal. This penalty does not preclude further action under 1.1.5 if deemed necessary.

The mechanical failure flag will not be shown to a driver whose front fairing is no longer in the correct position.

Reason: Clarification. To align the regulations with the MSA's mandatory karting penalties, where a 10-second time penalty has been agreed for gaining an unfair advantage and penalties introduced for out of position front fairings during timed qualifying and for repositioning front fairings. Also to incorporate the FIA ISC (Art. 12.3.2) definition of a time penalty. These proposals are fully endorsed by Kart Committee.

(H) Competitors: Licences

**Date of implementation:
1 January 2018**

Speed Licences

Speed – How to Upgrade a Licence

Non-Race National 'B' to Speed National 'A'

16.2.1. Either Obtain Clerk of the Course's signatures on the Upgrade Card at **six** Clubman or National 'B' Race, Hill Climbs or Sprints. **Signatures must have been obtained at a minimum of two different venues.** (One of the **six** signatures required may be replaced by a signature from an MSA Recognised Hillclimb and Sprint School

confirming **successful** completion of the school course) OR Obtain the Clerk of the Course's signatures on the Upgrade Card at six Clubman or National 'B' Rallycross events.

Speed National 'A' to Speed National 'A' (OPEN) or Speed International 'R'

16.2.2. A competitor who can provide proof of having held a National 'A' Speed licence prior to 31.12.02 may upgrade it to a Speed National 'A' (OPEN) or International 'R' Speed licence on payment of the appropriate fee as detailed in Appendix 1, OR obtain Clerk of the Course's signatures on the Upgrade Card at **six** Clubman, National 'B' or National 'A' Race, Hillclimbs or Sprints. **Signatures must have been obtained at a minimum of three different venues. (If not already used to replace a signature, as provided for in 16.2.1. one of the six signatures required may be replaced by a signature from an MSA Recognised Hillclimb and Sprint School confirming successful completion of the school course).**

Reason: *To impose a higher level of licence qualification in consideration of higher powered vehicles.*

(Q) Circuit Racing

**Date of implementation:
1 January 2017**

9.1.2. Any Driver competing in a vehicle of 0.34bhp/kg or higher (excluding driver weight) and measured at the driven wheels, with the exception of single seaters as detailed in 9.1.1 above, must be the holder of a Race National 'A' licence, as a minimum.

Reason: *To regulate for a heightened licence requirement for these higher powered vehicles.*

(R) Rallying

**Date of implementation:
1 January 2017**

6.1.3. On Special Stage Rallies the organisers will specify in the SRs how competitors must display their allocated competition number as follows:

- In accordance with J.4 or,
- Front door panels must measure 67cm long by 17cm high including a 1cm white surround. This panel shall comprise of a 15cm x 15cm competition number box which shall always be at the front of the panel. When the number is greater than 99, the box width may be increased. Numerals may be reflective yellow (PMS 803) of height 14cm and stroke width 2cm on a matt black background. In addition to the above 2 x numbers for each rear side window which shall be 20cm high with a stroke width of at least

25mm, a minimum separation not less than 25mm and coloured yellow or orange and which may be reflective. These numbers shall be in place at the top of the rear side windows.

Reason: To improve clarity for ease of identification of passing competitors

R10 Special Tests

~~Not permitted where Road Rallies include Standard Sections Timed to the second.~~

Reason: See (B) Nomenclature and Definitions above.

Types of Control or Check Passage Control

11.4.2. The only information permitted to be recorded is the Marshal's signature or stamp and the authentication of the records held by the competitor.

Reason: To clarify the information that a marshal may record at a Passage Control.

Medical and Safety Cover Servicing and Organised Assistance

R38.1.7. Competitors may only refuel in areas, not being road sections, specifically designated by the organisers or by using commercially available pump fuel dispensed directly from pumps at filling stations on the rally route.

Reason: To restrict refuelling to areas designated by the organisers, to stop the practice of road side refuelling, and to avoid the unnecessary carriage and movement of fuel.

Date of implementation: immediate

Chart 32.2 - Penalties

(a) Not reporting or reporting OTL at a Control; Multi-Venue Stage Rallies Or Single Venue Stage Rallies (inc Rally Timed Trials)	Retired 30 minutes per stage or MTC/TC
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40.1. To be classified as a finisher, a Competitor must report to all controls listed in the Road Book **except as provided for in 32.2 (a) where two-thirds of the stages must have been completed** and report to the final control within the maximum lateness specified, with the car in which they started.

Reason: The change for 2016 to permit competitors on Single Venue Stage Rallies to miss a Control has been well received but has also highlighted the need for the above clarifications.

41.2.1. Fire extinguishers must be available in any area defined as a Service Area and any area in which competing cars are assembled awaiting their attempt at a stages, **and at stage Stop lines.**

Reason: This brings the requirements for Single Venue rallies in line with the existing regulation (R 37) for all other stage rallies.

(S) Sprints, Hill Climbs and Drag Racing

Date of implementation:

1 January 2018

7.1.5.1. Any Driver competing in a Racing or Sports Libre car of more than 1100cc, or equivalent forced induction, with the exception of a pre'1994 Formula Ford 1600 in compliance with the period Ford regulations, must hold a Speed National A or Race National A Licence (H.16.1.1), unless the car is currently licensed for use on the public highway and competes in the event in a road-legal condition.

Reason: *To impose a higher level of licence qualification in consideration of higher powered vehicles.*

(U) Karting

Date of implementation:

immediate

17.5.5. Where the CIK-homologated detachable front fairing mounting kit (17.1.6) is mandatory, it must at all times be fitted and maintained in the correct position, in accordance with Drawing 17.5. **It is not permitted to reposition a front fairing except by stopping in the repairs area (where such a facility is provided) and this may not be done after passing the chequered flag.**

Reason: *Clarification. To align the regulations with the MSA's mandatory karting penalties, where a 10-second time penalty has been*

agreed for gaining an unfair advantage and penalties introduced for out of position front fairings during timed qualifying and for repositioning front fairings. Also to incorporate the FIA ISC (Art. 12.3.2) definition of a time penalty. These proposals are fully endorsed by Kart Committee.