

RULE CHANGES

Decisions taken at the Motor Sports Council meeting of
1 March 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.

(A) National Sporting Code

Date of implementation: Immediate

A11. Concussive injury can be serious, especially if repeated within a short period or in the younger age group. For this reason the MSA has introduced this policy restricting activity following this type of injury. Concussion is diagnosed following an accident including the following symptoms:

- Transient unconsciousness (not always present)
- Confusion / disorientation
- Amnesia
- Headache
- Dizziness / nausea

Following diagnosis of one or more of these symptoms this policy must be instituted by the meeting/event Chief Medical Officer, or equivalent.

A11.1. The competitor must not compete further in the meeting/event (including subsequent days).

A11.2. The competitor's licence should be suspended and retained by the Clerk of the Course, then forwarded to the Medical Department of the MSA, together with a note explaining the reason for return.

A11.3. Upon receiving the licence the MSA will send the licence holder an explanatory letter with a pro forma for them to take to their GP, or licence medical issuing doctor. This will

ask the doctor to confirm absence of symptoms.

A11.4. Upon receipt of the pro forma certifying absence of symptoms the licence will be returned. Any concerns should be notified to the Chairman of the Medical Advisory Panel.

A11.5. It is important that the competitor is advised not to drive any vehicle until symptoms have resolved. They should also be advised to consider discussing their employment role with either their Occupational Health Department or General Practitioner.

A11.6. Professional racing series, where regular medical personnel attend, may institute their own policy, provided this policy is followed as a minimum.

A11.7. The duration of symptoms is variable, with most cases recovering within a period of 2 to 3 weeks. This policy should generally cover that period. Some cases have persistent symptoms, in these cases expert opinion should be obtained.

A11.8. A second episode of concussion, occurring within a period of three months will require specialist referral prior to the return of the licence.

(C) Judicial

**Date of implementation:
01 January 2017**

C1.1.3. Any fraudulent and/or otherwise dishonest act or proceeding in connection with an event and/or motor sport generally.

Reason: Clarification following feedback from National Court case regarding deliberate omission from medical declaration not being fraudulent. Dishonesty is broad enough to include fraudulent behaviour.

C2.1.6. 'Stop-Go' or 'Drive Through' penalties (Q12.6), are not subject to penalty points and neither is there any right of appeal. This includes any such penalties converted to time penalties in accordance with Q12.6(h).

Reason: Clarification to remove any scope for argument whether such time penalties are appealable.

**Date of implementation:
Immediate**

C2.3.4. 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 ~~place position~~ second penalty in the results of that ~~race~~ Event. 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 ~~may not be substituted by a time penalty nor~~ does not ~~it~~ 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: The imposition of the original 10 place penalty was resulting in the penalised competitor being classified behind any competitors who had taken starters orders as per(U) 12.5.1.

**Date of implementation:
01 January 2017**

C6.1.1. Any Entrant or Competitor shall have the Right of Appeal to the Stewards of the Meeting against any penalty or decision given by the Clerk of the Course or another Official of the Meeting except that there shall be no Right of Appeal against the report of a Judge of Fact, **with the exception of reports from technical Eligibility Judges of Fact reports which may be appealed per under C6.1.3 and/or C7.2**

Reason: Clarification to emphasise route to appeal technical eligibility reports, and to ensure Eligibility Judges of Fact are MSA licensed. Amendments are supported by the Technical Advisory Panel.

**Date of implementation:
Immediate**

C6.3. Time Limit for Appeals

(f) Appeals concerning the results of a competition	Within 30 minutes of the publication of provisional results or any amendments thereto, or, if results are published in accordance with D.26.1.3 or D.26.1.4, within seven days of the date of despatch
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[Renumber existing paragraphs C6.3(f) and (g) as **C6.3(g)** and **(h)**]

Reason: Following Executive Committee approval of certain other amendments to C6.3 in May 2014 and Motor Sports Council ratification in June 2014 an error occurred in transposing the changes for the 2015 year. Clarification to reinstate the language with immediate effect to correct such error.

**Date of implementation:
01 January 2017**

C7.3. Effect of Giving Notice of Appeal.

C7.3.1. The lodging of an Appeal against a decision of the Clerk of the Course, or the giving of Notice of Intention to Appeal against a decision of the Stewards of the Meeting, does not suspend any penalty that may have been applied or endorsed, during the **event Meeting** out of which the decision has arisen. Thus no Competitor may continue to compete 'under appeal'.

C7.3.2. After the conclusion of the **event Meeting** out of which a decision has arisen, if Notice of Intention to Appeal against a Stewards' decision has been given, the operation of any sentence or decision will be suspended until the disposal of the Appeal by the National Court. If a sentence of suspension is upheld, the Competitor concerned will be excluded from the results of any competition in which he has competed pending the hearing of the Appeal. In coming to a judgement, the National Court can take into account any benefit the Appellant may have gained through appealing.

Reason: Clarification to take account of appeals processes and competitor sanctions over multi-day events, most commonly in circuit racing.

(G) Officials

**Date of implementation:
01 January 2017**

[Insert new paragraph **G2.4.8**]

G2.4.8. Decide that a penalty or other decision appealed against can be waived, varied or a fresh penalty imposed.

[Renumber existing paragraphs **G2.4.8** to **G2.4.12** as **G2.4.9** to **G2.4.13**]

Reason: Clarification to provide clear power to Stewards to waive, vary, or impose fresh penalty.

(H) Competitors: Licences

Date of implementation:
01 January 2017

H24.1.4. Deleted.

Reason: Clarification to remove from Section H such language that had previously been removed from the competitor declaration in D13.1 (which had previously appeared in Section B) following substantial amendment of that declaration for the 2010 year.

(Q) Racing

Date of implementation:
01 January 2017

Q19.1.3.

a) There must be substantial towing eyes securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved. Cars of periods A to F and single seater racing cars are exempt from this requirement subject to a suitable towing point being clearly identified. Towing eyes must have a minimum internal diameter of 60mm. Towing eyes/towing points should be painted a contrasting bright colour (dayglo red, orange or yellow, **marked with an arrow and the word "tow"**).

b) The following configuration and specifications are strongly recommended:

Vehicles to be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal center line.

The towing eyes to be made of steel wire rope of at least 6mm diameter ~~steel wire rope~~ with a 6x19 wire core.

Each towing eye to have a breaking-strain of at least 2 tons and allow the passage of a cylinder with a diameter of 60mm, ~~situated 25mm forward of the adjacent bodywork 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.~~

~~They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.~~

The towing eye to be fixed to a structural part of the chassis with a minimum of M10 (Grade 8.8) fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile.

Towing eyes should be situated 25mm forward of the adjacent bodywork with clearance of 100 mm above and below to enable recovery crews to attach straps and shackles.

A "pull-cord" to be attached to the towing eye to enable the marshals to access it. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

Reason: At the request of Race Committee, to provide a recommendation for additional towing points. This recommendation is available for clubs to specify in their championship regulations and is included in the 2016 Championship Regulation Master Format for Clubs to utilise.

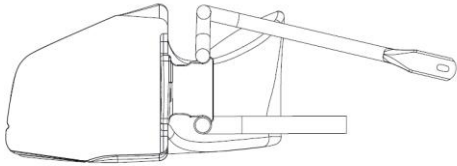
(U) Karting

**Date of implementation:
Immediate**

(U)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.

Drawing 17.5

Correct position



Unacceptable position – if any part of the front bumper tubes is in an area marked 'A'

