

RULE CHANGES

Decisions taken at the Motor Sports Council
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.

(C) Judicial

Date of implementation:
1 January 2019

11. Anti-Doping **and Anti-Alcohol** Hearings

11.1. The Anti-Doping Regulations **and the Anti-Alcohol Regulations** are detailed in H39.

Reason: WADA (World Anti-Doping Agency) removed Alcohol from Prohibited List at the end of 2017 as it was decided that it was a safety issue, rather than a performance enhancing issue. This meant that motorsport no longer has control of

procedure for testing or results management for alcohol levels.

The FIA has already published Anti-Alcohol Regulations for International events (events on the International Sporting Calendar) so the MSA now needs to create a policy and guidelines to cover all of their national events.

(D) Organisers

Date of implementation:
1 January 2019

Clubmans Permits

4.5. Clubmans Permits for the following types of event must comply with 4.5.1. to 4.5.4.

(l) Navigation Rallies limited to 20 cars not being part of a championship **other than that of a Regional Association.**

4.5.4. Events in 4.5. (b) to (k) ~~(l)~~ may form part of a Regional Association Championship ~~provided that all Competitors participating or scoring in such a championship hold a Clubmans Competition Licence.~~

Reason: *The Regional Committee has noted a general decline in support for Regional Association Championships, for Autotests and Car Trials in particular, whilst entries for non-championship events remain healthy. It is suggested that the requirement to hold a Clubmans Competition Licence is a barrier to championship participation.*

The Regional Committee proposed a two-year experiment to waive the requirement for a competition licence for Regional Association Championships for those event types as specified in D4.5. These being events for which a competition licence is not otherwise required at events of a Clubmans Status.

It was further proposed to extend this to include those Navigation Rallies limited to 20 cars which may form part of a Regional Association Championship.

The effect of this experiment would be to modify General Regulations for the term as above.

**Date of implementation:
1 January 2019**

13.1.4. Every entrant shall sign the following declaration:
'I have read and fully understood the ~~Procedure~~ **regulations** for Control of Drugs and Alcohol as contained in the Competitors' and Officials' Yearbook Regulations H39, D35.1, G15.1.4 and have also fully familiarised myself with the information on the web sites referred to (www.msauk.org, www.ukad.org.uk and www.wada-ama.org) in particular the UK Anti Doping Rules which have been adopted by the MSA. Further, if I am counter-signing as the Parent or Guardian of a minor then in addition to the deemed consent to the testing of that minor (~~UKAD code Art 5.6.2~~ **UK Anti-Doping Rule 5.7.2**) I hereby confirm that I give such consent for the minor concerned to be so tested.'

26.3. These Results become Final when any Protest or Appeal time has expired and all official enquiries by the Clerk of the Course and/or Race Director, all technical matters, ~~all Anti-Doping matters~~ and all outstanding Protests or Appeals have been settled.

Reason: *WADA (World Anti-Doping Agency) removed Alcohol from Prohibited List at the end of 2017 as it was decided that it was a safety issue, rather than a performance enhancing issue. This meant that motorsport no longer has control of procedure for testing or results management for alcohol levels.*

The FIA has already published Anti-Alcohol Regulations for International events (events on the International Sporting Calendar) so the MSA now

needs to create a policy and guidelines to cover all of their national events.

(F) Emergency and Medical Services

**Date of implementation:
1 January 2019**

1.2. Rescue, Stage Safety and Recovery Units are licensed yearly by the MSA. All MSA registered Units must be inspected by an appropriate MSA Rescue or Recovery Assessor, **or MSA Rescue & Recovery Panel member**, on application for their first MSA registration and at least once in every three year period thereafter.

Reason: *To allow those members who are not on the Assessors list to fulfil this function. All are of adequate experience to perform this duty.*

(H) Competitors: Licences

**Date of implementation:
1 January 2019**

~~Procedure for~~ Control of Drugs and Alcohol (D35.1)
Anti-Doping Regulations

39.1. The MSA has adopted the UK Anti-Doping rules published by UK Anti-Doping (or its successor) as amended from time to time. Such rules shall take effect and be construed as Regulations of the MSA. The UK Anti-Doping Rules are available at www.ukad.org.uk and the WADA Prohibited List is available at www.wadaama.org or

from the MSA on request. It is the responsibility of each licence holder to ensure that they are fully familiar with the UK Anti-Doping Rules and the WADA Prohibited List. The FIA Anti-Doping Regulations will apply in respect of any International event.

39.2. **The MSA Anti-Alcohol policy and guidelines are published on the MSA website. It is the responsibility of each licence holder to ensure that they are fully familiar with the MSA Anti-Alcohol policy and guidelines. The FIA Anti-Alcohol Regulations will apply in respect of any International event.**

Reason: *WADA (World Anti-Doping Agency) removed Alcohol from Prohibited List at the end of 2017 as it was decided that it was a safety issue, rather than a performance enhancing issue. This meant that motorsport no longer has control of procedure for testing or results management for alcohol levels.*

The FIA has already published Anti-Alcohol Regulations for International events (events on the International Sporting Calendar) so the MSA now needs to create a policy and guidelines to cover all of their national events.

(J) Competitors: Vehicles

**Date of implementation:
1 January 2020**

5.1.2. **Period Defined Vehicles (Non-Rally) taking advantage of any exemptions for Period Defined Vehicles within the General Regulations must have been issued**

with either a validated MSA Period Defined Vehicle Identity Form, an FIA Historic Technical Passport, or an approved Vehicle Identity Form issued by an MSA Registered Club, which must be presented at Scrutineering. This will be the definitive document defining the vehicle period.

Reason: Following the new definitions for Period Defined Vehicles (non-rally) this regulation defines the acceptable documents to be presented to confirm that a vehicle is eligible under these definitions.

Many historic race championships already have their own vehicle identity documents that provide this function, we will accept these documents, as well FIA issued HTPs. But the new MSA issued Period Defined Vehicle Identity Form is available for cars which do not have an identity document from elsewhere.

(K) Competitors: Safety

Date of implementation: immediate

2.1.7. All seat belts used on International Events must be homologated by the FIA, and carry their label.

For national events, where Specific Regulations require an FIA Homologated harness, harnesses homologated by the FIA according to FIA standard 8853-2016 may be used for up to five years after the year stated on the label.

Harnesses homologated by the FIA according to FIA standards 8853/98 and 8854/98 may be used until 31st December of the year stated on the label.

Reason: The MSA are reviewing alternative methods of risk management for competitors safety equipment.

This proposal extends the life of an FIA 8853-2016 harness by an additional five years over the current FIA validity of five years.

Harnesses to FIA 8853-2016 standard are tested to a greater loading than that of the previous standards and are a 6-point minimum. By extending the usable life it will encourage competitors to use the latest standard.

To offset this extension, we will give Scrutineers more power to impound equipment and potentially invalidate homologation labels if the equipment is involved in an accident or found in poor condition.

Improvements into harness mounting regulations will be investigated, as this has been identified as a potential weak point in the harness system. An education program on harness mounting for competitors and officials will be actioned through the MSA publications and forthcoming Scrutineer Training.

Future projects to monitor usage/accidents via the Vehicle Passport system, and the

development of other methods to collect accident data will assist in monitoring the condition of the safety equipment.

Other ASNs already recognise a 10-year life for harnesses. (e.g. CAMS, following comprehensive testing).

(M) Autotests

Date of implementation:
1 January 2019

10.3. Passengers at National B events must produce a valid Club Membership Card.

Reason: The new regulation for 2018 permitting passengers to be carried in AutoSOLOs has highlighted a disparity with both Trials and Cross Country events, where at Clubmans status events the passengers are simply required to be eligible by age, health and to sign on. Such a harmonisation will make the sport more accessible to a wider audience.

(P) Cross Country Events

Date of implementation:
1 January 2020

56.7.4. Competitive Safaris, and Hill Rallies must specify tyre eligibility in the SRs. Tyres will be classified as All Terrain, Mud Terrain or Extreme and will be judged against the AT and MT patterns leading manufacturers, including BFG and General Tire.

Reason: The change maintains the sports need to consider ground

damage and to manage the use of aggressive tyres whilst removing the burden of maintaining extensive lists of readily available consumer tyres. This also removes the delay for newly introduced tyres being eligible as they will no longer have to wait to be specifically approved.

Date of implementation:
1 January 2019

60.5.1. The engine must not produce visible smoke or exhaust emissions during the event, however reasonable emissions, such as an occasional "puff" are tolerated. Any named official of the event is empowered to judge this. If the competitor is unable to effect a solution during the event they shall be disqualified from the competition.

Reason: Visible smoke and excessive exhaust emissions pose a serious health hazard to marshals and spectators and on trials sections in particular the close proximity of competitors vehicles to marshals is at the very least unpleasant and is leading to a shortage of volunteers.

(Q) Circuit Racing

Date of implementation:
1 January 2019

3.5.4. A licence issued by an EU ASN may also be accepted subject to agreement with MSA.

Reason: This provision has already been approved by Management Committee, noted by Motor Sports Council at their June meeting. This proposal merely legislates for this.

5.7. For any race that has been run, in its entirety, under Safety Car conditions shall be declared null and void.

Reason: Recognising laps run under Safety Car also count as race laps although there is no ability for racing conditions.

11.1. Vehicles will be identified by means of a competition number allocated by the organisers and displayed as specified in J.4.1. The use of "0" or "00" is prohibited unless preceded by any number 1 to 9.

Reason: Door numbers from "1" onwards should be used.

14.4.4. Causing a collision, ~~Repetition~~ of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Clerk of Course and may entail the imposition of penalties up to and including the disqualification of any driver concerned.

Reason: To give Clerks greater ability to provide extended clarity in respect of breaches of regulations.

19.11.2. Not have any ignition components which may run at a voltage exceeding 60V, ~~coils, chokes, black boxes,~~ located in the cockpit area in racing cars. Cars of periods A to E are exempt from this requirement.

Reason: Amended proposal following Race Committee

comments. The amended regulation would permit components such as ECU's to be located in the cockpit but not high voltage components such as coils. The original reason below remains valid.

Following a review this regulation was deemed out of date as many vehicles are now have electronic control modules mounted within the cockpit that cause no hazard. Coils are part of the ignition system and chokes would not be within the cockpit.

Due to difficulties in compliance and policing it was agreed that reference to Coils, Chokes and Black Boxes was no longer relevant.

(R) Rallying

Date of implementation:
1 January 2019

5.3.3. Exceptionally for Single Venue Stage Rallies taking place on a ~~single~~ venue that is currently, or was previously, a licensed Race, Speed or Kart circuit, or any airfield type venue (disused or not), the minimum age for the Navigator is 14 years of age.

Reason: The intention when Rallies Committee lowered the minimum age for Navigators at SVSRs was that such events posed less risk and hazard than that typically encountered at Multi Venue Stage Rallies, be they closed roads, forests or army ranges. The latter in particular may host a stage rally of either permit type and so this regulation clarifies the committee's

original intent to increase opportunity in a managed manner.

25.9.1. On any Single Venue Rally taking place on a venue that is currently, or was previously, a licensed Race, Speed or Kart circuit, or any airfield type venue (disused or not), the use, provision or possession of such information, unless in accordance with ~~29.1.7~~, 25.9.2. is prohibited and cannot be varied by the SRs.

25.9.2. This does not however preclude a crew from recording or annotating information during an event on the route instructions issued by the organisers for use later on in the same event.

Reason: A clarification addressing two issues. Firstly, the ability for organisers of SVSRs on military ranges and similar venues to permit the use of Subjective Route Notes and secondly to make it clear that at SVSRs on airfields and currently or formerly MSA Licensed venues, the only additional route information that a competitor may possess is annotations to the roadbook/route instructions officially issued.

34.1.2. The Chief Medical Officer or Chief Paramedic, being a Doctor or MSA Registered Paramedic, is responsible – in consultation with the Clerk of the Course and the Event Safety Officer – for ensuring that the required level of medical and rescue cover is provided and for the detailed organisation of doctors, the planning and deployment within stages, the organisation of ambulance meeting

points and the notification of hospitals in relation to the stages.

Stage Rallies (other than Single Venue Stage Rallies)

34.2. At Clubman, National B and National A Multi-Venue Stage Rallies, there must be a Doctor or MSA Registered Paramedic and an MSA-Licensed Rescue Unit at every stage (or group of stages (with a maximum three in close proximity to each other). A Chief Medical Officer or Chief Paramedic, who must be a doctor or MSA Registered Paramedic, must be appointed who is responsible – in consultation with the Clerk of the Course and the Event Safety Officer – for ensuring that the required level of medical and rescue cover is provided and for the detailed organisation of doctors, the planning and deployment within stages, the organisation of ambulance meeting points and the notification of hospitals in relation to the stages. The Chief Medical Officer or Chief Paramedic may, following consultation with the Clerk of the Course, appoint a deputy of suitable grade who could take over the Chief Medical Officer's duties in an emergency.

Reason: Clarification of terminology following advice from the Medical Advisory Panel.

Date of implementation:
immediate

48.10.6. Be fitted with front seats that ~~are currently~~ were FIA

homologated to FIA Standard 8855-1999 or 8862-2009 at the time of manufacture (but excluding seats for which the FIA homologation was withdrawn) complying with K.2.2. with appropriate seat mountings and Section K Appendix 2 Drawing number 32.

For national events, FIA homologated seats manufactured to FIA Standard 8855-1999 may be used for up to two years beyond the expiration of the original homologation label validity.

FIA homologated seats manufactured to FIA Standard 8862-2009 may be used until 31st December of the year stated on the label.

Reason: The MSA are reviewing alternative methods of risk management for competitor's safety equipment.

This proposal extends the life of an FIA 8855-1999 seat by two years over the current FIA validity of five years. The FIA already allow a two-year extension upon inspection of the seat by the manufacturer. This proposal automatically applies this two-year extension without the requirement to return the seat to the manufacturer.

The FIA 8862-2009 standard already has a 10-year validity.

To offset this extension, we will give Scrutineers more power to impound equipment and potentially invalidate homologation labels if the equipment

is involved in an accident or found in poor condition.

Improvements into seat mounting regulations will be investigated, as this has been identified as a potential weak point in the seat system. An education program on seat mounting for competitors and officials will be actioned through the MSA publications and forthcoming Scrutineer Training.

Future projects to monitor usage/accidents via the Vehicle Passport system, and the development of other methods to collect accident data will assist in monitoring the condition of the safety equipment.

(S) Sprints, Hill Climbs and Drag Racing

**Date of implementation:
1 January 2019**

~~1.1.3. The appropriate local hospital authorities shall be notified as to the date and time of the event, including practice.~~

~~1.1.4.~~ MSA licensed Clerks of the Course Timekeepers and Scrutineers, appropriate to the grade of the event, must be appointed.

1.2.2. At all National 'A' and above events, there should be at least one, but not more than two, licensed Deputy/Assistant Clerks of the Course, in addition to the Clerk of the Course.

1.2.3. At all other events it is recommended that there should be

at least one, ~~but not more than two,~~
Deputy/Assistant CofCs in addition
to the CofC.

Practice/~~Racing~~ Competition Restrictions

***2.1. Practice.** *With the exception
of Drag Races and Time Attack, all
Competitors must receive the
following opportunities for practice:

~~2.1.1. Where the course and braking
area is straight, and b~~
~~two practice runs~~

~~2.1.2. Where the course and braking
area is not straight, and b~~
Before the
competitive runs: ~~two~~ **at least one**
practice runs.

Drivers are also Permitted to either:
(~~a~~) Walk the course, or
(~~b~~) Drive over it at a non-
competitive speed.

Supplementary Regulations (SRs)
must state which
option is to be adopted.

~~2.1.3. At closed circuit Speed events
one lap constitutes one practice run.~~

2.1.4. Any Driver who has not
previously competed at the course
within the preceding ~~three~~ **six**
months, must make at least one
~~observed~~ practice run in the car to
be ~~used~~ **competed in**. The
Stewards of the Meeting may waive
this requirement where a Driver ~~has~~
~~practised in at least one car, or~~ can
give satisfactory evidence of
familiarity with, the course, and ~~any~~
~~other~~ **the** car in which he is entered
to compete but has not practised.

5.2.3. The Rescue Unit and the
Ambulance must be positioned to

ensure unobstructed access to the
course **as per the track licence**.

7.1.2. *Cars must be presented for
scrutiny and practice at the times
specified in the SRs. ~~Any
Scrutineering Ticket relating to a
previous event must be removed.~~

9.1.2. If, after approval, any car is
dismantled or modified in a manner
that may affect its safety or eligibility,
or it is involved in any incident which
is likely to have a similar effect, or
any aerodynamic device is added or
removed, it shall be represented for
approval.

~~9.1.3.~~ The entrant shall be
responsible for seeking such
fresh approval.

...

9.1.7. All cars competing in Hill
Climbs or Sprints must be presented
for scrutineering with a valid
Competition Car Log Book/Vehicle
Passport or an MSA Recognised
Vehicle Identity Document unless
the car is currently licensed for use
on the public highway and is
competing in a road legal condition
~~or is currently used in circuit racing
and is entered in an event on an
occasional basis only.~~ The onus of
proof rests with the competitor.

Drivers

9.2.1. Throughout practice and
Competition, upon exiting from and
until returning to the Paddock, when
the driver is seated in the vehicle he
must wear clothing, helmet and
goggles complying with K.9 to 11 or,
where appropriate the specific Class
regulations for Drag Races. Overalls

homologated to either FIA 8856-2000 or FIA 1986 standard are mandatory, **with the exception of Standard Cars (11.9) where overalls must comply with (K)9.1.4. Only FIA homologated rainwear is permitted. In all other respects** Competitors are required to wear flame-resistant gloves (K.14.3(e)). An FIA approved FHR device, fitted in accordance with FIA regulations is mandatory for all drivers with the exception of Period Defined Vehicles, Road-going Series Production Cars and Road-going Specialist Production Cars. All these items must be produced for inspection and approval at scrutineering.

Competition Numbers

~~9.2.6. Competition numbers must be covered at all times whilst driving on the public highway.~~

9.3.5. No more than two people at any time, in addition to the Driver and Officials, are allowed in attendance on each car in the **identified** starting area.

9.3.7. (a) In Hill Climbs If the Red flag (**or red light signal**) is displayed, competing cars should come to a standstill when practicable, and await further instructions from the marshals (4).

(b) In Sprints if the Red flag (**or red light signal**) is displayed, competing cars should come to a standstill when practicable and await further instructions from the marshals, but Q.15.1(j) may apply if the SRs specify that it is applicable.

Results

(Not applicable for Drag Races)

9.5.1. Drivers must be allowed **a minimum of** two runs in the same car in each Class entered, the faster run to count for the results unless the SRs say otherwise.

9.5.3. A competitor's time will be credited only if:

(a) All four wheels of the car are on the track when it crosses the finish line.

(b) The run is made during the period provided for cars in the appropriate class and not more than the appropriate number of ~~times~~ **competition** runs have been made.

~~(c) At events where more than one car starts simultaneously, the competitor has correctly complied with the starting signal.~~

~~(d) The vehicle completes the correct course without outside assistance.~~

9.5.5. To be classified as a finisher in the competition a competitor must have completed at least one ~~time~~ **competition** run.

9.5.6. Only an equal number of runs for all competitors in the same class will be counted. In the event of a tie between two or more competitors, the results of the next fastest run recorded (**during competition runs**) by the competitors concerned shall be compared, and so on.

Reason: *General Section Review which also includes the Standard Car Class to permit flame resistant clothing, which has subsequently been supported by the Safety*

Committee at their recent meeting, in addition to the reduction to the requirement of one practice run.

(T) Trials

Date of implementation:
1 January 2019

6.4.1. Any part of their vehicle or its occupants touch a marker

Reason: This permits the organisers to vary the application of a penalty for touching a marker should they wish to introduce a new twist to proceedings.

Date of implementation:
1 January 2020

9.8.3. Auxiliary lamps unless fitted as standard equipment using gas discharge or LED technology are not permitted and gas discharge or LED headlamp units may not be retro fitted.

Reason: To align with Road and Navigation Rallies. These technologies produce significantly greater illumination which is one of the prime causes of PR issues and complaints. Such technology is also considered out of keeping with the appearance of the sport.

Date of implementation:
1 January 2019

12.9.3. Tyres must be of a maximum size 165x15 on driving wheels and must be selected from Tyre List III (Section L). Vehicles fitted with tyres that have previously been included

in Tyre List III may compete for class awards only and may not be included in the overall classification.

Reason: Permits competitors to participate with tyres that are no longer eligible. This is to encourage competitors and vehicles that haven't been entered for a while to more readily make a return.

(U) Karting

Date of implementation:
1 January 2019

12.7. For Short Circuit Karting only, engines must not be run in the pits or paddock. The Chief Scrutineer may permit a Competitor to start their engine in a designated area only as identified by the Chief Scrutineer.

~~12.7.1. Kart engines may only be started in an area designated by the organisers, which shall include the live area of the circuit. When starting engines the driver must be seated correctly in the seat with all four wheels of the kart on the ground. Exceptionally non-centrifugal clutch classes may start their engines, in the same designated area, with the kart positioned on a trolley in a position that will not endanger others.~~

~~12.7.2. Gearbox karts may run their engines in an area designated as above by using suitable blocks under the rear part of the chassis.~~

~~12.7.3. Any kart engine started in a designated area (12.7.1), other than in the live areas of the circuit, must~~

~~not run for more than 10 seconds.~~

~~12.7.4. Subject to permission from the MSA, where tyres and wheels are lodged in parc fermé, karts may be started in a designated area (12.7.1) on a trolley, provided that all wheel nuts are removed from the live axle~~

Reason: There is inconsistent approach by organisers in order to identify the designated area, and it is appreciated that differing regional requirements will be in place. Therefore it is considered that the Chief Scrutineer should be best placed to appoint the designated area, if this is permitted at the meeting.

(W) Championships

**Date of implementation:
1 January 2019**

2.2.3. The Eligibility Scrutineer must be MSA-licenced and specifically approved by the MSA and the Technical Commission for this purpose. **Any Championship with a class or classes exclusively for Period Defined Vehicles as defined by MSA regulation must appoint a Historic Grade Eligibility Scrutineer.** The Eligibility Scrutineer should, when present at events, sign on and remain at the circuit until the Official results are published. Any eligibility checks on vehicles must be carried out in full co-operation with the Club organising the event. The Clerk of the Course must be informed of the intention to, and results of, any eligibility checks.

Reason: To maintain standards of eligibility at historic events, the Committee would like an Eligibility Scrutineer trained in historic eligibility to be appointed to all championships for Period Defined vehicles.

Note that this need not be an additional championship official, the championship can appoint an overall eligibility scrutineer that holds the historic grade.

The proposal for Section W applies to all Car Racing and Speed event championships. This is already a requirement for rally events and championships.

Training for historic Eligibility Scrutineers commenced in 2015 and to date there are 47 licenced Historic Eligibility Scrutineers.