

RULE CHANGES

Decisions taken at the Motor Sports Council meeting of 3 March 2015 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: 1 January 2016

2.6.4. Agreed not to have recourse except with the written Consent of the MSA to any arbitrator or tribunal not pursue any right of action which they may have before any court or tribunal without having first exhausted any other remedies provided for in these Regulations.

Reason: To align MSA regulations with FIA International Sporting Code Article 14.8.

(B) Nomenclature and Definitions

Date of implementation: 1 January 2016

Time Attack.

A Time Attack Event is run over a number of sessions to determine the competitor (in class) completing the fastest lap time. Drivers are not competing against each other but against the clock and in a manner equivalent to a timed qualifying session. By display of their headlights drivers indicate they are attempting their flying lap (hot lap). Overtaking should only be carried out on the left.

There will be: Warm-up, Practice, Qualifying and Final. These Sessions are always open Pit Lane and can vary from 15 minutes to 20 minutes per Session.

After the Warm Up (untimed) and Practice sessions the main segments of the day are the Qualifying and the Final. All Classes

will participate in the Qualifying Sessions. The cars to go forward into the Final will be confirmed in the SRs. The overall winner will be declared as that driver who has posted the quickest lap time in the Final.

Organisers reserve the right to split/amalgamate classes at their discretion in all sessions.

Session 1 - Warm Up - will be untimed.

Session 2 - Practice - will be a timed session.

Session 3 - Qualifying - will be a timed session. The fastest drivers will proceed into Session 4 the Final. The number of competitors proceeding to the final will be confirmed in the Final Instructions.

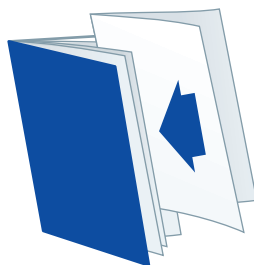
Session 4 - The Final.

Reason: Time Attack has been running under MSA jurisdiction since 2010 and the proposed regulations bring them within the framework of the general regulations.

(C) Judicial

Date of implementation: 1 January 2016

10.1. The National Court shall be empowered at its sole discretion to ~~arbitrate~~ provide binding arbitration between competitors, clubs and other recognised bodies, and one another on any matter directly connected with Motor Sport. This arbitration can be requested by those concerned, or initiated by the MSA but may only proceed with the consent of all parties. Liability for the costs of the arbitration may be ordered by the Court who are also empowered to make such order in respect of the terms of the arbitration as they think fit.



CUT OUT AND KEEP
Updated rule changes to
your MSA Yearbook

Any party requesting arbitration must pay a non-refundable fee as detailed in Part 3, Appendix 1.

Reason: To clarify that any arbitration can only proceed by consent and that the judgement will be binding.

(G) Officials

Date of implementation: 1 January 2016

2.3.6. In cases where a judicial hearing must take place after a Meeting, the Stewards may delegate their authority to the panel of Stewards at a subsequent Meeting or alternatively to a panel of Stewards assembled for this purpose and which shall be selected by the authority(ies) responsible for the selection of the original panel. Such delegation must be made in writing.

Reason: To allow for formal delegation of Stewards' authority to another panel where a decision or hearing has to be postponed to a later date. Formalises current guidance and falls in line with ISC Art. 11.9.2.s

Judges of Fact – Proposed Changes to Regulation G 10.2

10.2. The SRs for an event will specify the facts to be judged and the specific Officials who will judge them. The names, both first and last, of the officials appointed as Judges must be listed in the Programme or an Official Bulletin or posted on the Official Notice Board with date and time of publication.

In particular:

Reason: To clarify that appointed Judges of Fact need to be specifically named. In response to Trials Committee consultation feedback, any reference to a time limit for publication of names has been removed.

(H) Competitors: Licences

Date of implementation: 1 January 2016

30.1.3. The organisers may at their discretion:

- (a) Select entries as they wish.
- (b) Refuse any entry. No event or championship organiser shall have the right to refuse an entry on unreasonable grounds and competitors may appeal to the MSC if they feel the grounds are unreasonable. (C6.2.1,.2.2)

Reason: To provide a procedure for the right of appeal against refusal of entry which is given in H30.1.3. The proposal follows the process currently set out in W1.3.1.2 for review of MRCCP decisions whilst also making provision for events where entries are permitted up to one hour before the competition starts.

(P) Cross Country Events

Date of implementation: immediate

2014/10 Cross Country Tyres

64. Sports Utility Task Vehicle. A sport UTV is a two seater all terrain vehicle on general catalogued sale, of which 100 vehicles are produced in a 12 consecutive month period, of less than 1800cc corrected capacity and weighing less than 700 kg

LIST 5

Tyres for Cross Country Events

It is prohibited to re-groove tyres in this list.
(Competitive Safaris, Hill Rallies and Point to Point)

5(a) ALL TERRAIN

IPT

- Ultracross (Sports UTV only)

5(b) MUD TERRAIN

Tyres in List 5(a) and the following:

KONATI

- Mongrel (Sports UTV only)

Reason: In order to accommodate Sports UTVs it is necessary to approve tyres that are appropriate for the light weight of these vehicles. By adding the definition of a Sports UTV the fitting of those tyres is restricted appropriately.

(R) Rallying

Date of implementation: 1 January 2016

19.1.3. Historic Category 3 Road Rally Cars must have been registered between 1 January 1975 and 31 December 1981, comply with their FIA Group 1 or 3 homologation papers, or be a Series Production Car, and comply with 18.1 to 18.6 inclusive (see also 19.5).



19.1.5. Historic Category 4 Road Rally Cars must have been registered between 1 January 1982 and 31 December 1985, comply with their FIA Group A or N homologation papers, or be a **Series Production Car**, and comply with 18.1 to 18.6 inclusive (see also 19.5).

Series Production Cars

Note: In this section the term MODEL refers to all variants of the same family of cars. To avoid misunderstanding, competitors are advised to obtain a copy of the appropriate manufacturer's documentation as to the standard specification of the car.

19.9. Standard Production Cars compliant with 19.1.3 and 19.1.5 must comply with 19.3 to 19.8.1 inclusive and the following regulations:

19.9.1. Body (External). No changes or additions may be made to the side or plan silhouettes to that offered by the manufacturers in either standard form or manufacturer's optional extra form. The replacement of any body panel with one constructed of different material from that fitted by the manufacturer is prohibited. Front and rear bumpers must be retained and be of the same dimensions and constructed of the same material as those fitted by the manufacturer.

The fitting of any form of additional wheel arch extension is prohibited.

19.9.3. Engine. The engine fitted must in all respects conform to that fitted by the manufacturer for the model of vehicle. To ensure oil and/or fuel are not deposited on the public highway sumpguards and tankguards may be fitted. It is permitted to fit a guard or guards to the silencing system that must retain at least the same number of silencer boxes and expansion chambers as catalogued for the car.

19.9.4 Transmission. The gearbox shall be that as fitted to the model of vehicle. Any changes to the gearbox or final drive ratio are prohibited.

Reason: to provide regulations for Non - Homologated Series Production to compete in Historic Road Rallies.

46.3.7. The conversion of front wheel drive cars to rear wheel drive (or four wheel drive) or of rear wheel drive cars to four wheel drive is permitted subject to the body bodyshell construction alterations from the bulkhead rearwards being limited to those detailed in FIA Art.279.3.2.2 and shown in FIA Appendix J Drawings 279-1 and 279-2. Additionally where rear wheel drive cars are converted to four wheel drive the

bodyshell forward of the front bulkhead may be modified solely to allow fitment of front driveshafts.

Reason: There is currently provision under Category 2 to convert a fwd car to 4wd but no provision to convert a rwd car to 4wd. A rwd to 4wd conversion can often be done with minimal chassis modifications. This amendment provides for this whilst limiting the bodyshell modifications forward to the bulkhead.

(S) Sprints, Hill Climbs and Drag Racing

Date of implementation: 1 January 2016

Organisers' Regulations

Organisers of any Sprint, Hill Climb, or Drag Race or Time Attack Meeting must comply with the Common Regulations for Organisers (Section D) and the following:

1.1. Permits for Sprints, Hill Climbs, or Drag Race or Time Attack are issued at the sole discretion of the MSA, and are dependent upon a valid track licence being in existence.

1.1.1. For Time Attack a valid track licence for Racing Circuits is required.

1.2. In the case of all Sprints, or Hill Climbs or Time Attack, the Clerk of the Course must hold a CofC licence issued by the MSA valid for the grade of meeting.

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

3.2. With the exception of Time Attack, Cars shall be started from a standing start with the engine running. No car shall be started whilst there is an obstruction in its path either on the course or in the braking area after the finish, unless the track licence allows more than one car to be on the course at the same time.

5.2.4. Time Attack: In accordance with Q7.

7.1.1. Competitors in all Sprints, Hill Climbs, or Drag Race or Time Attack must comply with the Common Regulations for Competitors (Section H) and the following:

7.1.8. Competitors in Time Attack must comply with the minimum licence criteria stipulated in 17.2.4.1.

9.1.9. Vehicles other than those used for Drag Races or Time Attack may be liable to annual inspection by a Technical Commissioner or designated Scrutineer if:

...

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 or she must wear clothing, helmet and goggles complying with K.9 to T1 or, where appropriate, the specific Class regulations for Drag Races or Time Attack. Overalls homologated to either FIA 8856-2000 or FIA 1986 standard are mandatory. Competitors are required to wear flame-resistant gloves (K.14.3(e)).

All these items must be produced for inspection and approval at scrutineering.

Reason: Safety.

*9.2.2.1. During warm-up of a Time Attack event the SR's or Championship Regulations may authorise the team data analyst to accompany the driver and he would be required to comply with 9.2.1.

Reason: Time Attack has been running under MSA jurisdiction since 2010 and the proposed regulations brings them within the framework of the general regulations.

10.1.1. Hill Climb Super Sports Cars, Sports Libre Cars and Racing Cars must be equipped with a currently homologated FIA safety harness complying with K.2.1.3. or K.2.1.4.

Reason: To require only a currently homologated FIA safety harness.

S Results

(Not applicable for Drag Races or Time Attack)

TIME ATTACK Organisation

17.1.1. Unless stated hereafter, Organisers must comply with Sections D and S of these General Regulations. Q4.1.; Q4.2.1.; Q4.3 to Q4.5., Q4.7. Q4.8, Q8.1.5; Q8.1.8.; Q8.1.9., Q.13.1.1 to Q.13.1.4 and Q15 also applies.

*17.1.2. For any Technical or Safety criteria not provided for by these Specific Regulations the SRs must state the definitive source of reference.

*17.2.4. The SRs must state what qualification is required to drive a specific category of vehicle.

17.2.4.1. **Category of Driver:** There will be:

- (i) Club-Class for which a minimum of a Non-Race National 'B' licence is acceptable
 - (ii) Pro-Class for which the driver must be in possession of a Race National 'B' licence, as a minimum.
- Designation in regard to (ii) above is made by the Organising Committee and will be based upon a drivers previous motor sport experience, in the first instance, and then may be dependent upon other factors e.g. engine capacity, vehicle weight, lap times and previous Time Attack classification.

17.2.4.2. Where the Event forms a round of a Series or Championship a competitor who achieves a lap time within 5%, three or more times, of the fastest time of the class above them will be reviewed by the Organising Committee who may require the driver upgrades to that class.

17.2.4.3. A new driver, who has not previously held a Competition Licence, will be observed during practice by the Clerk of the Course. It is the drivers' responsibility to report this fact when signing on and await the instructions of the Clerk of the Course.

17.2.4.4. A driver may be required to make runs under observation at any time.

17.3.1. Unless stated hereafter, Vehicles must comply with Sections J, K and S of the General Regulations.

17.3.2. For Commercial type vehicles (J.5.20.6) applies.

*17.3.3. Classification shall be as prescribed in the specific class regulations contained within the SRs.

17.3.4. Competition numbers must be in compliance with Q11.

17.3.5. Tyres - Club Class to Section L, List 1A or 1B. Pro Class free.

17.4. Scrutineering

17.4.1. The Organising Committee may request the Clerk of the Course to verify the eligibility of a vehicle by requiring it to practice.

17.5.1. Warm-up & Qualification

17.5.1.1. On any car driven by a person who has not received six



car race or Time Attack signatures on his Competition Licence, there shall be on the back of the car a yellow square, 7in x 7in, with a black diagonal cross, with strokes 6in long and 1in wide.

17.5.1.2. A Warm-Up session will be provided.

Reason: Time Attack has been running under MSA jurisdiction since 2010 and the proposed regulations brings them within the framework of the general regulations.

Appendix 1 – Competition Fees

Date of implementation: 1 January 2016

13. Judicial

13.2. Appeal Fees at Events (excluding Eligibility Appeals)

- e) Appeal against refusal of entry to an event listed in D20.1.1 which was submitted within 24 hours of commencement of the event (C6.2.2) £105

13.4. Appeal Fees to the National Court (including Eligibility Appeals)

- x) Appeal against refusal of entry to an event or championship (C6.2.1) £225
- xi) Request for review of decision of a Championship Control Panel (W1.3.1.2) £420

Reason: To specify fees for appeals against refusal of entry and requests for review of a Championship Control Panel decision.

Appendix 4 – Judicial Notes for Guidance

Date of implementation: 1 January 2016

Witnesses and Examination

5. ...

- *Data logged evidence, video and other photographic evidence may be considered by Clerks of the Course, Stewards or the National Court, providing they are satisfied as to its authenticity, and in all circumstances at their sole discretion*
- *Recorded witness evidence, in the form of electronic voice and/ or video recordings, should be admitted as evidence by Clerks of the Course, Stewards or the National Court, provided they are satisfied as to its authenticity. Unless otherwise agreed by the parties involved, the witness should attend the hearing so they can be examined on the recorded evidence. In all cases, the admissibility of recorded evidence and the weight to be attached to such evidence (particularly if the witness is not present) is at the sole discretion of the Judicial Body.*

...

Reason: These additions to Appendix 4, Judicial Notes for Guidance, "Witnesses and Examination", address the use of recorded evidence at judicial hearings.

