

RULE CHANGES

Decisions taken at the Motor Sports Council meeting of 4 March 2014 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

2.2.1. These Regulations shall govern all events (as hereinafter defined) in which a vehicle (as hereinafter defined) having more than three wheels (and by agreement with the Auto-Cycle Union, pre-1941 three wheel cars **in all events and such vehicles of any age in Touring Assemblies**) may take part, organised in the territory of the MSA.

Reason: To accept any 3-wheel vehicles in Touring Assemblies.

(G) Officials

Date of implementation: 1 January 2015

5.2.19. (3.1, H.13, Q.4.2). Sign competition licence Upgrade Cards (except in respect of Kart Races, **with the exception of Long Circuit Karting**). As a guide, the following conditions will need to be met before a signature is given:

f) Not more than two signatures (one per race) per driver may be given at any one car race **or Long Circuit Kart** meeting (H.13)

Reason: The provision for 2 signatures (new in 2013) although provided for in Section (H) was not in Section (G) and the responsibilities were therefore not updated. Further as Long Circuit Karting is a Race Circuit activity it is suggested that the conditions for signing of upgrade cards for Circuit

Racing would be more relevant, this in turn transfers the responsibility of signing L/C Kart upgrade signatures from the MSA Steward to the Clerk of the Course.

(H) Competitors: Licences

Date of implementation: immediate

13.2.3. A maximum of two signatures may be obtained at a car race or long circuit Kart meeting. In exceptional circumstances only, documentary evidence, such as printed official results sheets may be considered as proof of performance for upgrading.

Reason: Clarification. The provision for 2 L/C Kart signatures is new for 2013 and "Kart" was incorrectly omitted from the approved wording

(K) Competitor Safety

Date of implementation: immediate

10.3.1. Standards. Helmets bearing one of the under mentioned 'standards' may be approved by the MSA subject to other criteria being met. See also drawing 10.3.1

(a) INTERNATIONAL EVENTS & ALL MSA EVENTS
FIA 8860-2004
FIA 8860-2010
SNELL SA2010
SNELL SA2005



CUT OUT AND KEEP
Updated rule changes to
your MSA Yearbook

SNELL SA2000*

SNELL SA2010

SNELL SAH2010

SFI Foundation 31.1A, 31.2A

BS6658 Type A/FR**

*May be withdrawn with effect from 01/01/15

**May be withdrawn with effect from 01/01/16

(c) ALL MSA NATIONAL EVENTS

As listed in (b) and

BB6658 Type A/FR**

**May be withdrawn with effect from 01/01/16

Date of Implementation: Immediate

Reason: Change of FIA Regulations.

(P) Cross Country Events

Date of implementation: 1 January 2015

~~2.2.2. Dual Status Permits may be issued for Hill Rallies in cases where there are separate awards and a substantial proportion of the route is either different or reduced in distance or severity.~~

Reason: The similar provision in Rallies was deleted in 2011 and with currently only one Hill Rally taking place the regulation is unnecessarily restrictive.

~~24.3. Drivers at Hill Rallies, Competitive Safaris, Timed Trials, Team Recovery, Point to Point, Challenge Events and all events crossing a public highway must hold a current valid RTA licence appropriate to the vehicle.~~

~~24.3.1. Drivers at Trials, Winch Recovery, Gymkhanas, Treasure Hunts and Orienteering must also hold a current valid RTA licence appropriate to the vehicle, but the SRs can Permit entries from Drivers who are ~~17~~ 16 or over but who do not have a current valid RTA licence for the vehicle, provided their Passenger holds such a licence and is experienced in Cross Country Trials. Furthermore the SRs may permit drivers aged 15 or over where the competitor has finished four TYRO Trials and the vehicle is road legal. The SRs may permit drivers aged 15 or over in a special vehicle where the driver has finished a further four Cross Country Trials in a road legal vehicle. Proof of finishing may be recorded on the Upgrade Card included elsewhere in this book or other suitable means.~~

~~24.3.2. Drivers at Timed Trials must hold a current valid RTA~~

Licence appropriate to the vehicle, exceptionally the SRs may permit drivers aged 16 or over who do not hold a current valid RTA licence appropriate to the vehicle where the competitor has finished four Cross Country Trials.

24.4. The vehicle may only be driven between observed sections by a crew member holding a valid full RTA licence. For Tyro and Junior Trials see 44.1, 25.3.

Reason: Following a review of the various minimum ages across Cross Country Events, the proposal seeks to make the minimum age criteria for competitor eligibility more progressive and structured.

(U) Karting

Date of implementation: 1 January 2015

~~6.2. A Yellow/Black quartered flag may be introduced by the Clerk of the Course at Short Circuit Kart Race meetings only, following a report from an Observer.~~

~~6.2.1. The flag will be waved and first be displayed at the start/finish line and then in trackwise order will flow around the circuit in both directions, as an adjacent post displays their waved flag at all flag posts.~~

~~6.2.2. Upon display of the Yellow/Black quartered flag at the start/finish line, the race leader all Karts must slow down to a steady pace (as on a rolling start) and all competing Karts must line up in order behind the leader who will act as the pace setter.~~

~~6.2.3. No overtaking is Permitted.~~

~~6.2.4. The field will remain in close formation, at reduced speed, for as long as it takes to clear the obstruction or remove the hazard.~~

~~6.2.5. Competitors who fail to slow down sufficiently or who overtake under the Yellow/Black flag may be excluded or otherwise penalised.~~

~~6.2.6. When the Clerk of the Course is satisfied that the problem is resolved, the Yellow/Black quartered flag will become stationary at the start/finish line and will then become stationary at all corresponding marshals posts around the circuit, which signifies that the Green Flag is to be displayed. race will be resumed by the display of a Green Flag at the start/~~



finish line and the simultaneous withdrawal of all Yellow/Black flags around the circuit. **Overtaking remains strictly forbidden until having passed the green flag on the start and finish line.**

Reason: To provide for a clear method to inform drivers when racing will resume, the basis of which has been drawn from the operation of a Safety Car in Circuit Racing. *This text is deleted: a) it could delay the restart by a lap, b) we do not want to alert the drivers too soon as they will likely speed up, c) they are already in formation for the restart.*

16.6.6. Mechanical fixings with more than three threads protruding on the underside of the floor tray are not permitted.

Reason: Safety. To prevent potential injuries from exposed threads in 'ride-over' incidents

Implementation: Immediate

~~16.19. The front and full side of any side tank must be protected by a single tube of adequate strength (minimum diameter of 15mm), which must not be in contact with the tank at any point, and must not present any sharp ends.~~

~~16.19.1. Along the side of the tank this tube must be parallel to the ground and 25mm above the rear axle centre.~~

~~16.19.2. Between the rear end of the tube and the chassis, a plate shall be mounted to prevent any backward movement of the tank.~~

~~16.19.3. Irrespective of any other method of fixing, the tank shall be held in place by a strap.~~

Reason: Out of date reference to side tanks, which are no longer in use.

17.10.2. Not **have the outermost point of the external face** be located inside the vertical plane through the two external edges of the wheels (with the front wheels in the straight ahead position) by more than 40mm.

Reason: Clarification. Current wording does not account for pods with curved faces.

17.26.1. The plates must be square with sides of **minimum** 25cm.

17.26.2. The numbers must be **minimum** 20cm high with a minimum stroke of 3cm.

Reason: Clarification. Recently amended wording defines one specific size, which cannot be achieved when using a standard 'Arial' font and the defined stroke width.

