

# RULE CHANGES

## Decisions taken at the Motor Sports Council meeting of 9 June 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.

### (C) Judicial

**2.3.** Time or Position Penalty (G.5.3). 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.

**2.1.1.** The penalties that may be inflicted are, in order of increasing severity, as follows:

- (a) Reprimand (2.4).
  - (b) Fine (2.4).
  - (c) Time Penalty (or Position/lap Penalty – Karts or Endurance Racing or Grid Place Penalty – Circuit Race) (2.3) or qualifying lap time(s) disallowed (Q12.6.1).
  - (d) Exclusion (2.5).
  - (e) Suspension (2.6).
  - (f) Disqualification (2.7).
- One or more of the above may be imposed as appropriate.

**Reason:** The time limit penalty is disproportionate for Endurance Racing and the proposed amendment would address that.

### (G) Officials

Date of implementation: Immediate

**5.3.7.** Impose a time penalty of up to 10 seconds for competitions of 30 miles or less or up to one minute if over 30 miles **or in an Endurance race ((Q)6.2.) a time, position or lap penalty may be imposed** upon any Competitor in a race meeting who he considers has gained an unfair advantage (whether inadvertently or not). This regulation does not preclude such a Competitor being reported to the Stewards for alternative penalties. In un-timed Kart Races, this penalty may be replaced by a position penalty (C.2.3).

**Reason:** The time limit penalty is disproportionate for Endurance Racing and the proposed amendment would address that.

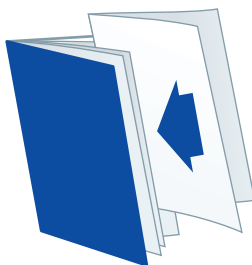
**6.5. Standing Start Speed Events:**

**6.5.6.** For Speed Events (except Drag Races) the Course Clear/ Closed signal must be separated from any other signal.

**6.5.6.1.** For Drag Racing two separate performances are monitored for each run, the elapsed time and the speed. On an elapsed time run the car first leaves the starting line connecting the beam which activates the electronic timer. As the car continues through the course the timer records the elapsed seconds and fractions of seconds until the car breaks the finish line beam and stops the timer. Top speed is determined by the car breaking one additional light beam at the finish line.

Should the driver react to the timing system too quickly and drive away from the starting line before the green "go" signal then he will have had a foul start and be disqualified (red light start).

**Reason:** To align the Drag Race Yearbook with General



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Updated rule changes to  
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Regulations. The format taken is on the basis of the link between the Kart Race Yearbook and the General Regulations.

## 29.12: CHART OF TIMING EQUIPMENT CLASSIFICATION

Timing Equipment is classified as follows:

| Equipment class | Description   | Suitable for          | Certifying laboratory                              |
|-----------------|---|-----------------------|--|
| G/A             | Vehicular actuated apparatus incorporating print-out. Issue times to 0.001 sec. | Race only/<br>Karting | National observatory or NAMAS Certified laboratory |

### (L) Permitted Tyres

Date of implementation: Immediate

5(a) All Terrain

TOYO

- Open Country AT
- Open Country AT+

**Reason:** The Open Country AT+ is the updated version of the existing Open Country AT and was introduced earlier this year to meet the forthcoming EU Tyre Regulations effective this Autumn.

### (P) Cross Country

Date of implementation: 1 January 2016

1.1.10. The use of the Forestry Estate, being that managed by the Forestry Commission England, the Forestry Commission Scotland and Natural Resources Wales, must have been approved by the MSA. Permission must be applied for by an annually specified date, prior to the Forest Enterprise year (which runs 1 January - 31 December). All Cross Country Events are restricted to the tyres listed in Section L Tyre List 5a).

**Reason:** To restrict the type of tyres permitted to be used on the Forestry Estate to the All Terrain Patterns listed in Tyre List 5a).

60.1.1. Vehicles must be currently registered and taxed.

60.1.2. With the exception of Promotional Events the SRs may

relax the requirement for a vehicle to be currently taxed if the event takes place wholly on private property.

62.1.2. Vehicles must be currently registered and taxed.

**Reason:** To amend regulations to reflect DVLA no longer issuing a VED disc for display.

25.1. For Hill Rallies, Competitive Safaris, Timed Trials, Team Recoveries and Point to Point, all Competitors must wear approved Crash Helmets (K.10) and goggles or visors to protect their eyes, and clothing which covers the arms, legs and torso up to the neck.

Additionally competitors in Sports Utility Task Vehicles must wear an FIA approved FHR device, fitted in accordance with FIA regulations.

**Reason:** Sports Utility Task Vehicles are relatively new to the UK and have significantly different characteristics to conventional Cross Country vehicles. Suitable FHR devices are readily available for these vehicles.

**Cross Country Driving Test.** A Cross Country competition in which marking during the event is based solely on a Competitor's performance in manoeuvring tests. These tests may be at one or more sites on private property and be on unsealed surfaces and intended to encourage newcomers to the sport.

#### Cross Country Driving Tests (55.2)

P23.2.1. These events must be organised in accordance with 7 and the following:

#### Driving Test Layouts

23.2.2. Cars must not be allowed to travel more than 25m (between manoeuvres) without having to stop astride a penalty line, reverse or drive clear of the line or manoeuvre in a garage or box.

23.2.3. Competitors must either stop astride a penalty line or make a change of direction of at least 90° at a distance of not more than 20m before the Finish line.

23.2.4. The route must be made available to all Drivers before any test.

23.2.5. The start and finish of all tests must be in a forward direction.

23.2.6. All tests must be arranged so that the whole of the



course is visible to the Driver from the Start Line unless competitors are given the opportunity to walk the course beforehand.

*23.2.7.* There must be no optional direction of travel, except as specified in 55.3.8.

*23.2.8.* Clarification of where and how a change of direction may be made without incurring a penalty must be available on request to all Competitors before the start of any test.

*23.2.9.* Spin turns are not permitted.

*23.2.10.* Practising for tests is not permitted.

*23.2.11.* Markers should be not less than 1m in height, unless the Supplementary Regulations (SRs) or test instructions specify otherwise.

*23.2.12.* Lines and gates must have a minimum width of 3.5m.

*23.2.13.* Any 'garage' must have a minimum length of 6m and a minimum width of 3.5m.

*23.2.14.* When Competitors are required to perform a 180° turn in a box, the size of the box must be sufficient to contain a circle of 16m diameter.

*23.2.15.* Each test should be designed so that a Competitor is not expected to engage reverse gear more than four times (ignoring manoeuvres to correct mistakes).

*23.2.16.* Each test must be run at least twice.

*23.2.17.* Each Competitor's worst performance at each test will be discarded in arriving at total penalties for the event.

#### Cross Country Driving Tests (23.2)

*55.2.1.* Drivers must hold a valid full RTA licence (not provisional) for vehicles with more than three wheels and produce a valid Club membership card.

*55.2.3.* The vehicle may only be driven between Driving Tests by a crew member who holds a valid full RTA Licence.

*55.2.4.* A Passenger may be carried to assist by giving directions when the driver holds a valid full RTA Licence.

*55.2.5.* The Passenger must occupy the seat alongside the

Driver and wear a properly fastened and approved seat belt at all times during the test.

*55.2.6.* No other Passenger is allowed.

*55.2.7.* If the Driver holds a valid, full RTA Licence, a Passenger, if carried, must be 12 years or over.

*55.2.8.* Vehicles must comply with 62.1-62.1.6 and where either crew member is under 16 years of age the vehicle retains the original hardtop or truck cab and the seat belts comply with K2.1.1.

*55.2.9.* Classes are free, but the class structure must be stated in the SRs.

#### Driving Test Procedures

*55.3.1.* Drivers will be considered under Starter's orders when instructed by an Official to proceed to the Start line.

*55.3.2.* Drivers then failing to proceed may forfeit their run or may be penalised in accordance with Table P.55.5.(a).

*55.3.3.* A start will only be valid if made under the vehicle's own power.

*55.3.4.* When a car is required to stop astride a line, the line must be between its front and back axles and all the area of the tyres in contact with the ground must be seen to have crossed the full width of the line.

*55.3.5.* Similarly, if a car is required to cross a line with all four wheels, all tyre contact area must be seen to be clear of the line.

*55.3.6.* Timing at completion of a test must be based on the leading wheel (on the same axle) crossing the Finish line.

*55.3.7.* Penalties will be applied for failure to cross the Finish Line.

*55.3.8.* In any diagram illustrating a test, the dimensions should be approximate and for guidance only. Indications of the direction of travel of the competing cars when crossing a line, or passing between markers, must be shown unless specified otherwise (ignoring 'shunts' to avoid markers).

*55.3.9.* A maximum penalty (see Table P.55.5 (c)) shall be applied if a competitor crosses with both leading wheels a marked test line in the wrong direction, out of the prescribed



sequence or too many/few times, otherwise competitors may correct their mistakes by returning to the point where they deviated from the test diagram, unless otherwise stated in the SRs.

55.3.10. In changes of direction either lock can be used (unless the test diagram specifically states otherwise).

55.3.11. Clerks of the Course wishing to define direction of travel between markers should include any necessary marked line(s).

55.3.12. In the event of re-run caused by a timing failure, the greater number of penalties incurred in either run will be added to the time taken in assessing the performance on that test.

#### Marking

55.4.1. Judges must be appointed to each test to adjudicate on:

- a) False starts
- b) Crossing/failing to cross marker lines
- c) Touching markers and not following correct route.

55.4.2. Competitors will be provided with a score card for the Organisers to record times and penalties at the completion of each test run.

55.4.3. Marks will be lost for time taken (if applicable) and for any infringements of the test instructions, such as striking a marker or crossing a boundary line.

#### Results

55.5.1. To be classified as a finisher, Competitors must complete not less than half of the tests and must hand in their score card to Officials within 15 minutes of all other Competitors completing the final test.

55.5.2. Competitors will start with zero marks.

55.5.3. All Class awards must be calculated on the basis of penalty marks lost, with the Competitor incurring the least penalty points being judged the winner.

55.5.4. In the event of a tie, the Competitor who was first to have the lesser penalty from the start will be adjudged the winner, unless another method of resolving ties is stated in the SRs.

55.5.5. Performance will be assessed as in Table P.55.5.

unless the 'Marks Lost' stated are modified by the SRs. See Appendix 1, Table P.55.5.

Table P.55.5.  
Cross Country Driving Test Penalties

|  | Marks Lost     |
|--|----------------|
| (a) Each minute late in reporting at the start or a restart  | 5*             |
| (b) Not attempting or being ready to attempt a test when instructed to do so                                     | 40*            |
| (c) Not performing a test correctly, other than in (d) or (e) or not completing the test or making a false start | 40*            |
| (d) Striking any barrier, wall or marker or crossing the boundary of a test (per mistake)                        | 5              |
| (e) Failing to cross or stop at any line or specified position as required in a test (per mistake)               | 5              |
| (f) Every second (and fraction) taken to complete test   | 1 fraction     |
| (g) Every second (ignoring fractions) to complete test   | 1 no fractions |

**Reason:** To introduce a driving skills competition to complement the TYRO Trial aimed at younger drivers and/or showroom vehicles.

### (Q) Race

Date of implementation: 1 January 2016

9.1.1. Any Driver competing in a Single Seat Racing Car, 0.5bhp/kg or greater (excluding driver weight), must be the holder of a Race National 'A' licence, as a minimum, with the exception of a Championship which has been authorised by MSA to set an alternative qualification.

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

5.4. Any race can be stopped at the sole discretion of the Clerk of the Course by waving the Red flag at the Start/Finish line. Competitors will be warned that the race has been stopped by the simultaneous waving of the Red flag at all Flag Marshalling Posts. (6.2.6. applies)

6.2.6. All starters in an Endurance race will be classified in the



results according to the number of completed laps.

**17.3.** With the exception of 6.2.6., unless the SRs or the Championship Regulations state otherwise, to be classified as a finisher in a race, only cars which have covered at least 80% of the distance covered by the class winner and which cross the finishing line under their own power within four minutes of the overall winner will be classified. Should this percentage not result in a full number of laps, the decimals will be disregarded.

**Reason:** To alleviate the injustice of competitors having covered a greater distance being unclassified.

**12.14.2.** A grid may be formed in two parts allowing the first part of the grid to be started in advance of the second. The signal lights, or starting flag, will be used to start the first part and the second part started by use of a starting flag alone. A time delay of no less than 5 seconds and no more than 10 seconds may be used to separate the two parts of the grid. All competitors must be made aware of this start procedure through Final Instructions, whenever this method of starting is used.

**Reason:** Establish a regulation for dealing with starts where classes are combined

**11.4.** The organisers may, in addition to the number format provided in J4.1, also permit competition numbers to be moved to the rear side windows (above the drivers' name) on the vehicle in which case.

**11.4.2.** In addition, the windscreen of these cars must display the competition number positioned on the upper area of the passenger's side of the windscreen, as follows:  
(i) the numerals must be at least 150mm high  
(ii) be in the same colour and font as those displayed on the rear side windows  
(iii) be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.

**Reason:** To allow for different number formats to be permitted in the same race, subject to agreement of the Timekeeping Advisory Panel

## (R) Rallies

Date of implementation: 1 January 2016

**12.11.** An MSA or Regional Association approved Rally Timekeeper must be appointed as a Chief timekeeper for any road event where timing is to an accuracy of less than one minute.

**Reason:** This regulation is no longer necessary or appropriate.

**19.5.** Certain waivers may be available for Historic Road Rally Cars entered in Road Rallies and Rallies with Special Tests solely for vehicles manufactured before 1 January 1942.

**19.5.1.** The MSA may also grant discretionary waivers for Historic Road Rally Cars complying with R19.1 in respect of 18.2 as appropriate, for Road Rallies and Rallies with Special Tests held between 07.00 and 22.00hrs.

**19.5.2.** Application for these waivers should be made to the MSA by the organisers of the specific event, giving full details of the waivers sought.

**19.5.3.** Any such waivers will be exclusive to an individual Motor Club and the nominated event.

**Reason:** To afford Historic Road Rally cars in any daytime Road Rally event the ability to be granted the same discretionary waivers as they would in a Historic Road Rally event.

**25.7.3.** If an automatic method of recording a false start is to be used the false start detector should be placed between 30cm and 40cm in front of the actual Start Line and the method of use and implementation must be described in the event SRs. The timing system must be capable of recording the time that the car passes through the false start detector. These times must be made available to the organisers, with any competitors recording a false start reported to the Clerk of Course.

**Reason:** There is currently no regulation on the positioning of False Start detectors. This proposal gives specifications on the positioning of the detector and the recording of data whilst ensuring that the method used is detailed in the SRs.

**48.9.1.** All non-homologated cars must conform to the minimum weights in the table above. The only exceptions are vehicles that have a specified minimum weight recorded in their MSA Competition Car Log Book/Vehicle Passport



## Historic Special Stage Rallies

### Vehicle Weights Limits

| R48.9.1      | Cars post 1/1/1982 & 4WD Specialist Rally Cars | Cars up to 31/12/1981 | 2WD Specialist Rally Cars |
|--------------|--|-----------------------|---------------------------|
| Up to 1000cc | <del>720kg</del> 660kg                         | 655kg                 |                           |
| Up to 1400cc | <del>840kg</del> 700kg                         | 700kg                 | 620kg                     |
| Up to 1600cc | <del>920kg</del> 770kg                         | 740kg                 | 670kg                     |
| Up to 2000cc | <del>1000kg</del> 850kg                        | 810kg                 | 720kg                     |
| Up to 2500cc | 1080kg   | 880kg                 | 770kg                     |
| Up to 3000cc | 1150kg   | 945kg                 | 880kg                     |
| Up to 3500cc | 1230kg   | 1005kg                |                           |
| Up to 4000cc | 1310kg   | 1075kg                |                           |

49. The MSA has created the Regulations in 49 so that Historic Cars may be used for competitions under a set of rules that seek to preserve the specification of their period and prevent modifications of performance and behaviour which could arise through the application of modern technology. Historic competition is not simply another formula in which to acquire trophies, it is a discipline apart, in which one of the essential ingredients is a devotion to the cars and to their history. Historic Motor Sport enables the active celebration of the History of the Motor Car. Historic Special Stage Rally vehicles must comply with Special Stage Rally Technical regulations with the following exceptions 46.2, 46.3, 48.2, 48.2.6, 48.3, 48.4, 48.5, 48.6, 48.8, 48.9, 48.10.1.

**Reason:** The introduction of the minimum weights was a result of the K37 Review and sought to restrict the practice of over-lightening stage rally cars. Having adopted the FIA Minimum Weights for the respective Appendix J regimes it became apparent that a) the scales appeared to unduly favour the older cars and b) allegations that some post 1981 cars were actually lighter than the scales without being intentionally so. In 2013 the MSA undertook a programme of weighing rally cars, primarily at asphalt events, and found a number of sub 2000cc cars to be under weight. On review these cars were in fact above their published homologated weight; the revised weights will bring these vehicles more closely in line with these homologated weights. The replacement of R48.8 with R48.9 is a correction to cross references.

## (S) Speed Events

Date of implementation: 1 January 2016

10.1.2. Road-Going Series Production, K.1.6.1 or K.1.6.2 recommended.

10.1.3. Road-Going Specialist Production, Modified Series Production Cars and Modified Specialist Production Cars must comply with K.1.6.1 or K.1.6.2.

**Reason:** Increased safety on the basis of permitted modifications.

### Organisation

Regulations within the Drag Race Yearbook may apply further limitations or requirements, additional to the following:

16.1.1. Unless stated hereafter, Organisers must comply with Sections D and S of these General Regulations.

\*16.1.2. For any Technical or Safety criteria not provided for by these Specific Regulations the SRs must state the definitive source of reference.

**Reason:** To align the Drag Race Yearbook with General Regulations. The format taken is on the basis of the link between the Kart Race Yearbook and the General Regulations.

## (T) Trials

Date of implementation: 1 January 2016

### HSTA Car Formula

14.1. The Historic sporting Trials Car Formula involves four wheel vehicles complying with all Technical Regulations except J5.2.2, J5.2.3, J5.2.4, J5.2.6, J5.20.4, J5.20.6, J5.20.7, J5.20.8, J5.20.9, 9.1, and 9.8 including Period Vehicle Waivers (E to G) and Regulations T12 except T12.3, T12.4.6, T12.5, T12.6, T12.7, T12.9 and T12.9.3 but including T12.3.1.

In the following regulations, the term "Ford Sidevalve" refers to components from the following models: E04A, E494A, E4930A/B, E93A, E493A, E83W, 100E and 103E. The term "period" refers to the Historic Class for cars manufactured between 1/1/1931-31/12/70 and for cars in the Post Historic class those manufactured between 1/1/1971 - 31/12/1978.

**Reason:** To define a class for Post Historic Sporting Car Trial cars.





#### Observed Sections and Route

**6.4.5.** All markers are deemed live and those markers that are not in the sequence being negotiated by the competitor shall be considered as indicating the section's boundary, unless deemed otherwise on a particular section by the Clerk of the Course. In such cases the penalty recorded shall be that of the part of the section between gates and not necessarily the value of the marker touched.

**Reason:** To clarify the penalty recorded for touching a marker that is indicating another part of the section whether already completed or not.

Date of implementation: Immediate

#### List 3

Tyres for Sporting Car Trials

It is prohibited to re-groove tyres in this list.

#### FIRESTONE

• \*F560

#### MICHELIN

• ZX

#### NANKANG

• CX668

#### TOYO

• 330

#### VREDESTEIN

• \*Sprint+

• T-Trac

**Reason:** A number of the above tyres are no longer available and will be removed from the list. Evaluation of the Nankang CX668 has shown this to be an ideal tyre for Sporting Trials and the medium term supply has been assured. It is therefore desirable to include this tyre as soon as possible to improve competitor choice. The CX668 is also sensibly priced and represents good value.

### (U) Kart

Date of implementation: immediate

#### 1.1.5. Parade/Demonstration

Application may be made for an extension to an Organising

Permit to enable a demonstration in line with specific criteria, available upon request from MSA.

**1.1.5.7.** Historic Karting. Application may be made to utilise the provisions of the CIK-FIA ClasCIK Karting Guidelines. The MSA may, as detailed below, amend the Guidelines. This does not permit anyone to organise racing events for historic karts under Permit by the MSA.

The MSA may authorise:

(i) Single-Kart parade

(ii) Multi-Kart demonstration

(iii) - ELIGIBLE DRIVERS

The Driver must reach the following birthday during the calendar year

- 13 years old for a category with a cylinder capacity up to 100cc\*

- 16 years old for a category with a cylinder capacity up to 210cc

- 18 years old for any category with a cylinder capacity over 210cc.

\* with a restrictor

**Reason:** Parades and Demonstrations have been authorised upon application and this regulation regulates that ability. In addition it allows for the CIK-FIA Guidelines to be utilised and clearly sets out the MSA amendments to that guidance which does not propose to allow for "Regularity Competition" in addition to heightening the age category from 15 to 16 for the capacity up to 125cc.

Date of implementation: 1 January 2016

**5.2.** \*Where timing takes place, there must be a Chief Timekeeper who must hold a licence valid for the grade of meeting detailed in G Table No. 6. **Where timing takes place to an accuracy of 0.001 seconds the Chief Timekeeper must be of Kart National grade.**

**5.3.** If using a light beam, timing must be to an accuracy of not less than ~~0.01~~ **0.001** seconds and the equipment must be certified in accordance with G.29.12.

**Reason:** To permit timing to an accuracy of 1/1000th Second, where a light beam is used. Also to define that if this accuracy is used the Chief Timekeeper must be of National Grade

### (W) Championships

Date of implementation: 1 January 2016



**1.3.1.5.** To maintain Championship status, the **minimum** average number of starters during the previous year in a Grade A, B, C or D Championship **should be 16. For Truck Racing Championships the average minimum number of starters should be 12.**

**1.3.1.5.1.** For a Championship failing to meet the minimum numbers:

(a) in the previous year will be issued with a warning.

(b) for a second consecutive year the Championship may lose its status including ability to use the term Championship but may run as a Series.

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**Reason:** Clarifying the structure for retention of Championship status

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**1.1.6.1.** Championships bearing the title International, European, British, National or other titles which mean to convey the same impression are normally reserved for Championships promoted by, or on behalf of, the MSA. Organisations wishing to make application for such a Championship or to be associated with such a title, should seek separate approval from the MSA prior to application for a Permit.

If at any time the MSA shall refuse or withdraw a Championship Permit, then any prior approval under this regulation to use, for example International, European or any other title as above shall immediately terminate.

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**Reason:** Clarification

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1st July

**1.3.1.** Date by which a Notice of Intent to run or continue to run a racing Championship in the following year must be registered with the MSA. For existing Championships, a list of the number of starters at each round held in the year previous to the year of application must also be submitted. **With the exception of a Winter Championship, run to the same regulations as for a current main Championship, which is required to submit its regulations a minimum of 6 weeks prior to the first round, any** Notice of Intent received after 1st July will only be considered by the Motor Racing Championship Control Panel in exceptional circumstances, and will be subject to a late submission fee of 100% of the Championship Permit fee. Any Notice of Intent

received on or after 1st January will be refused. Any major changes in a Championship must be notified to the MSA with the Notice of Intent. The Motor Racing Championship Control Panel will discuss and may recommend outline consent for those Championships submitted and may delegate to a Working Group any unresolved queries.

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**Reason:** Clarification

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