

RULE CHANGES

Decisions taken at the Motor Sports Council meeting of 14 March 2017 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.

(D) Organisers

Date of implementation: 1 January 2017

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: To clarify that there are differences between Protests and Appeals.

Date of implementation: 1 January 2018

31.1.6. Except where provided for in 31.1.2 and 31.1.5 the limits of spectator access may be defined by the display of Warning Notice D.



Reason: Resultant from the RallyFuture programme has been the requirement for an additional Warning Notice. At present Warning Notice B is often used but if one prohibits an area then one also needs to define that area whereas there will be many occasions where the reverse applies such as the limits and boundaries of a defined spectator area. This proposed new Warning Notice addresses that situation. Of further note is that it is not Stage Rally specific and may be of assistance and value to a number of other disciplines.

(F) Emergency and Medical Services

Date of implementation: 1 January 2018

1.1. All emergency vehicles are licensed based on their suitability for the particular tasks required of them and the equipment carried being as detailed in the appropriate section of the tables on pages 100 to 103. All units and equipment **are** at all times to be of appropriate specification and kept serviceable, clean, tidy and in a hygienic condition. Where appropriate, test certificates and time expired consumables are to be 'in date', **with good quality copies of current certificates carried on-board the vehicle.**

Reason: To ensure that copies of required test certificates are available on-board the unit for Steward checks.

Date of implementation: 1 January 2017

(table page 99)

| Discipline | Acceptance for Training | Trainee Period & Requirements | Licence Acceptance | Maintenance of Licence |
|---|--|-------------------------------|---|------------------------|
| ... | ... | ... | ... | ... |
| 3.5 - 3.8 Rally/Cross Country Recovery | <p>Gain endorsement of Crew Chief on existing Recovery Unit</p> <p>Attend one approved Rally Training day including radio procedure and fire training within two years of application</p> <p>Minimum age 18 17</p> | ... | <p>Attend Approved MSA Recovery Licence Assessment. Demonstrate to assessors full familiarity and competence in the operation of all equipment</p> <p>Minimum age 18</p> | ... |

Reason: To decrease minimum trainee age for Recovery crew from 18 to 17. Minimum age for upgrade to full will be retained at 18.

(table pages 100-102)

Rescue, Stage Safety and Rally Recovery Units and Equipment

| | Rescue | Stage Safety Unit | Rally Recovery |
|--|--------|-------------------|----------------|
| Tools | | | |
| ... | | | |
| Cold chisels/Bolster chisels | * | | * |
| ... | | | |
| BASIC FIRST AID KIT | | | |
| First Aid Kit in compliance with requirements for 11-20 less than 25 employees (small) as detailed by HSE code of practice (ACOP 1997) BS8599-1:2011 | * | * | * |

Reason: Extension of use of Cold/Bolster chisels, which are inexpensive, to Rescue Units where they are also relevant, and update of relevant First Aid Kit standard.

(table pages 100-102)

Rescue, Stage Safety and Rally Recovery Units and Equipment

| | Rescue | Stage Safety Unit | Rally Recovery |
|----------------------|--------|-------------------|----------------|
| Medical | | | |
| ... | | | |
| Selection of splints | * | * | |
| Pelvic sling | * | | |
| ... | | | |

Reason: Addition of a pelvic sling, which is becoming more common in its use and costs circa £50.

(N) Autocross and Rallycross

Date of implementation: 1 January 2017

N8 Rallycross Spaceframe Technical Regulations

These regulations are mandatory for any space frame vehicle, not currently log-booked, from 1st January 2017 and all Spaceframe vehicles from 1st January 2021.

6.1.5. Rallycross vehicles of mixed construction, being part Spaceframe, part Unitary Construction or other, issued with a Competition Car Log Book prior to 31st December 2016, and complying with specific regulations approved by the MSA.

6.1.6. Rallycross Spaceframe vehicles, issued with a Competition Car Log Book prior to 31st December 2016, complying with Championship Technical Regulations approved by the MSA. (6.13.2. applies).

6.13.2. MSA or FIA Competition Car Log Books are required at all Rallycross events. Any MSA Competition Car Log Book issued prior to 31st December 2016 will become invalid on 1st January 2021. All vehicles will need to obtain a new Vehicle Passport valid for the 2021 season.

8.10. Weights

The weight of the car is measured with the driver on board wearing his/her full racing apparel, and with the fluids remaining at the moment at which the measurement is taken.

The minimum weight must be:

4 Wheel Drive 1300kg
2 Wheel Drive 900kg

Reason: To allow currently log booked vehicles to continue until 2021 with the condition that any identified safety issues are addressed before the start of the 2017 season. From 2021 currently log booked vehicles will require recertification. Any new Spaceframe vehicle will be required to comply with N8 prior to issue of the RXVIF.

(T) Trials

Date of implementation: 1 January 2018

11.12.6. Use of the following tyres are prohibited:-

- a) those having any of the following patterns, inscriptions or manufacturers' designations:- 'All Seasons', 'Grip', 'Snow', 'Special Use', 'Town & Country', 'Mud & Snow', 'M+S', 'M.S.', 'M&S' or the Three Peaks Mountain Snowflake symbol;
- b) those constructed primarily for off-road use;
- c) those having additional grooves intentionally cut into the tread pattern [post manufacture].
- d) Goodyear All Weather Steel Radial, Goodyear Vector, Pirelli P7, Michelin XRN or Uniband Rally Steel;

11.12.6.1 Tyres must comply with regulation L2.1.

Reason: To update the definitions and descriptions of tyres to reflect changes in EU Tyre Regulations and to ensure that the more aggressive patterns remain excluded from Car Trials

(U) Karting

Date of implementation: 1 January 2017

CIK Classes

15.4. The MSA may authorise, for CIK Classes only, variations to the ages above subject to further limitations, as per Class Regulations.:

Reason: *To allow for MSA to authorise for CIK Classes only to align to the class regulations with CIK.*

Date of implementation: 1 January 2017

17.1.7. For Cadet karts in any British or National titled Championship the CIK-homologated detachable front fairing mounting kit (CIK drawing 2c) must be used.

Reason: *Implementation of the dismountable front fairing kit for Cadet karts initially in British and National Championships, with a view to implementation for all Cadets in 2018 following review.*

Clubs will also be permitted to adopt the same system in their own regulations if they wish.