

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.

(B) Nomenclature and Definitions

Date of implementation:
1 January 2018

Period Defined Vehicles (Rally)

A car will be dated by the specification presented and not necessarily by the date of build or registration.

Historic Category 1 – Cars **of a specification valid** before 1 Jan 1968 that comply with R.19.1.1 or R.49.1.1.

Historic Category 2 – Cars **of a specification valid** between 1 Jan 1968 and 31 Dec 1974 that comply with R.19.1.2 or R.49.1.2.

Historic Category 3 – Cars homologated in Groups 1, 2, 3 or 4 between 1 Jan 1975 and 31 Dec 1981 that comply with R.19.1.3 or R.49.1.3.

Historic Category 4a – Cars homologated in Groups A, N and B between 1 Jan 1982 and 31 Dec 1985 excluding any cars that were regulated out by the FIA.

Historic Category 4b – Cars homologated in Groups A, N and B between 1 Jan 1986 and 31 Dec 1990 excluding any cars that were regulated out by the FIA.

Permit. Within these regulations a Permit is a form of written permission from the MSA and includes variously Permit, Event

Permit, MSA Permit, Organising Permit, Promoters Permit, Championship Permit, Attempt Permit and Exemption of Permit.

Standard Part. Is a part, the specification, features, location and method of operation of a part are as **supplied** when new by the motor manufacturer for the model and date of car as shown on the entry form.

Reason: Many championship regulation use the term “as supplied by the manufacturer”. Amending the definition of a standard part to include this wording assists in defining this term in eligibility situations.

(C) Judicial

Date of implementation:
1 January 2018

9.1.2. The MSA may also refer an issue to the National Court notwithstanding the 60 days time limit provided by C9.1 and/or C9.1.1 having expired provided that all parties concerned are agreed that an Investigatory Hearing is appropriate.

9.1.3. Exceptionally the National Court may consider an application by a party other than the MSA for the National Court to hold an Investigatory Hearing into an issue which the MSA has not itself referred to the National Court. If the National Court is fully satisfied that it would have been reasonable for such a referral to have been made then the National Court may, of its own

volition, instigate an Investigatory Hearing.

Any such application may only be submitted by one or more of the parties directly involved in the issue and must be made promptly and in any event within three months from the date when the issue was first brought to the attention of the MSA or if later within 14 days of written notification to the parties that the issue would not be referred by the MSA to the National Court.

Applications must be submitted in writing to the Clerk to the National Court and be accompanied by the appropriate fee. In applications considered to be of sufficient urgency the National Court is entitled to proceed against an undertaking to lodge the fee.

The application must be set out in full the grounds for requesting the National Court itself to instigate an Investigatory Hearing and should be supported by any relevant documentary or other evidence. If so directed by the National Court the parties to the Application shall furnish to the National Court for transmission to the other parties all documentation then and at any time in the possession of the parties relating to the specific event out of which the issue is stated to have arisen and if necessary the National Court may amend any relevant time-limit or timetable until this requirement has been complied with.

Correctly lodged applications will be considered by the National Court

acting by a panel of three of the nominated Chairmen of the National Court. Any application considered by the National Court shall be deemed correctly lodged.

The MSA will be asked by the National Court to set out the process that has been followed in dealing with the issue in question and the reasons for the non-referral to the National Court by the MSA. This will be disclosed to the Applicant except in exceptional circumstances as determined exclusively by the National Court.

The National Court will consider the application by way of written submissions but the National Court has the authority to call an oral hearing should it consider appropriate to do so (including the MSA) and the parties may be represented at such a hearing. Written submissions shall be exchanged and disclosed. The National Court may facilitate additional submissions as it sees fit.

The National Court will consider the application by way of written submissions but the National Court has the authority to call an oral hearing should it consider appropriate to do so (including the MSA) and the parties may be represented at such a hearing. Written submissions shall be exchanged and disclosed. The National Court may facilitate additional submissions as it sees fit.

Applications will only proceed to an Investigatory Hearing of the National Court (and the Application Fee

returned) where the National Court is fully satisfied that any reasonable tribunal properly advised would have considered it appropriate to refer the issue to the National Court and that the holding of an investigatory hearing would clearly be in the best interests of the sport.

If an application is considered by the National Court to satisfy the above criteria then an investigatory hearing into the issue will be arranged under the chairmanship of a National Court Chairman who shall be legally qualified. For the avoidance of doubt it should be noted that an application under this Regulation C9.1.3 shall not in any way determine the substance of the issue itself which shall be reserved to any investigatory hearing.

Any decision to hold an investigatory hearing under this Regulation should not be taken by any party as any indication as to the possible findings and outcome of that hearing.

9.1.4. The National Court has discretion as to the procedure it adopts for the purposes of any investigatory hearing under this Regulation 9.

(D) Organisers

**Date of implementation:
immediate**

4.1. No Event or Championship shall be held unless the MSA has issued a Permit or the event is of a kind for which the MSA has granted exemption from these Regulations (5).

4.1.1. It is the sole responsibility of applicants to ensure that an application for a Championship, Series or Permit complies fully with the General Regulations. Whilst the MSA, at its absolute discretion, may review any application (in particular those relating to its own MSA British Championships so as, for example, to ensure compliance with the tender process) it should be noted that the MSA does not approve Championship, Series or Event Regulations and specifically that the issuing of a Permit by the MSA shall not be taken as giving any such approval.

4.1.2. Applications for permit must be made on a form prescribed by the MSA not less than the following time before the event:

- (a) International or National 'A' – 8 weeks.
- (b) National 'B' – 6 weeks.
- (c) Clubmans – 4 weeks.
- (d) Championships – in accordance with details in appropriate Specific Regulations (7) (Section W).

..... and renumber to end of **D4.1.**

7.1. Championship or Series applications must be submitted to the MSA in accordance with Section W.

Reason: To provide an overarching definition of the various forms of permission that the MSA may give in the context of which it is given, and to indicate that the issue of a Permit does not confirm or indicate any approval other than permission to proceed.

(F) Emergency and Medical Services

Date of implementation: 1 January 2018

Rescue, Stage Safety and Rally Recovery Units and Equipment

	Rescue	Stage Safety Unit	Rally Recovery
Medical			
...			
2 sets of extrication collars or 2 adjustable extrication collars, including paediatric sizes	*	*	
...			
4 intravenous giving sets	*	*	
...			
4 x 500ml 0.9% Sodium Chloride or equivalent	*	*	
...			
A supply of burn dressings (for example 'waterngel' or 'burn shield'), cling film and unused clean plastic bags	*	*	*
...			

Reason: To refine the medical equipment list following further review.

General			
...			
Suitable cutters for harness, straps, etc	*	*	*
Recommended: Steering wheel airbag protection cover	*		
1 gallon (5 litre) clean, fresh tap water	*	*	*
...			

Reason: After further review following previous rejection by Executive Committee, it is agreed to re-propose this noting that it is a safety issue with a significant enough risk to warrant recommendation initially and then further review for potential mandatory introduction in future years. Note also that funding may be in place to assist Units with the cost of purchasing such equipment.

(H) Competitors: Licences

Date of implementation:
immediate

Medical Declaration – Car, Truck or Long Circuit Kart Racing and all International Licence Applicants

10.1.2. All applicants for an International Competition Licence must pass a Medical Examination by their GP every year. International Competition Licences incorporate a FIA Medical Certificate of Aptitude, and every 2 years for applicants under 45 a 12-lead electrocardiogram. **For an International Rally both driver and co-driver of the car are required by the FIA to hold a full International Rally Driver's licence.**

10.1.7. Diabetics requiring treatment with insulin will not normally be issued with a licence valid for Racing, Karting, Kart Clubman, Rallycross, Stage Rallying or International Rallying. ~~Note, for an International Rally licence, no distinction is drawn between Driver and the Navigator, both occupants of the car being required by the FIA to hold a full International Rally Driver's licence.~~
In certain circumstances the Medical Consultant at the MSA will be prepared to consider applications in writing by Insulin controlled Diabetics. Each applicant would need to present themselves to a Diabetics Specialist recommended by the MSA and any costs incurred would be borne by the applicant.

Reason: Clarification. The sentence relating to the International Rally Licence appears to refer solely to those who suffer from diabetes. Therefore, it should be moved to the regulation which covers medical requirements for International licences.

(J) Competitors: Vehicles

Date of implementation:
1 January 2018

5.20.11. No part of the bodywork, or of the suspended part of the car, can be below a horizontal plane passing 4cm above the ground (unless stated otherwise in SRs), the car being in normal racing trim with the occupants aboard. A gauge may be used by Scrutineers before or after races or practice to check the ground clearance.

Reason: Amended upon advice of Executive Committee, The new proposal tidies up the contradiction with Q19.1.2 which allows a lower ride height if specified in SRs, but removes reference to tyre deflation.

~~**5.14.1.** Have any wet batteries in driver/passenger compartment enclosed in a securely located leak-proof container Deleted~~
If located in the Driver/Passenger compartment, where a Passenger/Co-Driver is present the battery must be situated behind the base of the Driver's or Passenger/Co-Driver's seat.

Any wet batteries in driver/passenger compartment **must**

be enclosed in a securely located leak-proof container.

Reason: The regulation change published last year is being misinterpreted that only wet batteries must be behind the seats. Rearranging the wording clarifies the intention that any battery must be rearward the seats if a co-driver or passenger is present

(L) Permitted Tyres

Date of implementation:
immediate

5(c) AGGRESSIVE Tyres in Lists 5(a) and (b) and the following:

BRONCO

- Diamond Back

Reason: The moulds for the Bronco Diamond Back have recently changed hands and the tyre has been reintroduced since it was reviewed and removed from Tyre List 5C. This is a popular tyre with competitors and with the close proximity of Easter and many inter club competitions over the holiday reinstating the tyre's eligibility will avoid confusion and issues at scrutineering.

(Q) Circuit Racing

Date of implementation:
1 January 2018

13.4. The pit lane exit will be closed immediately upon the chequered flag being displayed to indicate the end of any practice, qualifying or race or

upon the display of the red flag at any time.

Reason: Safety.

Date of implementation:
immediate

15.1.1.(e) The Code 60 flag (Purple)

The Code 60 flag may be brought into operation to neutralise a race at the sole decision of the Clerk of the Course provided that all flag points are in communication with race control, its use will have been confirmed in the SR's, and its operation in accordance with Appendix 3, Operation of Code 60 and explained in the drivers briefing.

~~When the order is given to deploy the Code 60 flag it will be displayed at the /finish line and simultaneously at all other posts.~~

~~All competing cars, when notified of the Code 60 intervention (by the flag signal, or by any other means) will release the throttle, reduce their speed to 60kmh and should remain behind the car in front.~~

~~Overtaking is strictly forbidden until the green flag is displayed. Any infringements may be penalised by a time penalty of 1 minute, or more.~~

~~While the Code 60 is in operation, competing cars may enter the pit lane, but may only rejoin the track when signalled to do so.~~

~~When the Code 60 flag is withdrawn it will be replaced with a waved green flag for one lap. The waved green flag will be shown simultaneously at all posts~~

~~Each lap covered while the Code 60 flag is in operation will be counted as a race lap unless specified to the contrary in Championship regulations.~~

Reason: Clarification.

Steering
19.6.

Reason: Following a review this regulation was deemed out of date as many vehicles are now equipped with electronic steering lock which cannot be mechanically disabled. Due to difficulties in compliance and policing it was agreed that this regulation was no longer relevant.

8.1.10. (a) Cars will be Permitted to carry radio transmitters or receivers, for which Ofcom licences, **where required**, will be checked at scrutineering, in the following races only:

(v) In the event that a frequency used by a driver, team, manufacturer/constructor and/or any of their supplier interferes with a frequency used by a local service or event officials or another third party the driver, team, manufacturer/constructor and/or supplier may be required to changes its radio frequency to a non conflicting frequency to the satisfaction of the Co-ordinator and in accordance with the requirements of Ofcom. The driver, team and/or manufacturer/constructor may be suspended from testing and Qualifying and Racing until a change of frequency has been effected.

Reason: Clarification.

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, **not in the Pit Lane**, under their own power within four minutes after that of the overall winner will be classified. Should this percentage not result in a full number of laps, the decimals will be disregarded.

Reason: Clarification.

Appendix 3: Operation of Code 60

The Code 60 Flag (Code 60) will be brought into operation to neutralise a race at the sole decision of the Clerk of the Course provided that all flag points are in **direct** communication with race control.

1.1. The order to display the flag will be given to flag points following a countdown of not less than 15 seconds and come into operation after an 'on air' countdown "5-4-3-2-1 Code 60 Code 60".

1.2. On the order from the Clerk of the Course, the flag will be waved at the start/finish line and simultaneously at all points around the circuit. The flag will continue to be waved for a minimum of one lap and until all cars have visibly slowed down, following which the flag will then be held stationary until the Clerk of the Course withdraws the Code 60 in accordance with 1.6 below.

1.3. Yellow flags will continue to be waved at the incident but green flags will not follow.

1.4. All competing cars, when notified of the Code 60 intervention (by the flag signal, or by any other means) will release the throttle, gently reduce their speed to 60kmh and should remain behind the car in front.

Note: It is essential that drivers slow down avoiding sharp braking.

1.5. While the Code 60 is in operation, competing cars may enter the pit lane, but may only re-join the track when signalled to do so by an official/marshal.

1.6. When the Clerk of the Course orders withdrawal of the Code 60 there will be a radio message to all posts "prepare to go green in less than 30 seconds" and be withdrawn after a countdown "5-4-3-2-1 Green Flag, Green Flag". Code 60 will then immediately be replaced by a waved green flag. The waved green flag will be shown simultaneously at all posts.

1.6.1. Racing will resume as soon as the green flag is displayed.

1.7. Overtaking is strictly forbidden until the green flag is displayed. Any infringements may be penalised by a time penalty of 1 minute, or more.

1.8. Each lap covered while the Code 60 is in operation will be counted as a race lap unless specified to the contrary in Championship regulations.

Reason: Clarification.

(R) Rallying

**Date of implementation:
1 January 2018**

2.8.2. At events where there are Classes for designated groups or categories of car, suitable arrangements to undertake eligibility checks should be available before the Competition or at its conclusion.

Any event with a class or classes exclusively for historic vehicles as defined by 49 (Historic Special Stage Rallies) must appoint a Historic Grade Eligibility Scrutineer. Events with a class or classes exclusively for historic vehicles as defined by 19 (Historic Road Rally Cars) may be required to appoint a Historic Grade Eligibility Scrutineer at the discretion of the MSA.

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, providing a Historic Grade Eligibility Scrutineer is appointed.

Reason: Section R expands this for rallies, where any event with a historic class will be required to have a historic grade eligibility scrutineer. Following consultation the requirement for historic road rallies has been reduced from mandatory to at the MSA's discretion, unless the event has waivers where it remains mandatory.

Training for historic Eligibility Scrutineers commenced in 2015 is

scheduled to continue in October 2016 and October 2017

19.1. Historic Road Rally Cars are categorised in the following periods. **A car will be dated by the specification presented and not necessarily by the date of build or registration:**

19.1.1. Historic Category 1 Road Rally Cars Cars of a specification valid before 1 January 1968 and compliant with 18.1.1 (except Sports Cars which need not be fitted with bumpers), 18.1.6, 18.3.3, 18.4, 18.5, 18.6 and 19.5.

19.1.2. Historic Category 2 Road Rally Car Cars of a specification valid between 1 January 1968 and 31 December 1974 and compliant with 18.1 to 18.6 inclusive (see also 19.5).

19.1.3. Historic Category 3 Road Rally Cars Cars of a specification valid between 1 January 1975 and 31 December 1981, compliant 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).

19.1.4. Historic Category 2 and 3 Road Rally Cars are permitted to use matt black bonnets and wing tops subject to 19.3.

19.1.5. Historic Category 4 Road Rally Cars Cars of a specification valid between 1 January 1982 and 31 December 1985, compliant 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).

~~19.2. Cars in categories 1, 2, 3 and 4 registered after the appropriate date may be Permitted, provided that documentary evidence is submitted~~

~~to the MSA to show that the specific car (not model) was manufactured within the specified period.~~

~~19.2.1. This evidence should include any technical Documentation supplied by the manufacturer, documents relative to the vehicle, information available concerning chassis and engine numbers and similar details from reliable and authenticated sources. On receipt of satisfactory evidence the MSA will issue a Historic Rally Vehicle Identity Form (HRVIF) which must be presented at scrutineering with the registration document.~~

Cars Eligible

49.1. Historic Stage Rally Cars are categorised in the following periods. **A car will be dated by the specification presented and not necessarily by the date of build or registration:**

49.1.1 Historic Category 1 Rally Cars: Cars of a specification valid before 1 January 1968.

49.1.2. Historic Category 2 Rally Cars: Cars of a specification valid between 1 January 1968 and 31 December 1974.

49.1.3. Historic Category 3 Rally Cars: Cars homologated in Groups 1, 2, 3 or 4 between 1 January 1975 and 31 December 1981. Cars in Category 3 must comply with their Homologation.

49.1.4. Historic Category 4a Rally Cars: Cars homologated in Groups A, N and B between 1 January 1982 and 31 December 1985 excluding any cars that were regulated out by the FIA in period from rallies for safety

reasons. Cars in Category 4 must comply with their Homologation forms and Appendix J of the 1985 FIA Yellow Book.

Cars homologated in Group B with an effective engine capacity exceeding 1600cc must have been issued with a valid FIA Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times.

49.1.5. Historic Category 4b Rally Cars:

Cars homologated in Groups A, N and B between 1 January 1986 and 31 December 1990 excluding any cars that were regulated out by the FIA in period from rallies for safety reasons. Cars in Category 4b must comply with their Homologation forms and Appendix J of the 1990 FIA Yellow Book and must have been issued with a valid FIA Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times.

Reason: *To align with FIA Appendix K in allowing cars not necessarily built or registered within the historic period to be eligible providing they are presented in a specification correct to the period.*

(S) Sprints, Hill Climbs and Drag Racing

Date of implementation:
1 January 2018

9.3.1.1. The heating of tyres, by any method, or their treatment by any chemical substance is prohibited. For the avoidance of doubt, no manner of abnormally raising the temperature of the tyres/wheels above the natural ambient temperature is allowed.

Reason: *Environmental. In addition there is a perception that the heating of tyres, by mechanical methods, is prohibited yet a regulation to this effect could not be found.*

Date of implementation:
immediate

10.1.7. Seating and Seat Belts, except for cars of Periods A – E (Nomenclature and Definitions), **must be worn and be correctly adjusted at all times during Events.**

Reason: *Safety. When Section Q covered Competitor Safety, there was a statement under 2.1. "Seat belts, in the following specified configurations must be worn and be correctly adjusted at all times during events". This had been removed and should now be covered by the individual disciplines. Therefore the above proposal adds back the requirement to wear the seat belt.*

(W) Championships

Date of implementation:
immediate

1.1.4. A Championship must be submitted to the MSA by the coordinating organisation on the prescribed form and must be **issued with a Championship Permit or Registration before entries are accepted.**

Reason: *To provide an overarching definition of the various forms of permission that the MSA may give in the context of which it is given, and to indicate that the issue of a Permit does not confirm or indicate any approval other than permission to proceed.*