

# 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 relevant Regulations, while reasons for the changes are given below.

## (C) Judicial

### Date of implementation: immediate

**2.1.6.** 'Stop-Go' or 'Drive Through' penalties (Q12.6), are not subject to penalty points and neither is there any right of appeal **against either the decision for imposing the penalty or the penalty itself**. This includes any such penalties converted to time penalties in accordance with Q12.6(h).

**2.6.2.** For offences involving abusive language or behaviour, physical assault or threat of physical assault, the Stewards of the Meeting after holding an enquiry can impose an immediate suspension of licence for

up to 30 days. On imposing such a sentence, the Stewards should confiscate the Licence of the person concerned which will be forwarded to the MSA, together with a report on the enquiry. The matter may then be considered by the MSC National Court, who can impose a further penalty if appropriate.

Where Stewards of the Meeting are satisfied that a physical assault or a threat of physical assault has occurred, then no appeal against their sentence **(either the decision for imposing the suspension or the suspension itself)** is allowed.

**Reason:** Clarification. To make it explicit that neither the finding of

*breach nor the penalty consequently imposed are subject to appeal in the specific instances concerned.*

## (E) Circuits and Venues

**Date of implementation:**  
**immediate**

**3.2.2.** Ideally, there should also be a weatherproof area in which marshals can place their bags, etc, and which could be used for storing post equipment, brooms, **suitable absorbent material or neutraliser**, etc.

**10.2.** Where there is only a film of oil on the track surface, a fine dusting of **a suitable absorbent material or neutraliser** should be applied to the **affected** area.

Where there is oil on the track, this should be soaked up using **a suitable absorbent material or neutraliser**.

**10.2.6.** This material must be carefully swept up and **a quantity of fresh suitable absorbent material or neutraliser**, then brushed into the area to kill the film left after removal of the material

**10.2.7.** The **suitable absorbent material or neutraliser** used must be dry and reasonably new.

**Reason:** *To remove all references to cement and sawdust as the only suitable materials for absorbing liquids such as oil left on a track surface.*

## (K) Competitors: Safety

**Date of implementation:**  
**immediate**

### **1.3.2. Mounting of ROPS to the Bodyshell.**

Minimum mountings are:

- 1 for each leg of the main or lateral rollbar.
- 1 for each leg of the front rollbar.
- 1 for each backstay (see 1.3.3).

Each **leg of a main, lateral or front rollbar** must be attached, **via a mounting foot**, by at least three bolts, minimum M8 ISO grade 8.8 **and utilising** a steel reinforcement plate **of a material of at least the same thickness as the wall of the tube to which it is being welded (minimum 3mm)** and of at least 120cm<sup>2</sup> area which is welded to the bodyshell (see drawings K13 to K18). The mounting **foot or leg** may alternatively be welded **directly** to the **bodyshell/reinforcement plate in accordance with drawing K13**.

**1.3.3. Backstays.** These are compulsory and must be attached near the roofline and near the top outer bends of the main rollbar on both sides of the car. They must make an angle of at least 30° with the vertical, must run rearwards and be straight and as close as possible to the interior side panels of the bodyshell. Their materials specification, diameter and thickness must be as defined in 1.4.1. Forward facing stays are permitted if an angle of 30° cannot be achieved with Backstays, providing they do not

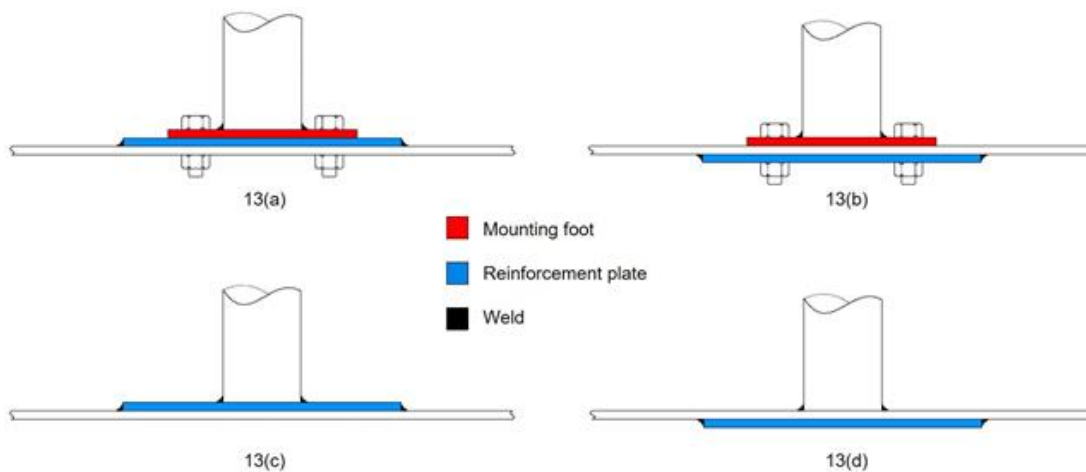
unduly impede Driver and Co-Driver access to the vehicle.

Their mountings must be reinforced by plates. Each backstay should be secured by bolts having a cumulative section area at least two thirds of that recommended for each rollbar leg mounting in 1.3.2 above, and with identical reinforcement plates of a least 60cm<sup>2</sup> area (see drawing K13). A single bolt in double shear is permitted, providing it is of adequate

section and strength (see drawing K20) and provided that a bush is welded into the backstay.

The mounting foot or backstay may alternatively be welded directly to the bodyshell/reinforcement plate in accordance with drawing K13.

New drawings: Drawing K13 below



**Reason:** For a weld-in ROPS it is general practice for manufacturers/installers to weld the ROPS tubes directly to the reinforcement plate, or bodyshell if the reinforcement plate is on the underside of the bodyshell. The MSA regulations have required a Mounting Foot to be attached to the ROPS in all cases, which means that any ROPS installed per the general practice detailed above are non-compliant. The Technical Committee agree that where a ROPS tube is welded directly to the reinforcement/bodyshell an additional mounting foot is not required. This amendment makes provision for this arrangement and legitimises existing ROPS installations.

## (P) Cross Country Events

**Date of implementation:**  
**1 January 2019**

**25.1.** For Hill Rallies, and Competitive Safaris, all Competitors must wear approved Crash Helmets (K.10), FIA approved FHRs, clothing which covers the arms, legs and torso up to the neck, **and unless a windscreen to 57.3.1. is fitted goggles or visors to protect the eyes.**

For Timed Trials, Team Recoveries and Point to Point, all Competitors must wear approved Crash Helmets (K.10) clothing which covers the arms, legs and torso up to the neck, **and unless a windscreen to 57.3.1. is fitted goggles or visors to protect the eyes.**

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

**Reason:** *The Cross Country Committee has noted an anomaly in the unchanged part of the regulation P25.1. and seeks to clarify that the requirement for the wearing of goggles or a visor exists only when a windscreen is not fitted to P57.3.1. being unperforated and of either laminated glass or plastic at least 4mm thick..*

**Date of implementation:**  
**1 January 2020**

**57.1.** Materials and dimensions must comply with K.1.4.1 or be to

EN10255 (BS1387) medium weight, blue band: 48.00 x 3.2mm. Optional tubular members may be added to K1.4.1. or EN10255 (BS1387) medium weight. 30.00mm x 3.2mm. Materials may not be mixed.

**Reason:** *The Committee believe that, for safety reasons, the smaller tube size for vehicles under 1000kg with ROPS made from blue band tube was unsuitable for the typically modern sub 1000kg vehicle where CDS was appropriate.*

**Date of implementation:**  
**1 January 2019**

**60.5.** Where vehicles are fitted with a compressed air tank the pressure shall not exceed 21bar.

**Reason:** *Modern air suspension, air locking differentials operate below 300psi, however some competitors are using compressed air systems at 3000psi to free spool winches and such pressures possess increased risk and a hazard to any rescue services, should they be required.*

## (R) Rallying

**Date of implementation:**  
**1 January 2019**

**7.2.8.** Competitors are strongly recommended to carry a First Aid Kit, high visibility vests or jackets and, where appropriate, a torch.

**Reason:** *It is good practice to recommend that competitors have high visibility clothing available, and where beneficial a torch.*

**16.1.3.** With the exception of Novice Crews (as defined in SRs) only the following information may be issued to a competitor before their due start time;

Rejoin Points, Main Time Controls, Blackspots and the location of the Finish.

**Reason:** *The above relaxation allows novice crews to be issued simpler navigation which removes one of the discouraging and daunting aspects for beginners.*

PR Chart 3(b) – on next page

**Reason:** *This relaxation formalises and extends the level of discretion the RLO has in establishing the appropriate level of PR work to be undertaken by an organiser.*

**Chart 3(b)**  
**PR REQUIREMENTS**

|   | Section  | Road Type  | Time                                    | PR Requirement |     |
|---|--|--|---|----------------|-----|
| ROAD RALLY<br>(inc.<br>HISTORIC)  | STANDARD<br>(timed to second) inc.<br><br>STANDARD<br>(time to minute)                               | All Classes (see<br>49)                          | 23.59 to<br><br>1 hour after<br>sunrise | A(G) D         |     |
|   |  | (see 50)<br>All Classes                          | 24 hour                                 | B D            |     |
|   | REGULARITY   | A & B<br>Habitation                              | 22.00 to 07.00                          | C D            |     |
|   |  | Yellow/White<br>UCR/Private                      | 24 hour                                 | H D            |     |
|   |  | A & B<br>Habitation                              | 07.00 to 22.00                          | E D            |     |
|   | TRANSPORT &<br>NEUTRAL   | White/UCR/<br>Private                            | 24 hour                                 | B D            |     |
|   |  | Yellow   | 22.00 to 07.00                          | E D            |     |
|   |  | Habitation<br>A, B & (Yellow 07.00<br>to 22.00)  | 24 hour                                 | C D            |     |
|   | ECONOMY,<br>NAVIGATIONAL<br>& 12 CAR<br>RALLIES<br><br>(All types)<br>VINTAGE<br>(22.00 to<br>07.00) | STANDARD &<br>REGULARITY                         | A & B<br>Habitation                     | 22.00 to 07.00 | C D |
|   |  |  | A & B<br>Habitation                     | 07.00 to 22.00 | E D |
| Yellow/White<br>UCR/Private   |  |  | 24 hour                                 | H D            |     |
| TRANSPORT &<br>NEUTRAL  |  | White/UCR<br>Private                             | 24 hour                                 | B D            |     |
|   |  | Yellow   | 22.00 to 08.00                          | E D            |     |
|   |  | A, B, Habitation<br>& (Yellow 07.00<br>to 22.00) | 24 hour                                 | E D            |     |
| VINTAGE<br>(07.00 to<br>22.00)  |  | ALL  | ALL                                     | 07.00 to 22.00 | C D |
| VETERAN   | ALL  | ALL  | 24 hour                                 | C D            |     |
| NAV. SCATTERS   | ALL  | ALL  | 24 hour                                 | E D            |     |
| TREASURE<br>HUNTS TOURING<br>ASSMS.   | ALL  | ALL  | 24 hour                                 | E D            |     |
| SPECIAL STAGE<br><br>RALLIES<br>including<br>SINGLE VENUE<br>STAGE<br>RALLIES | ROAD   | A & B, Habitation                                | 22.00 to 07.00                          | C D            |     |
|   |  | Yellow   | 22.00 to 07.00                          | B D            |     |
|   |  | White/UCR/<br>Private                            | 24 hour                                 | B D            |     |
|   |  | A, B, Yellow<br>Habitation                       | 07.00 to 22.00                          | E D            |     |
|   | ACCESS/EGRESS<br>To/From STAGE To<br>PUBLIC HIGHWAY  | ALL  | 24 hour                                 | F D            |     |
| SPECIAL STAGE   | Private or Roads<br>Closed by<br>appropriate<br>Legislation  | 24 hour  | F                                       |                |     |
| CLASSICTRIALS<br>and ALL OTHER<br>EVENTS USING<br>THE PUBLIC<br>HIGHWAY       |  | White/UCR/<br>Private                            | 24 hour                                 | B D            |     |
|   |  | Yellow   | 22.00 to 07.00                          | B D            |     |
|   |  | A, B, Habitation<br>& (Yellow 07.00<br>to 22.00) | 24 hour                                 | C D            |     |

#### 18.6.4. Deleted.

**Reason:** *With positioning systems in the majority of smart phones and indeed increasingly incorporated into standard road cars this regulation is redundant.*

**28.1.** Unless approved in writing by the MSA, Special Stages must not include any checks or controls or other requirements that might require or encourage Competitors to stop during the stage. Applications shall be made in accordance with 26.6.2.

**Reason:** *To permit the inclusion of special features where not otherwise permitted in a Special Stage and where it is appropriate to do so.*

### (U) Karting

**Date of implementation:**  
**immediate**

**3.1.4.** Track cleaning equipment comprising two units of:  
(a) One ordinary shovel.  
(b) Two brooms.  
(c) A metal container of 3kg of a suitable cleansing agent for removing oil.

**Reason:** *To remove all references to cement and sawdust as the only suitable materials for absorbing liquids such as oil left on a track surface.*