

RULE CHANGES

Decisions taken at the Motor Sports Council meeting of
6 September 2016 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: 1 January 2017

Drones Policy

12. The MSA's Drones Policy, applicable to all events, is published on the MSA's website.

(B) Nomenclature and Definitions

Date of implementation: 1 January 2017

Autotest. A competition for Cars in which marking during the event is based solely on a competitor's performance in manoeuvring tests, and defined as:-

(a) *Autotest.* These tests may include spin or handbrake turns, stop astride lines, and some reversing, and may be at one or more sites. A passenger is not allowed. (see Section M);

(b) *Production Car Autotest.* A competition for Production Cars capable of being taxed and MOT'd. These tests may include a limited number of spin or handbrake turns, stop astride lines, or reversing, and may be at one or more sites. A passenger must be carried in the front seat. (see Section M);

(c) *AutoSOLO.* For Road Going Cars, with tests held on a sealed surface. These tests shall be all forward and non-stop, without

requiring any spin or handbrake turns, and may be at one or more sites. A passenger may be carried in the front seat. (see Section M).

Date of implementation: 1 January 2018

Kart Class. A recognised division within a Kart Category within which Kart racing takes place defined by the engine or some other means.

Kart Category. A category defining the age, and in some cases weight, criteria within which Kart Classes are recognised.

Reason: Updated definitions to enable clearer explanation of Categories and Classes within the karting structure.

(H) Competitors: Licences

Date of implementation: immediate

Medical declaration – Disabled Driver

12.1.8. For Races and Stage Rallies J5.19.2 applies. Competitors for all other disciplines must be able to evacuate the cockpit in a maximum of 10 seconds whilst complying with the condition as prescribed.

8.2.1.1. The MSA may request that drivers wishing to take part in racing but who have no previous competition experience participate in a minimum of four “speed” events i.e. sprint and hill climbs before applying for an upgrade to a race licence from a National B Non-Race. Satisfactory Clerk of Course signatures must be obtained.

General 10.2.

(f) The MSA reference, as the minimum benchmark for licence

requirements, is the regulations laid down by the DVLA in relation to Group 2 Driving Licences.

Reason: To formalise existing “guideline procedure” by their inclusion in regulations. Noting that BMSAD published guidelines reflect the MSA position.

(J) Competitors: Vehicles

Date of implementation: 1 January 2017

5.6.2. Carbon Non-ferrous disc brakes are prohibited unless a Standard Part for that vehicle, or specifically authorised by the MSA for a class or category of car.

Reason: To expand this regulation to cover composite brake disc materials other than carbon

5.14.8. Any vehicle incorporating an electrical system, with the exception of ignition systems, which may run at a voltage exceeding 560V must display the sign detailed in Drawing 5.14 next to all competition numbers.

Reason: Clarification; most vehicles use and ignition system that exceeds 50v, this clarifies that such vehicles do not need to display the electrical warning sign, intended for vehicles with electric/hybrid drivetrains. The proposal also changes 50v to 60v in line with EC requirements for electrical warnings.

5.20.11. ~~Under no circumstance can any~~ 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), and no part of the vehicle must touch the ground when all the tyres on one side are deflated, the car being in normal racing trim with the driver occupants aboard. ~~A gauge of 4cm~~

~~may be used by Scrutineers before or after races or practice to check the ground clearance.~~

Reason: The original regulation was contradicted by Q19.1.2 which allowed a lower ride height is specified in SRs, this amendment removes this contradiction. It also adds the FIA requirement regarding the vehicle not touching the ground when tyres are deflated to prevent "sledding" of the vehicle in the event of tyre deflation.

5.14.1. Have any wet batteries in driver/passenger compartment enclosed in a securely located leak-proof container.

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.

Reason: This proposal replicates a regulation in FIA Appendix J which requires batteries in the cockpit to be mounted behind the seats. This will prevent batteries being mounted in proximity to the Passenger/Co-Driver's feet and legs.

(K) Competitors: Safety

Date of implementation: 1 January 2017

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 60cm² area (see drawing K19).

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 feet may alternatively be welded direct to the reinforcement plate.

Reason: To allow Sports Cars with short rear overhangs to use forward facing stays in place of backstays where there is no suitable structure rearward of the Main Roll Bar on which to mount a back stay at the required 30° angle.

1.2.2. The ROPS must not unduly impede Driver and Co-Driver access to the vehicle. Members may intrude into the interior space by passing through the dashboard, front side trim, rear side trim, and rear seats which may be folded down. ROPS must not extend beyond the front upper or rear suspension mounting points of the vehicle, **with the exception of backstays which may extend beyond the rear suspension mounting points if necessary to achieve the required 30° angle.** Any modification to a homologated ROPS (other than fitment of door bars and harness bars) is prohibited. Tubes must not carry any fluids.

Reason: To provide for vehicles where the Main Roll Bar is very close to the rear axle line, due to the seating position being close the axle line (e.g. Caterham, Westfield etc.) to extend the Backstays beyond the rear suspension mounts in order to achieve the required angle of 30°.

(M) Autotest

For clarity these regulations use the new 2017 text.

Date of implementation: 1 January 2017

Clerk of the Course Duties

2. The duties and responsibilities of the Clerk of the Course at Autotest, Production Car Autotest, and AutoSOLO events include ensuring the following:

a) The maximum size for any timed test site is 200m by 200m. The 200m applies to the overall length and width of the area on which the test is conducted and not the actual distance covered by a car performing the test;

b) At all timed tests, all spectators and non-essential Marshals not protected by a solid barrier capable of stopping a car must be separated by rope or fencing at least 10m from the edge of the course, and at least 20m from the Finish Line. Any space at the edge of the course allowed for braking and changes of direction must not impinge on the above distances.

2.1. Every test must have at least one person responsible for:-

- a) The general running of the test;
- b) Observing and recording penalties;
- c) Recording the times taken;
- d) Completing the score card with the addition of penalties.

- e) Returning displaced markers to their original position.

Supplementary Regulations

3. The Supplementary Regulations must specify:-

- a) Details of the tests or when these details will be notified to Competitors;
- b) The number of runs per Driver and how these count towards the results;
- c) The method of identifying cars;
- d) The method of timing and whether or not the timing apparatus is started by the car or by the starting signal;
- e) The starting signal;
- f) Whether carrying a passenger will be allowed or not, or will be compulsory.

Technical Regulations applying to all events

4.7. Tyres from Lists 1b or 1c are not permitted.

Miscellaneous

5. *Classes are free, but the class structure must be stated in the Supplementary Regulations (SRs)*

5.1. *Any entered vehicle must be a Car for vehicle tax purposes, and currently registered and taxed, unless otherwise specified in the SRs.*

Test Procedures

7.1. Drivers then failing to proceed may forfeit their

run or may be penalised in accordance with Table M.7.

7.8. A maximum penalty (see Table M.7) shall be applied if a competitor fails to follow the prescribed test route by passing the wrong side of one or more markers, crosses with both leading wheels a marked test line in the wrong direction, out of the prescribed sequence, or too many/few times, without correcting the mistakes by returning to the point where they deviated from the test diagram, before crossing the test finish line, unless otherwise specified in the SRs.

7.12. Each test layout must be attempted at least twice, or more if specified in the SRs.

Marking

8. Judges must be appointed to each test to adjudicate

On:-

c) Touching markers and not following the correct route.

8.3. Each competitor's worst score on any test layout may be discarded in arriving at the total penalties for the event, if specified in the SRs.

Results

9.4. Performance will be assessed as in Appendix 1 Table M.7, unless otherwise specified in the SRs.

Licences

11.2. Except where competing in Period Defined Vehicles (Non-Rally) Categories A-F, it is recommended that drivers wear, as a minimum, a lap belt on any timed test.

11.3. A car may not be entered to compete for the same award more than twice, unless otherwise specified in the SRs, and in all circumstances it must be driven by different Drivers.

12. Passengers are not allowed on Autotests on any Timed Tests.

Minimum Ages and Unlicensed Drivers

13. Entries may be accepted from Drivers who are aged 16 years and over who do not have a valid, full RTA Licence, subject to the following:-

- a) The vehicle must by definition be a 'Touring Car';
- b) Engine capacity must not exceed 1400cc;
- c) Forced induction is not permitted.

Test Layouts

14.2. Any 'garage' used in an Autotest must have a minimum length of 6m and a minimum width of 3.5m.

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

14.4. All lines, or pairs of adjacent markers, forming part of any test must be a minimum of 3.5m long or apart.

Additionally, where the tests are "all forwards"

15.2. All lines, or pairs of adjacent markers, forming part of any all-forward test must be a minimum of 3.5m and a maximum of 5m long or apart.

15.3. See Appendix 1, Drawing number 15. Example of a test showing all of 15., 15.1., and 15.2. elements in use.

16. The SRs for an event will state whether cabriolet/Sports Cars will compete with the hood erected or a hardtop fitted, or not.

16.1. A passenger must be carried in all Times Tests.

16.2. The Passenger must occupy the seat alongside the Driver and, except where competing in a Period Defined Vehicle (Non-Rally) Categories A-F, wear a properly fastened and approved seat belt at all times during the test.

16.3. No other Passenger is allowed.

16.4. The passenger in a Touring Car, or a cabriolet/Sports Car with the hood erected or a hardtop fitted, must be aged 12 years or over and be at least 135cm in height.

16.5. The passenger in a cabriolet/Sports Car without the hood erected or hardtop fitted must be aged 16 years or over and be at least 135cm in height.

Minimum Ages and Unlicensed Drivers

17. Entries may be accepted from Drivers who are aged 14 years and over who do not have a valid, full RTA Licence, subject to:

- a) The vehicle must by definition be a "Touring Car".
- b) The vehicle engine capacity must not exceed 2000cc forced induction.
- c) A passenger must be carried who holds a valid, full RTA licence and be experienced in Autotests or AutoSOLOs.

Additionally, where the tests are 'all forwards'

20.3. See Appendix 1, Drawing number 15. Example of a test showing all of 20., 20.1., and 20.2. elements in use.

Minimum Ages and Unlicensed drivers

21. The Supplementary Regulations for an event will state whether cabriolet/Sports Cars will compete with the hood erected or hardtop fitted, or not.

21.1. A passenger MAY be carried on any Time Tests.

21.2. *The Supplementary Regulations for an event will specify whether the driver can elect to carry a passenger or not.*

21.3. One Passenger may be carried in each competing car to assist in giving directions to the Driver. Once the event has started, the number of occupants of the car must not be varied.

21.4. If carried, the Passenger must occupy the seat alongside the Driver and, except where competing in a Period Defined Vehicle (Non-Rally) Categories A-F, wear a properly fastened and approved seat belt at all times during the test.

21.5. No other passenger is allowed.

21.6. The passenger in a Touring Car, or a cabriolet/Sports Car with the hood erected or a hardtop fitted, must be aged 12 years or over and be at least 135cm in height.

21.7. The passenger in a cabriolet/Sports Car without the hood erected or hardtop fitted must be aged 16 years or over and be at least 135cm in height.

22. Entries may be accepted from Drivers who are aged 14 years and over who do not have a valid, full RTA Licence, subject to;-

- a) The vehicle must by definition be a 'Touring Car',
- b) The vehicle engine capacity must not exceed 2000cc forced induction,
- c) A passenger must be carried who holds a valid, full RTA licence, and be experienced in AutoSOLOs.

Test Layouts

23. Only sealed surfaces can be used for AutoSOLO tests which must be run in an all-forwards direction.

23.1. The course must consist of a series of gates, slaloms, and turns of at least 90° every 60m.

23.4. All lines, or pairs of adjacent markers, forming part of any test must be a minimum of 3.5m and a maximum of 5m long or apart.

23.5. A typical test is illustrated in Appendix 1, Drawing number 23.

Appendix 1: Drawing and Table

TABLE M.7	Marks lost		
	AutoSOLO	Autotest	PCA
(a) Each minute late in reporting at the start or a restart	5	5*	5*
(b) Not attempting or being ready to attempt a test when instructed to do so	20*	20*	20*
(c) Not performing a test correctly, other than in (d) or (e) or not completing the test or making a false start	20*	20*	20*
(d) Striking any barrier, wall or marker or crossing the boundary of a test (per mistake)	5	5	5
(e) Failing to cross or stop at any line or specified position as required in a test (per mistake)	5	5	5
(f) Every second (and fraction) taken to complete test	1 and fraction	1 and fraction	1 and fraction

* Plus the lowest by any competitor in the class making an attempt correctly on that run. The maximum penalty (including time) for any test cannot exceed penalty (b) or (c) above.

All unless otherwise specified in the SRs

(N) Autocross and Rallycross

Date of implementation:
immediate

6.12.1. K.1.6.1, K Appendix 2, drawings number 5,6 or 8, with the longitudinal strut(s) as shown in drawing 9) mandatory. **With the exception of Lotus Elise/Exige derivatives and Vauxhall VX220 vehicles,** Double longitudinal door bars must be fitted to the drivers side of the roll cage in accordance

with Section K Appendix 2 Drawing number 12(g), 12(h) or 12(j)

Reason: Clarification that for all vehicles a single longitudinal strut is required both sides of the vehicle. Easement of the requirement for double door bars to be fitted to Lotus Elise/Exeige derivatives and Vauxhall VX220 in recognition of the limited height door aperture and taking into account the robust structure of the chassis sill of these vehicles.

Date of implementation: 1 January 2017

4.21.6. Wheels **are free** ~~must be standard production items applicable to the vehicle.~~

4.9.3. Class A cars must comply with the following requirements:

.....
(e) Wheel sizes **are free** ~~must be as manufacturer's specification.~~

Reason: Relaxation. Due to availability of the tyres.

(P) Cross Country Events

Date of implementation: 1 January 2017

58.4.1. All vehicles must be fitted with a circuit breaker(s) which isolates the battery from all electrical circuits, which simultaneously stops the engine and which is operable by the driver whilst correctly seated. K.8 recommended. **Vehicles fitted with electric winches may use a second isolator, operated by the primary circuit breaker either by means of a mechanical linkage or via a control circuit, to ensure that all winches and their control solenoids are isolated on operation of the primary circuit breaker.**

Reason: This regulation update aims to bring the regulation into line with the solutions that are currently in use. Allowing the use of a master solenoid for each winch at the battery or an additional mechanical switch connected to the standard switch by means of a bowden cable or other mechanical link. In the original wording it is also not possible to comply with K.8.

58.5.2. Two shackles, stamped with a minimum **WLL** of 3.25 tonnes and be CE marked.

58.5.3. Two tree protecting strops, labelled with a minimum **WLL** of 2 tonnes and be CE marked.

Reason: SWL is outdated and has been replaced by WLL.

(Q) Circuit Racing

Date of implementation: 1 January 2017

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 5-10 seconds~~ **For any circuit up to and including 2 miles in length a time delay of 10 seconds is mandatory to separate the grid. and For any circuit over 2 miles in length the time delay, between the two grids, will be no less than 10 seconds and no more than 10-20 seconds. may be used to separate the two parts of the grid.** All competitors must be made aware of this start procedure through **Supplementary Regulations (where possible) or Final Instructions**, whenever this method of starting is used.

(Q)12.14.2.1. Following release of the first part of the grid, should an obstruction for the second race start

appear, the race must immediately be red flagged.

Reason: Safety. The 5 second split is not considered adequate and therefore the above proposal increases the delay. In addition the proposal requires the race to be red flagged in the event of a car stalling on the first grid for example.

15.1.1.(e) The Code 60 flag

15.1.1.(e) The Code 60 flag 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 communication with race control..

When the order is given to deploy the Code 60 flag it will be displayed at the start/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: The Code 60 flag is used successfully in other countries and can be an alternate option available in place of a Safety Car. The wording has been drafted from the Dutch regulations with small changes for UK.

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 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.

(R) Rallying

Date of implementation: 1 January 2017

49.11.4. Any underbody protection must be of period specification.

Additionally a fibreglass guard, ~~not being made of Kevlar, carbon fibre or similar materials,~~ and moulded closely to the vehicle floor pan, fixed by bolting and/or adhesive may be fitted. It must not extend beyond the front and rear axle centre lines and the outer 100mm on each side must not cover the vertical section of the outer sills.

Reason: *To remove the restriction on materials used for underbody protection to allow Historic Stage Rally vehicles to use protection that will be effective.*

49.1.4. Historic Category 4a Rally Cars:

Includes cars registered and 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:

Includes cars registered and 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.

49.6.2. Modifications are only allowed if they were available before:
1 January 1968 for Historic Category 1 Rally Cars.

1 January 1975 for Historic Category 2 Rally Cars.

1 January 1982 for Historic Category 3 Rally Cars.

1 January 1986 for Historic Category 4a Rally Cars.

1 January 1991 for Historic Category 4b Rally Cars.

49.7.5. Historic Category 4a Rally

Cars. 1.1.82 – 31.12.85.

Class E1 Up to 1300cc

Class E2 1301cc to 1600cc

Class E3 1601cc to 2000cc

Class E4 Over 2001cc

49.7.6. Historic Category 4b Rally

Cars. 1.1.86 – 31.12.90.

Class F1 Up to 1300cc

Class F2 1301cc to 1600cc

Class F3 1601cc to 2000cc

Class F4 Over 2001cc

49.8.3. Forced induction is only permitted if by means of a mechanically driven super-charger, or by an exhaust driven turbocharger if fitted as original equipment by the vehicle manufacturer (48.2.1(a)). Such cars in Category 1, 2 and 3 will be classified as having an engine

capacity increase of one third. Cars in Category 4a will be classified as having an engine capacity increase of 70% and must be fitted with a 34mm restrictor at a maximum of 50mm from the extremes of the compressor blades.

Reason: To introduce an Historic Stage Rally period covering vehicles from 1986 to 1990. This follows the FIA Historic Period J2. Vehicles in this period are required to be homologated and hold an FIA Historic Technical Passport.

(S) Sprints, Hill Climbs and Drag Racing

Date of implementation: 1 January 2017

10. All Sprint & Hill Climb vehicles must comply with the following, as a minimum: **Safety**

.....

10.1.6. Open and closed wheel Racing Cars and Sports Libre Racing cars complying with 14.1e must comply with K.1.6.3.

Reason: Safety.

Date of implementation: 1 January 2017

9.2.1. Throughout practice and Competition, upon exiting from and until returning to the Paddock, when the driver is seated in the vehicle he must wear clothing, helmet and goggles complying with K.9 to 11 or, where appropriate, the specific requirements of Standard Cars 11.9. or the specific Class regulations for Drag Races. Overalls homologated

to either FIA 8856- 2000 or FIA 1986 standard are mandatory.

Competitors are required to wear flame-resistant gloves (K.14.3(e)). An FIA approved FHR device, fitted in accordance with FIA regulations is mandatory for all drivers with the exception of Period Defined Vehicles, Road-going Series Production Cars and Road-going Specialist Production Cars. All these items must be produced for inspection and approval at scrutineering.

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., with the exception of Standard Cars as defined in 11.9. where K1.6.1. or K.1.6.2. is recommended

10.3.1. Except as per 11.9.1.4. Forced induction equivalence 1.4.

10.5.3. All vehicles must be equipped with an effective method of stopping the fuel supply, operable by the Driver when normally seated and with seat belt secured. This is to be combined with or located adjacent to the internal ignition cut-off switch., with the exception of Standard Cars as defined in 11.9. where it is recommended.

10.6.1. All vehicles must be equipped with an ignition cut-off switch having positive 'ON/OFF' positions clearly marked. The ignition cut-off and fuel pumps isolation system(s) must be operable by the Driver when normally seated with seat belts secured, with the exception of Standard Cars as defined in 11.9 where it is recommended.

11.9. Regulations for Standard Cars

11.9.1. Description

11.9.1.1. Road-Going Series Production Cars

– Saloons and Sports Cars produced in quantities of not less than 5000 per annum of unitary ~~ferrous~~ construction, two wheel drive and up to 2litre engine capacity. The cars must be manufactured after 1st January 2000 and be type approved. Any replacement components fitted must be a Standard Part/Standard Pattern Part.

11.9.1.2. Cars must compete in an event in a road legal condition. Fleet insurance policies and/or trade plates are not permitted.

11.9.1.3. Permitted Modifications

Other than as detailed, no other modifications are permitted:

- (i) Any FIA/MSA approved/homologated safety equipment may be installed.
- (ii) Brake friction material may be updated.

Engine

11.9.1.4. Forced induction equivalence 1.7.

Wheels and tyres

11.9.1.5. Standard wheels and tyres from List 1A only may be used.

Reason: To provide a basic starter category with restricted capacities.

Description

14.1. Vehicles that comply with any of the following Groups:

- (a) Any **closed wheel** vehicle that does not comply with any other category, as defined in 10.10.1 to 10.10.5 or 10.10.7. or 14.1(b) , ~~or~~(c), (d) or 14.1.2.
- (b) Hill Climb Supersports Chassis

Cars. Must comply with 13.2 or 13.3. and with:

Maximum height	90cm from the ground
Maximum rear overhang	150cm behind rear wheel axis

(c) Sports Racing Cars

(d) **Single seat closed wheel Racing Car** the rear wheels enclosed by continuous bodywork.

14.1.1. Vehicles eligible for Sports Libre in accordance with 14.1.(a) ~~or~~ (c) or (d) must also comply with the following:

14.1.2. Two Seater Sports Racing Cars complying with 14.1.1. with a cockpit width of 810mm with the drivers seat crossed by the longitudinal centre line of the car and both seats by the same transversal plane.

15. Regulations for Open Wheel Single Seat Racing Cars

Reason: Defining the Sports Racing Car, the definition for which has been drawn from what was J5.2.5. of the 2011 MSA General Regulations, deleted from the 2012 Yearbook

(T) Trials

Date of implementation: 1 January 2017

2.2. Organisers ~~should~~ **must:**

2.2.6. ~~Notify the Parish Council.~~
Deleted.

2.2.14. Organisers should notify the appropriate Parish Council.

Reason: To ensure that all necessary notifications are made by Event Organisers.

10.2. All vehicles must comply with Construction and Use Regulations and be fitted with safety belts if appropriate. **Where fitted, seat safety belts must be worn on the public highway.** Fire extinguishers to a level of safety specified in K.3.1.1 are mandatory and which are accessible to the crew.

11.7.2. The wearing of seat belts is optional when fitted to the vehicle.

12.2. Safety Criteria K.8 is mandatory. The switch must be located on the off side rear of the car and be rearward facing. See drawing 12.2. K1.6.4(b) and ~~K2.1.1~~ **three point are is** recommended.

Reason: To update and provide clarity for the use of safety belts in Trials events and to ensure that competitors are notified about which sections of the event are held on the public highway.

(U) Karting

Date of implementation: 1 January 2017

New Kart Classes

1.2. The acceptance by the MSA of any new **Junior or Senior non-gearbox** Kart Class is subject to the proposed Class being currently certified under the MSA Kart Class Homologation Regulations, which are available from the Technical Department of the MSA.

1.2.1. New **Junior or Senior non-gearbox** Kart Classes will only be homologated at three yearly intervals, the next period commencing 01.01.2017 **2020**. Applications for new **Junior or Senior non-gearbox** Kart Class homologations must be made in writing to the MSA by no later than 31st March of the year preceding the next period.

1.2.3. From 01.01.2020 only one Junior and one Senior non-gearbox Kart Class per Kart Category will be permitted from any single manufacturer.

Reason: Clarification and additional restriction on number of classes to be homologated from 2020.

Date of implementation: 1 January 2018

Class Category Restrictions

15. The **Class Category** age and weight breaks are given below. Regulations within the Kart Race Yearbook may apply further limitations.

Cadet Class Category

15.1. **Class Category** for 8-~~13~~**12** year-olds.

15.1.1. A Competitor may continue in the **Class Category** until 31st December in the year of their ~~13~~**12**th birthday, but may not move up before their 11th birthday.

15.1.2. A Cadet who is no longer a Novice (14.1.2) may move to the ~~Super Cadet~~ **Intermediate Class Category** on or after their 10th birthday.

15.1.3. Having moved into ~~a~~ **the Junior class Category**, ~~they a~~ **Competitor** may not revert to Cadet.

Super Cadet Intermediate Category

15.2. **Category** for 10-14 year-olds.

~~15.4.2.1.~~ **15.2.1.** A Novice (14.1.2.) Competitor may enter the ~~Super Cadet~~ **Intermediate Class Category** in the year of their 11th birthday and continue in the **Class Category** until 31st December in the year of their 14th birthday, but may not move to ~~a~~ **the Junior Class Category** before their ~~14th~~**12th** birthday.

15.2.2. Having moved into the Junior Category, a Competitor may not revert to Intermediate.

Junior Classes Category

15.3. Category for 12-17 year-olds.

15.23.1. A Novice (14.1.2) Competitor may enter the Junior Class Category from their ~~11th~~ 12th birthday and continue until 31st December in the year of their 17th birthday.

15.24.2. A Junior who is no longer a Novice (14.1.2) may transfer to ~~any~~ the Senior Class Category (subject to the SRs of that Class so Permitting) at any time during the year of their 16th birthday. Exceptionally, a holder of a Kart National A licence may transfer to a Senior non-gearbox eClass from their 15th birthday, subject to meeting the required minimum driver weight if under 16 (15.34.2). Additionally, a holder of an International A or B kart licence may transfer to a Senior non-gearbox eClass at any time.

15.23.3. They may not however compete in Gearbox Karts until their 13th birthday (subject to individual Class regulations).

15.23.4. Once a Junior transfers to ~~an~~ the MSA Senior Class Category, they may not revert to Juniors.

15.24.5. A minimum driver weight is required in ~~all~~ the Junior class Category. This weight will be defined in Class Regulations by applying a kart-to-driver weight ratio as follows:

15.24.5.1. For eClasses with an entry age below the year of the 13th birthday, the ratio will be no greater than 2.5:1.

15.24.5.2. For eClasses with an entry age of the year of the 13th birthday or above, the ratio will be no greater than 2.6:1.

Senior Classes Category

15.34. A Novice (14.1.2) Competitor may transfer to ~~a~~ the Senior Class Category from their 16th birthday.

15.34.1. Once a Junior transfers to ~~an~~ the MSA Senior Class Category, they may not revert to Junior.

15.34.2. A minimum driver weight is required for any driver below the age of 16 competing in a Senior eClass, with the exception of International A or B licence holders (15.23.1). This weight is defined in individual Class Regulations.

Reason: *to bring greater clarity to the Category age breaks which is in line with technical changes also being made. This also addresses an identified safety concern of young drivers currently running in full size adult chassis'. The MSA is intending to tender for an Intermediate Engine using homologated Intermediate chassis', of 950mm wheelbase.*

(W) Championships

Date of implementation: 1 January 2017

1.5.6. To qualify as a British or National Kart Championship the Championship Class must be run in a minimum of three different Regions. Only the designated Core classes, as defined in the MSA Kart Race Yearbook (Appendix 6), will be permitted to be included in a National Championship.

Reason: *Clarification.*