

# RULE CHANGES

Decisions taken at the Motor Sports Council meeting of  
8 September 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.

### (A) National Sporting Code

**Date of implementation:**  
**Immediate**

**A3.1.** The National Court shall exercise the following functions.

(v) ~~Deleted.~~

### (C) Judicial

**Date of implementation: 1 January 2016**

**C3.2** If a vehicle or component is not made available for an eligibility examination as required by the Technical Commissioners, the Clerk of the Course, the Championship Organisers or their respective Stewards, ~~or a Competitor declines to accept potential liability for stripping, examination and rebuilding costs, the~~

~~vehicle or component~~ will be deemed ineligible and reported to the Clerk of the Course or the Championship Stewards, as the case may be, for the application of the penalties as detailed in 3.5.1 or 3.5.3.

**C5.3.5** The Technical Commissioner or Scrutineer will report his findings to the Clerk of the Course, who will adjudicate on any contraventions of the Technical Regulations. After giving the parties the opportunity to be heard, the Clerk of the Course will apply the penalties prescribed by the Regulations. ~~. If dismantling has been involved and the protest has proved unfounded, the competitor who lodged the protest shall pay the reasonable costs of preparing the vehicle or parts for examination, dismantling and reassembly, together with the Examiner's Fees. The amount deposited with the MSA as estimated costs may be used as a contribution towards these costs.~~

**C5.3.5.1** If the protest is not upheld and dismantling has been involved, the competitor who lodged the protest shall pay the reasonable costs of preparing

the vehicle or parts for examination, dismantling and reassembly, together with the Examiner's Fees. The amount deposited with the MSA as estimated costs may be used as a contribution towards these costs.

**C5.3.5.2** If the protest is upheld and dismantling has been involved, the competitor who has been protested against shall pay the costs of preparing the vehicle or parts for examination, dismantling and reassembly, together with the Examiner's Fees. The findings of the Clerk of the Course will include, but are not limited to, a fee which will incorporate all these associated costs. The amount deposited with the MSA as estimated costs will be returned to the competitor who has submitted the protest.

**Reason:** To clarify the position where Regulations do not cover what happens to the protest fee and deposit should the protest be proven. The procedure has been to refund the deposit and reclaim the Scrutineer's inspection costs from the Competitor – however there is no Regulation to cover this.

**C6.3.2.** Appeals against the refusal of an entry (H30.1.3) must be made in writing to the MSA within 48 hours of the competitor receiving notice that his entry is refused and in any case no later than 24 hours before the competition starts. If the National Court cannot be convened in time such appeals will be considered by the Chairman of the National Court or, in the event that he is not available, someone nominated by him and his decision shall be final.

**C6.3.3.** Appeals against the refusal of an entry which has been submitted within 24 hours of the commencement of the event where the event is listed in D20.1.1 must be made in writing to the Stewards of the Meeting within 30 minutes of the competitor receiving notice that his entry is refused and in any case no later than one hour before the competition starts. In such cases,

the decision of the Stewards of the Meeting shall be final.

**Date of implementation:  
Immediate**

#### **C11. Anti-Doping Hearing**

**C11.1.** The Anti-Doping Regulations are detailed in H39.

### **(D) Organisers**

**Date of implementation: 1 January 2016**

**D5.1.2.** Any of the following events which are run commercially for profit will be levied a facility fee in accordance with Part 3, Appendix 1 at the discretion of the MSA.

(i) An Economy Rally held in accordance with R.16.2.

**Reason:** These regulations are amended as good housekeeping and are minor clarifications and/or relaxations.

**Date of implementation:  
Immediate**

**D13.1.4.** Every entrant shall sign the following declaration:

'I have read and fully understood the Procedure for Control of Drugs and Alcohol as contained in the Competitors' and Officials' Yearbook Regulations H39, D35.1, G15.1.4 and have also fully familiarised myself with the information on the web sites referred to (www.ukad.org.uk and www.wada-ama.org) in particular the UK Anti Doping Rules which have been adopted by the MSA ~~as amended~~. Further, if I am counter-signing as the Parent or Guardian of a minor then in addition to the deemed consent to the testing of that minor (UKAD Code Art 5.6.2) I hereby confirm that I give such consent for the minor concerned to be so tested.

**Date of implementation: 1 January 2016**

**Tyre testing procedure for the investigation of performance enhancing products (TTP) (C4.3)**

**D36.1.** The following regulations must be read in conjunction with C4.3.

**D36.2.** TTP may be carried out at any time, before, during, or after a Competition on the instructions of the Clerk of the Course, Technical Commissioner, Chief Scrutineer, Eligibility Scrutineer or the Stewards.

**D36.2.1.** The Clerk of the Course must always be notified of the intention to carry out TTP.

**D36.2.2.** New unused MSA approved sample containers, or other containers approved by the MSA, capable of being sealed by the authorised sampling official must always be used for the storage of individual tyre rubber samples.

**D36.2.3.** Where there is the possibility that the tyre(s) may have “picked up” rubber from the track surface, the entrant shall be permitted (or may be required by the Eligibility or Chief Scrutineer) to remove the “pick up” from the tyre(s) with a mechanical device, such as a scraper. Rubber residue from the cleaning process must be collected and retained by the Chief Scrutineer for further testing as appropriate, and in a separate container as per 36.2.2.

**D36.2.4.** Removal of rubber samples from the tyre must be done in a controlled and preferably clean environment within the Venue, such as in the scrutineering bay, and always under the supervision of the Chief Scrutineer or Eligibility Scrutineer.

Removal onto a clean, surface is essential. The tyre rubber sample(s) will then be subjected to testing in the approved manner as detailed below. The competitor (or in the case of minors, the Competitor and PG) shall have the right to be present.

**D36.2.5.** Three samples will be taken and must be sealed and labelled in separate MSA approved containers as per 36.2.2. An MSA sealing certificate must be completed and distributed as detailed on the certificate. Prior to sealing, the samples should be wrapped in clean aluminium foil to prevent contact with any plastics.

**D36.2.6.** Each sample must be a minimum of 1mm width, 25mm length and 0.3mm depth.

**D36.2.7.** Each sample shall be placed and sealed in an MSA tamper-proof evidence bag.

**D36.3. Analysis Testing**

**D36.3.1.** The results of all analysis testing will be compared for compliance with the relevant tyre manufacturer’s specification for that model retained by the MSA.

**D36.3.2.** The Entrant is entitled to select one of the samples for their retention (the “Entrant’s Sample”) and to nominate a testing laboratory on the list of the United Kingdom Accreditation Service (UKAS) for the independent testing of that sample, if required as per 36.3.6.

**D36.3.3.** The remaining two samples must be delivered by the organisers to the MSA, normally within 10 days of the event.

**D36.3.4.** The MSA will then select one of these two samples at random and arrange testing of the selected sample at a laboratory on the UKAS list, or a laboratory approved by another ASN. The breaking of the seal must be

witnessed by a representative of the MSA.

**D36.3.5.** The result of this MSA first test will be notified pursuant to 36.6.

**D36.3.6.** If the result of this MSA first test confirms noncompliance (36.3.1), the Entrant may, within 14 days of being notified of this non-compliance (36.3.5), submit the Entrant's Sample for testing at the laboratory nominated by them (36.3.2) and at their expense (36.7.2). The Entrant must be given the opportunity to be present at this test and the test, including the breaking of the seal(s), must be witnessed by a representative of the MSA.

**D36.3.7.** If the Entrant does not submit the Entrant's Sample for testing within the said 14 days (36.3.6), or if the result of their test confirms non-compliance (36.3.1), the tyre(s) will be deemed ineligible and notification will be given under 36.6.

**D36.3.8.** If the result of the Entrant's test confirms compliance (36.3.1), then the MSA will arrange for the remaining third sample to be tested by a laboratory on the UKAS list not previously used in this particular testing process. The Entrant must be given the opportunity to be present at this test and the test, including the breaking of the seal(s), must be witnessed by a representative of the MSA.

**D36.3.9.** Where testing takes place under 36.3.8, the result of this third test will conclusively determine the compliance or noncompliance of the tyre(s) (36.3.1). Notification will be given under 36.6.

#### **D36.4. Comparison Testing**

**D36.4.1.** The results of all comparison testing will be compared for compliance with the results obtained from a sample taken from the same manufacturer and model of tyre, from the same controlled source, at the beginning of the Event.

**D36.4.2.** Comparison testing will only be implemented where tyres for the Event are mandated by the organisers for all

competitors in the class(es) to be drawn from a single controlled source.

**D36.4.3.** One sample, selected at random, will normally be tested on-site by an MSA approved official and in accordance with MSA approved procedures.

**D36.4.4.** If the result of this test confirms compliance (36.4.1), no further action will be taken.

**D36.4.5.** If the result of this test confirms non-compliance (36.4.1), the Entrant will be informed and will be given the opportunity to select one of the two remaining sealed samples for testing in their presence.

**D36.4.6.** If the Entrant chooses not to have a sample tested, or if the result of this second confirms noncompliance 36.4.1), the tyres will be deemed ineligible and notification given under 36.6.

**D36.4.7.** If the result of this second test confirms compliance (36.4.1), the remaining third sample will be tested; the Entrant must be given the opportunity to be present at this test.

**D36.4.8.** Where testing takes place under 36.4.7, the result of this third test alone will conclusively determine the eligibility of the tyre(s) (36.4.1). Notification will be given under 36.6.

#### **D36.5. Storage of Samples**

**D36.5.1.** Samples retained by the MSA or its authorised Officials must be stored in a secure location.

**D36.5.2.** If there is any evidence that any seal and/or container has been tampered with, then that sample will be deemed to be invalid.

#### **D36.6. Notification of Results**

The result of either Analysis or Comparison tyre testing will be reported to the MSA or its authorised official and must be communicated to the Clerk of the Course, Technical Commissioner(s), Chief Scrutineer and Eligibility Scrutineer prior to publication (C3.1.1).

### **D36.7. Cost of Testing**

**D36.7.1.** Unless TTP is specifically authorised by the MSA, the cost of testing shall be initially borne by the Club, organisation or individual requesting the test. However, whenever the conclusion of the testing procedure confirms non-compliance, then the Entrant shall be ultimately responsible for all costs and fees arising from the testing procedure.

**D36.7.2.** Where the Entrant chooses to submit a selected sample for testing at a laboratory of their own choice (36.3.6), they will be responsible for all charges relating to that testing.

*Reason: to provide regulations for tyre testing, which are currently published in Section U: Karting, to be available to all disciplines.*

## **(E) Circuits and Venues**

**Date of implementation:**  
**Immediate**

**E2.1.2** In the interests of safety, animals should not be admitted to Race, Speed or Kart venues, but if present they must be secured inside a vehicle or building whenever practice or competition is taking place, **working dogs excepted**.

## **(G) Officials**

**Date of implementation: 1 January 2016**

**G2.4.2.** Subject to G.2.5. in the case of force majeure or for safety reasons, instruct the Clerk of the Course to postpone, abandon or stop an event or part of an event (except as provided for in (Q.5.4). Any such instruction must be formally recorded. Provided that an event is run in more than one heat or part, these powers may, if thought fit, be exercised in respect of one heat or part.

**G2.5.** The Stewards of a Meeting have another major function, to prevent unnecessary danger, and the MSA Steward has overriding authority in matters of safety **save where the MSA has appointed a Safety Delegate, in which case the Safety Delegate shall have overriding authority in matters of safety.**

*Reason: These regulations require change following the work to date connected with the delivery of the recommendations contained in the Scottish Governments Report into Multi Venue Stage Rally Safety.*

## **(H) Competitors Licences**

**Date of implementation: 1 January 2016**

**H2.1.** The Motor Sports Association (MSA) has been empowered by the Federation Internationale De L'Automobile (FIA) to register and licence British citizens wishing to compete nationally under the MSA's Motor Sports Regulations and/or internationally under the FIA's International Sporting Code. Under certain circumstances citizens of other countries may also apply for registration. Registration will be effected by the issue of a Competition Licence of a type applicable to the motor sports discipline and the status, National or International, in which the applicant wishes to compete. Subject to certain conditions a status of licence may be upgraded at any time during the year. Registration shall expire at the end of the year shown on the Competition Licence. Any person from 6 years of age wishing to register must complete a Competition Licence application form. All applicants will be required to complete a medical self declaration. Applicants applying for a Car, Truck or Long Circuit Kart Racing, and all International grades of licence will be required to pass a medical

examination (10). The following regulations contain all terms and conditions of registration and licence issue.

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

**H10.1.1.** An applicant 18 years of age or over applying for a Car, Truck or Long Circuit Kart Racing Competition Licence must pass a Medical Examination by their General Practitioner (GP) before applying for their first licence following their 18th birthday.

Thereafter they will be required to complete an annual medical self declaration until the age of 45. Applicants 45 years of age and over must undergo and pass an annual medical examination. The Competition Licence must be issued within 3 months of the date of the medical after which time the report will need to be revalidated by the examining GP. For International licence requirements for those 45 years and over, refer to 11.

**H10.1.3.** No Car, Truck, Long Circuit Kart Racing or International licence will be issued until the Medical Examination Report, if required, has been completed, endorsed and signed by the applicant's GP.

**H26.1.2.** Competitors must normally have registered and have their licence before competing in any event, but with the specific exception of Race, Long Circuit Kart Races\* and Stage Rallies\*\*, organisers are permitted to accept a properly completed Non-Race National 'B', Non-Race Clubman or Kart Application Form along with the appropriate fee in lieu of the licence.

**Date of implementation:  
Immediate**

## **Procedure for Control of Drugs and Alcohol (D35.1)**

### **Anti-Doping Regulations**

**H39.** The MSA has adopted the UK Anti-Doping rules published by UK Anti-Doping (or its successor) as amended from time to time. Such rules shall take effect and be construed as Regulations of the MSA. The UK Anti-Doping Rules are available at [www.ukad.org.uk](http://www.ukad.org.uk) and the WADA Prohibited List is available at [www.wada-ama.org](http://www.wada-ama.org) or from the MSA on request. It is the responsibility of each licence holder to ensure that they are fully familiar with the UK Anti-Doping Rules and the WADA Prohibited List. The FIA Anti-Doping Regulations will apply in respect of any International event.

### **(H) Chart 26: Competitors Minimum Acceptable Licences**

#### **RACE KART (13)**

##### **CLUBMAN**

Kart National 'B'  
or  
Race National 'B'

##### **NATIONAL 'B'**

Kart National 'B'  
or  
Race National 'B'

##### **NATIONAL 'A'**

Kart National 'A' (10)

##### **INTERNATIONAL**

Kart International

(10) Race National 'A' Licences also valid for Long Circuit Kart events.

(13) For Long Circuit kart events either the endorsed "valid for Long Circuit" kart licence or race licence, as specified above, is acceptable

## **(J) Competitors: Vehicles**



**Date of implementation: 1 January 2016**

**Chassis/Body (including aerodynamics)**

**J5.2.1.** Be fitted with bodywork including a driver (and passenger) compartment isolated from the engine, fluid filled batteries, gearbox, hydraulic reservoirs **pressurised above atmospheric pressure**, transmission shafts, chains, belts and gears, brakes, road wheels, suspension components including their operating linkages and attachments, petrol/fuel tanks, oil tanks, water header tanks, catch tanks and fuel system components (other than where such components comply with 5.13.1 and 5.13.2) such as to prevent there being a hazard.

**Reason:** To allow unpressurised hydraulic reservoirs, such as brake fluid reservoirs which are commonly found on competition pedal boxes, to be located within the cockpit. Whilst maintaining that pressurised hydraulic reservoirs, such as remote shock absorber canisters, be isolated from the cockpit.

**J5.9.6** The interior of the tyre (space between the rim and the internal part of the tyre) must be filled only with air or nitrogen. This does not preclude the use of inner tubes.

**Reason:** to prevent the use of tyre inflation mediums other than air or nitrogen. Other gases and compounds that can give a performance advantage may be hazardous or detrimental to the environment.

**J5.20.5 Deleted**

**J5.21 On-Board Cameras**

**J5.21.1** The carrying of on-board cameras/videos for personal use is permitted unless prohibited by Event regulations. The carrying of on-board cameras/videos for commercial use is

prohibited unless authorised by the Event Organiser.

**J5.21.2** Where Event or Championship Regulations require the fitting of a camera, the location and method of fitting should be specified.

**J5.21.3** Where forward facing cameras are fitted for judicial purposes, they should be mounted so as to capture an image that provides a 'driver's eye' view that should include, where possible, the steering wheel, 'dashboard' and a view of the circuit ahead with a field of vision of approximately 100 degrees. In open wheel cars and karts both front wheels should be in view where possible. The fitting of rear-facing cameras may also be required for judicial purposes.

**J5.21.4** Where cameras are permitted but not mandated by the Organiser, they may be mounted in any location on the vehicle which is considered safe by the Chief Scrutineer.

**J5.21.5** The mounting of any camera must be specifically approved by the Chief Scrutineer. Any mountings must use a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. Where possible, a secondary means of attachment should also be used. Suction mounts are not acceptable as the primary mounting method. Where cameras are fitted by professional TV or film companies, the Chief Scrutineer has discretion to approve non-mechanical mountings.

**J5.21.6** For karting, U12.6.1 and U19 apply.

**J5.21.7** Competitors may be obliged to use mountings and/or cameras specified and/or approved by the Organiser and these too must comply with GR J5.21.5/U12.6.1/U19.

**J5.21.8** Fitting of cameras to helmets is only permitted in accordance with K10.3.3(d).

**J5.21.9** Fitting of on-board cameras in Road Rallies is forbidden (R7.2.9).

**J5.21.10** Unless specified by the Organisers, the choice of system is free but playback must be possible at the Event by regular means such as a lap top computer.

**J5.21.11** Clerks of the Course and Stewards should not refuse to view relevant on board footage during any judicial process unless they consider there is a good reason why it should not be viewed (in which case, such reason must be stated as part of their written decision). Where the camera has not remained under the control of the Organisers, the Clerk of the Course/Stewards must be satisfied as to the authenticity of such footage and must consider the weight they will give to such evidence.

**J5.21.12** Where a camera is mandated, in the event that no images are available upon request (other than due to a proven defect with the equipment) sanctions may be applied in accordance with MSA Regulation C2.1.1. The burden of proof to establish the cause of such failure shall lie with the competitor.

**J5.21.13** The Clerk of the Course may also refer the matter of lack of recorded images to the Stewards of the Meeting for further sanctions or referral to the MSA.

**J5.21.14** In the event of judicial action being instigated, all relevant on board footage must be retained until the time period for conclusion of all judicial matters has elapsed.

**J5.21.15** Where it is necessary for a Clerk of the Course to review footage after an Event, such footage should normally be reviewed within a period of 7 days of the Event.

**J5.21.16** Competitors should be aware of any rights including copyright in

relation to footage captured by on board cameras at an Event. Footage may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without the permission of any rights holders.

**J5.21.17** Any breach of camera regulations may be subject to the penalties provided for in MSA Regulation C2.1.1 with an option to report any matters to the Championship Stewards where appropriate.

**Reason:** To bring together existing regulations for on-board cameras and to set parameters for the use of cameras (particularly where these are required by event or championship organisers) and their use in judicial proceedings.

**J10.3.1. Standards.** Helmets bearing one of the under mentioned 'standards' may be approved by the MSA subject to other criteria being met. See also drawing 10.3.1.

(b) In addition the following are acceptable for:  
International and MSA National Kart Racing Events  
(with exception of Kart Drivers under 15 years of age,  
Cadet and Bambino Drivers):  
SNELL K98 (Not valid after 31.12.2016)  
SNELL K2005  
SNELL K2010  
SNELL – FIA CMR2007  
SNELL – FIA CMS2007

Kart Drivers under 15 years of age,  
Cadet and Bambino Drivers. The weight of the helmet may be checked at any time during an event and must not weigh more than 1,550g:  
SNELL – FIA CMR2007  
SNELL – FIA CMS2007

**Reason:** To fully align helmet standard expiry dates with FIA regulations. Withdrawal of K98 as agreed by Kart Committee



## (K) Competitor Safety

Date of implementation: 1<sup>st</sup>  
January 2016

**K1.2.2.** 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. Any modification to a homologated ROPS (other than fitment of door bars and harness bars) is prohibited. Tubes must not carry any fluids.

**Reason: K10.4.** It is permitted to incorporate the use of an FIA approved FHR device fitted in accordance with FIA regulations. The FIA requirements specify the location of the shoulder strap fixings to be so that the straps run from the mounting points horizontally or upward over the user's shoulders at an angle not exceeding 20°. In many vehicles the only way of achieving this is by the incorporation into the ROPS of "harness bars" [K1.3.9]. Where the ROPS is not homologated and has been constructed in accordance with Section K this can be done within existing Regulations. There is a significant number of vehicles that are equipped with homologated ROPS where currently K1.2.2 prevents the addition of harness bars. In such cases the only solution is to replace the ROPS unless the ROPS manufacturer takes out an extension. Such is not necessarily possible for such may not be the manufacturers wish or the manufacturer is no longer in business. Structurally the addition of harness bars has no adverse effect on the structure this has been confirmed by a number of ROPS manufacturers and simulation engineers.

### K1.3.5. Optional Reinforcement of ROPS.

(b) Doorbars (for side protection):

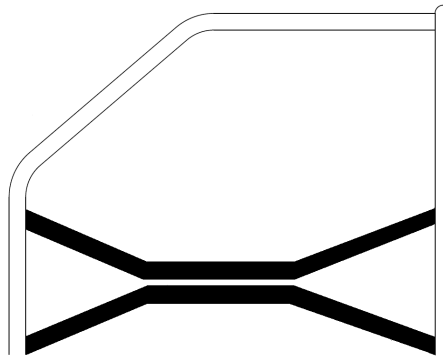
Longitudinal members must be fitted at each side of the vehicle (see drawings K9 and K12). They may be removable.

The side protection must be as high as possible but not higher than one half of the total height of the door aperture measured from its base.

Where two members in the form of a cross are used, at least one of the members must be a single piece tube.

Where configuration 12(j) is used a reinforcing gusset must connect the tubes along the horizontal length.

Drawing No. 12(j)



**Reason:** To accommodate a door bar configuration that is becoming increasingly common but not catered for within the existing regulations.

**K10.3.1. Standards.** Helmets bearing one of the under mentioned 'standards' may be approved by the MSA subject to other criteria being met. See also drawing 10.3.1.

(a) **ALL MSA EVENTS**  
FIA 8860-2004 (Not valid after  
31.12.2020)

FIA 8860-2010  
FIA 8859-2015  
SNELL SA2015 (Not valid after 31.12.2023)  
SNELL SA2010 (Not valid after 31.12.2023)  
SNELL SAH2010 (Not valid after 31.12.2023)  
SNELL SA2005. (Not valid after 31/12/2018)  
SFI Foundation 31.1A, 31.2A. (Not valid after 31.12.2018)

(b) In addition the following are acceptable for:  
International and MSA National Kart Racing Events  
(with exception of Kart Drivers under 15 years of age, Cadet and Bambino Drivers) and MSA National Junior Drag Racing:  
• SNELL K98 (not valid after 31.12.2016) and K2005  
• SNELL K2010  
• SNELL – FIA CMR2007  
• SNELL – FIA CMS2007

Kart Drivers under 15 years of age, Cadet and Bambino Drivers. The weight of the helmet may be checked at any time during an event and must not weigh more than 1,550g:

- SNELL – FIA CMR2007
- SNELL – FIA CMS2007

**Reason:** To allow Junior Drag racing competitors to use Karting helmets, including the CMR & CMS junior standards which are more suitable for younger competitors. Junior drag vehicles have comparable drivetrains to Junior class Karts.

**Reason:** Notification of the intention to withdraw the standard with effect from 2017. A long outdated standard that is no longer accepted by the CIK.

## (L) Permitted Tyres

**Date of implementation:  
Immediate**

### List 3

#### Tyres for Sporting Car Trials

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

#### FIRESTONE

- \*F560

#### MAXXIS

- MA-510N

#### MICHELIN

- XZX

#### NANKANG

- CX668

#### TOYO

- 330

#### VREDESTEIN

- \*Sprint+
- T-Trac
- T-Trac 2

**Reason:** Following further testing by the Trials Committee the MA-510N and T-Trac 2 are suitable and available tyres for Sporting Trials and their addition will provide competitors with more choice.

## (N) Autocross and Rallycross

**Date of implementation: 1 January 2016 (Mandatory 1 January 2017)**

**N6.1.4.** Rallycross vehicles in compliance with (N)8 and issued the Rallycross Space Frame Vehicle Identity Form (RXVIF). The vehicle may not be used in competition until the Vehicle Identity Form has been validated by the MSA and returned to the vehicle owner.

**Reason:** Space Frame vehicles have been running in Rallycross under Championship Regulations. The technical aspects have been reviewed, updated, upgraded and will be required to have a more detailed inspection, by a Technical Commissioner, the regulations now being included in MSA General Regulations. These regulations have been in draft form, under discussion, for the past 2 years and advice has been sought from the MSA Technical Department and the Technical Advisory Panel

## **(N)8. Rallycross Spaceframe Technical Regulations**

All vehicles must comply with Section J, Rallycross Vehicles (N)6.1-6.14.3 unless where specified below:

### **N8.1. GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS.**

**N8.1.1.** The use of magnesium or titanium alloy is not permitted, with the exception of titanium sheets which may only be used for heat shields.

**N8.1.2.** All Spaceframe cars must have an identification number stamped into a plate measuring 80mm x 20mm which must be welded to the centre of the underside of the main 'B' hoop.

### **N8.2. SAFETY REQUIREMENTS.**

As a minimum:

**N8.2.1.** ROPS door bars to K Appendix 2 Drawing 12a, g or h are mandatory, on driver and passenger side.

**N8.2.2.** Where the door bar elements of the ROPS cross, a reinforcement for the bend or junction must be fitted in all four angles. This reinforcement must be made from bent sheet metal with a U shape the thickness of which must not be less than 1.0 mm. The ends of this gusset (point E) must be situated at a

distance from the top of the angle (point S) of between 2 to 4 times the outer diameter of the biggest of the tubes joined. A cut-out is permitted at the top of the angle but its radius (R) must be no greater than 1.5 times the outer diameter of the biggest of the tubes joined. The flat sides of the gusset may have a hole, the diameter of which must not be greater than the outer diameter of the biggest of the tubes joined.

**N8.2.3.** A currently FIA homologated competition seat with appropriate mountings are mandatory in accordance with K22.

**N8.2.4.** All vehicles must be fitted with an extinguisher system plumbed-in for discharge into both the engine compartment and the cockpit (K3.1.2(a)).

### **N8.3. CHASSIS and BODYWORK.**

The vehicle must have the Silhouette of a Series Production Car of a closed type.

**N8.3.1.** The wheelbase will be as per the Series Production Car specification with a tolerance of +/-0.5%. The vehicle width of the Series Production Car must be retained with a maximum permitted increase of 100mm.

**N8.3.2.** The minimum elements of the spaceframe are shown in Appendix 1 Drawings.

**N8.3.3.** Drivers door must be of steel construction.

**N8.3.4.** No element of the ROPS may pass through the space normally used for the front passenger; to allow driver extraction from either side of the car.

**N8.3.5.** The floor frame is an integral part of the structure and the 'A' and 'B' main hoops must attach to it. The floor

frame must be constructed from either minimum 50mm x 2mm square box section or minimum 50mm x 2mm diameter tube material in accordance with K1.4.1. The floor must be made of either minimum 10mm composite, 1mm steel or 2mm aluminium alloy to be fixed to the top of the floor frame as defined in Drawing 1-1 floor frame.

**N8.3.5.1.** The forward most part of the spaceframe must be at least 100mm behind the forward most part of the front bumper. (Drawing No. 2).

**N8.3.5.2.** The rear most part of the spaceframe must be at least 100mm forward the rear most part of the rear bumper (Drawing No. 2).

**N8.3.6.** The roof must be of either minimum 10mm composite, 1mm steel or 2mm alloy to be fixed to the top of the upper surface to protect the driver as defined in "Drawing 1-2 Main "cage"".

**N8.3.7.** The bulkheads (J5.2.1.) must extend across the full width of the spaceframe.

**N8.3.7.1.** Bulkheads must be made of minimum 1mm steel and be welded to the spaceframe.

**N8.3.7.2.** For front bulkheads 6.2. applies.

**N8.3.7.3.** No part of the rear bulkhead must be further forward than the rearmost part of the driver's seat.

**N8.3.7.4.** Cars with a front engine location must be constructed so that the rearmost part of the engine is at least 25mm in front of the front bulkhead. No part of the engine may protrude through either the front or rear bulkheads (J5.2.2.).

**N8.3.7.5.** In rear-engine cars the

bulkhead must extend vertically to at least the same height as the highest part of the engine. From this point a polycarbonate window, minimum thickness 5mm may complete it, extending to the full height of the interior space as well as a horizontal cover extending to the rearmost part of the interior space (J5.2.2.).

**N8.3.7.6.** In either case the full bulkhead must completely isolate the driver from the engine compartment. (Drawing No.4)

**N8.3.7.7.** A similar bulkhead must isolate the engine and exhaust system from the fuel tank and driver's cockpit (J5.2.1.).

### **N8.3.8. Power Transmission System /Flywheel Protection**

**N8.3.8.1** The transmission tunnel frame will be fabricated from steel tubing with minimum dimensions of 25mm x 2mm (Drawing No. 3).

**N8.3.8.2** This frame to be reinforced (on the drivers' side and top of tunnel), at the rear of the gearbox and at the clutch/flywheel area, for a minimum distance of 200mm (centre lines based on the front propshaft flange and 25mm rearward from the gearbox to engine mounting face) using minimum 2.6mm steel extensively welded to the inside of the frame. Using the same centre line for 300mm minimum 1.2mm steel will be extensively welded to the outside of the tunnel. The remainder of the tunnel may be covered by minimum 1mm steel or minimum 1.5mm aluminium.

**N8.3.8.3** Front wheel drive, the front bulkhead must be reinforced in the same method as 8.3.8.1 where the flywheel and drive shafts are directly in line with the driver.

## **N8.4. Aerodynamic Devices**

**N8.4.1.** Must not exceed the overall limits of the original bodywork dimensions (J5.2.7).

**N8.4.2.** Must not be wider than the widest part of the car's bodywork or higher than the highest part of the roof.

**N8.4.3.** Within these restrictions their design is free.

## **N8.5. Body panels**

**N8.5.1.** Door hinges must be of adequate strength.

**N8.5.2.** Body material is free subject to 8.1.1. and N8.3.3.

## **N8.6. ENGINE.**

**N8.6.1.** With the exception of N6.3.2., N6.3. applies.

**N8.6.2.** Forced Induction engines must be fitted with a restrictor in compliance with FIA Appendix J, Article 279, Article 3.7.

## **N8.7. SUSPENSION and STEERING.**

**N8.7.1.** The operating method and the design of the suspension system are free.

**N8.7.2.** Suspension parts may not be attached to the spaceframe at those elements making up the major components of the ROPS i.e. main/front hoop and main braces.

**N8.7.3.** The springing medium must not consist solely of bolts located through flexible bushes or mountings but may be of fluid type.

**N8.7.4.** There must be movement of the

wheels to give suspension in excess of any flexibility in the attachments.

**N8.7.5.** Chromium plating of steel suspension members is prohibited.

**N8.7.6.** All suspension members must be made of homogeneous metallic material.

**N8.7.7.** All vehicles must be fitted with a steering column of a collapsible type.

## **N8.8. FUEL TANK/FUEL**

In accordance with J5.13.

**N8.8.1.** No part of the fuel tank to be located less than 300mm from the bodyshell in both lateral and longitudinal directions, and must be outside the driver's compartment, and be separated from the driver's compartment by a metal firewall or container, both of which must be flameproof and liquid-proof. The remainder of the system will be as per J5.13. K4 is recommended.

**N8.8.2.** Fuel fillers passing through the cockpit must be isolated and fitted with non-return valves at the fuel tank.

## **N8.9. EXHAUST and SILENCING**

**N8.9.1.** The orifices of the exhaust pipes must be between 100mm and 450mm above the ground.

**N8.9.2.** Exhaust gas may only exit at the end of the exhaust system.

**N8.9.3.** All exhaust gasses including wastegate outlet must pass through the main exhaust system.

**N8.9.4.** No part of the chassis may be used to evacuate exhaust gases.

## **N8.10. Weights**

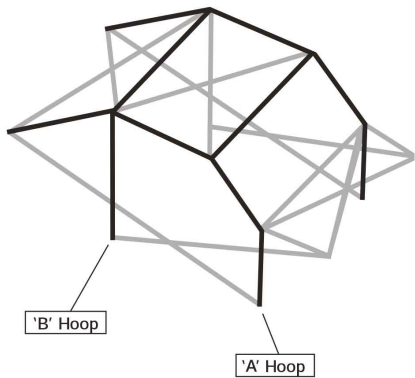
The weight of the car is measured with the driver on board wearing his/her full

racing apparel, and with the fluids remaining at the moment at which the measurement is taken.

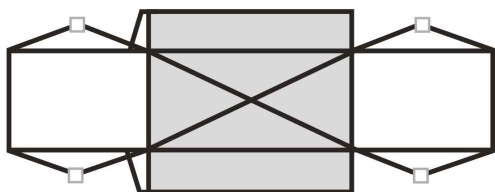
The weight must be according to the following table:

upto 1000	cm <sup>3</sup>	
770kg		
over 1000	and upto 1400	cm <sup>3</sup>
860kg		
over 1400	and upto 1600	cm <sup>3</sup>
1000kg		
over 1600	and upto 2000	cm <sup>3</sup>
1100kg		
over 2000	and upto 2500	cm <sup>3</sup>
1130kg		
over 2500	and upto 3000	cm <sup>3</sup>
1210kg		
over 3000	and upto 3500	cm <sup>3</sup>
1300kg		

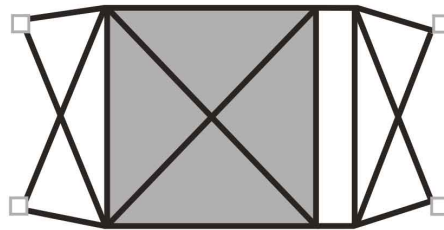
**Appendix 1 Drawings**



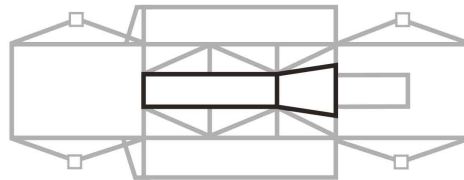
**Drawing 8.1:**  
ROPS



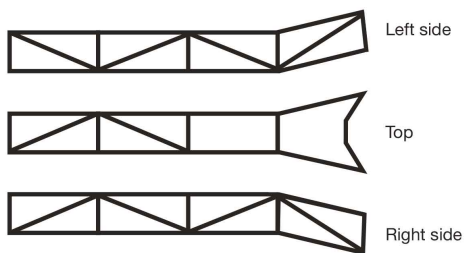
**Drawing 8.2:**  
Floor frame



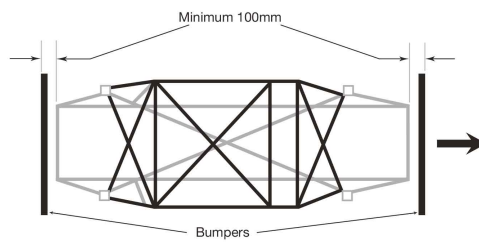
**Drawing 8.3:**  
Plan View



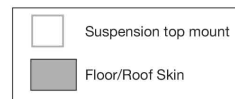
**Drawing 8.4 (Pt 1):**  
Transmission tunnel



**Drawing 8.4 (Pt 2):**  
Detail of transmission tunnel



**Drawing 8.5**



*These diagrams are draft*



## (P) Cross Country Events

**Date of implementation: 1 January 2016**

### **Competitive Safaris**

**P49.1.2.** Vehicles may carry one passenger, **minimum age 16**, in addition to the Driver, who must be seated in accordance with the provisions of 41.1.5.

### **Challenge Events**

**P55.1.1.** Drivers and co-drivers must hold a valid RTA licence appropriate to the vehicle and either may drive the vehicle during the event. Navigators, **minimum age 16**, do not need to hold a valid RTA licence and may not drive during the competition.

**Reason:** Further review of the minimum ages of competitors in Cross Country noted that the existing minimum age in Competitive Safaris could be clearer by the proposed amendment to P49.1.2. For Challenge Events the existing minimum age is 14 which is not considered appropriate and the proposal brings Challenge Events into line with Competitive Safaris.

**P55.2.2.** The SRs may Permit entries from Drivers who are 16 or over without a full RTA Licence, provided that their Passenger has experience of Cross Country Trials and holds a full RTA Licence for the vehicle type entered.

**P56.6.** Vehicles may not be fitted with duplicated driving wheels unless Permitted by the SRs. The SRs may permit the use of TUV Approved hub adapters/wheel spacers up to a maximum of 30mm in depth.

**Reason:** The use of wheel spacers was cautiously permitted for Trials and latterly Challenge Events but it is apparent that they have been unintentional permitted at some other events without issue. This proposal

simplifies the requirements across the discipline.

## (Q) Circuit Racing

**Date of implementation: 1 January 2016**

**Q15.1.** Officials' Signals will be conveyed to drivers by the following flag signals (14.4) which may be displayed by an appropriately coloured panel to which the competitor number may be attached:

.....

(k) Black flag with Orange disc displayed with the competitor's number:

Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The car concerned must call at its pit for repairs on the next lap.

(m) Black flag displayed with the competitor's number: The driver must stop at his pit **on the next** lap and report to the Clerk of the Course. A penalty of exclusion may be enforced by display of the Black flag.

**Reason:** Clarification for consistency in terminology.

**Date of implementation: Immediate**

**Q19.11.3** With the exception of Racing Cars, Clubmans Cars, 750 Formula, Legends Cars and Period A to E all vehicles must be equipped with a pair of brake lights **equally disposed about the vehicle centreline, on the same horizontal plane** with a minimum of 300mm **between them** and which are directly operated by the braking system without any time delay.

Note: Definition of Clubmans Car will move to Section B in the 2016 Yearbook

## (R) Rallying

**Date of implementation: 1 January 2016**

**R1.1.8.** The MSA will appoint a Safety Delegate to all Multi- Venue Stage Rallies and any other Stage Rally, including Rally Time Trials, where the MSA deems it appropriate to do so.

**R1.1.9.** The use of the Forest Estate must have been approved by the MSA. Permission must be applied for by an annually specified date, prior to the Forestry year (which runs 1 January - 31 December).

**R1.1.10.** No contact should be made with the Forest Estate before receiving approval from the MSA or its appointed Forestry Liaison Officer.

### Other Events

**R1.4.** Certain events also qualify for a Permit or Exemption Certificate (D.4.5 or D.5.1) provided they meet the MSA Regulations for organising Rallies.

**R2.6.2.** The Safety Delegate, Stewards and Observers (as appropriate to the event) must be supplied with a complete marked map of the route before the date of the event, and must also be supplied with a set of all instructions and route cards, etc that are issued to Competitors and Officials as soon as they are available.

**R2.10.** When the MSA Safety and Medical Radio frequencies (81.575 and 81.5375MHz FM) are to be used, they must be operated in accordance with Ofcom and MSA licensing requirements (24.3.3). Operational Guidelines for the use of the MSA Safety and Medical Radio frequencies are issued to all Radio Licence Holders, and the Radio Marshals Handbook is published on the MSA website.

**R3.1.6.** All PR letters must be checked by the RLO and must indicate who is the Organiser (with a contact address, including email, and phone number), the date of the event, in which direction it is travelling, and the approximate time of passing.

### Specific Regulations for Road Events

Road events will be organised in accordance with 1 to 6 where appropriate, and the following regulations;

**R7.1.** The following definitions apply:

**R10.2.** A Standard Section may not use the same stretch of road more than once, nor include any intermediate Time Controls. Where a Standard Section is timed to the second it must not:  
(iii) Start the first car before 23.59hrs, and the last car, including any lateness, must finish 1/2 hour before sunrise.

**R10.4.6.** May only be included in the following rallies as defined by Permit; Historic Road, Endurance Road, Targa Road, Navigation, Veteran, Vintage and Economy.

**R16.5.1.** Deleted.

### Specific Regulations for Special Stage Rallies

**R21.** Special Stage Rallies will be organised in accordance with 1 to 6 where appropriate, the following regulations and the MSA Stage Rally Safety Requirements which are published on the MSA website.

**R24.1.** The Clerk of the Course must ensure compliance with the following:

**R24.1.1.** Deleted

**R24.1.6.** That a Safety Plan is produced in accordance with the MSA Stage Rally Safety Requirements and that all officials involved in the running of the event are aware of the plan and where appropriate have received training.

**R24.3.2.** The Event Safety Officer must be assisted by a Spectator Safety Officer who is responsible for specific arrangements to accommodate spectators in suitable areas, to prevent their accessing other areas and to make suitable access facilities for spectators' use.

They will ensure that;

a) There should be a copy of the Safety Code on display at all entrances where the public are likely to enter, and in areas considered to be hazardous, including escape routes and prohibited areas.

b) All and any publication giving event information, online or in print, whether published for spectators or officials, must include a copy of the Safety Code.

**R24.4.** Written instructions on the operation of stages, prepared in accordance with the MSA Stage Rally Safety Requirements, must be made available to all Officials and Marshals. These must clearly establish:

**R24.4.1.** That the number of cars to be sent through any Stage before the Competition shall be in accordance with the MSA Stage Rally Safety Requirements.

**R24.4.2.** The crew of each Safety Car must have specific duties, based on the current MSA Safety Car Roles and Responsibilities.

**R24.4.3.** No stage must start until the MSA Safety Delegate, or subsequent designated Safety Car crew where applicable, has confirmed that it is ready for Competitors and that the Marshals have all spectators on the stage under their control and direction (36.5).

**R24.4.5.** On any special stage where extreme circumstances make it necessary to authorise the movement of non-competing or rescue vehicles before the stage is cleared of competing cars, a system of Yellow Flags must be in place. These should be located at mid stage rescue points, all locations where a rescue/emergency vehicle may re-enter

the stage following a shortcut and at each designated Radio Points (29.5). They can only be displayed on the specific instruction of the Clerk of the Course or Stage Commander. Yellow Flags must only be used when there is a possibility of non-competing vehicles and rescue vehicles moving on stage AHEAD of competing cars. Flags will be displayed at all radio points preceding the incident.

Yellow Flags must be prominently displayed (held out steady not waved) by a designated marshal who MUST wear a marshals' tabard. Yellow Flags shall measure a minimum of 60cm x 70cm.

(i) Competitors who have been shown a Yellow Flag will be given a notional time for the stage.

(ii) Yellow Flags will be displayed to competitors only on the instruction of the Clerk of the Course or the Stage Commander. The time of the deployment of the Yellow Flags will be recorded and notified to the Clerk of the Course.

(iii) No flag other than a Yellow Flag may be deployed at any point along the route of the special stage.

**R24.4.13.** Non-competing cars required solely for purposes of safety may be parked at any place designated appropriate by the Stage Commander and/or Event Safety Officer.

**R25.3.** In conjunction with scrutiny of the car, Drivers' and Co-Drivers' crash helmets, FHR Devices, and overalls must be produced for approval.

**R25.3.3.** The crew must also wear FIA approved FHR Devices, fitted in accordance with FIA regulations. (Mandatory all crews 2016 except: Historic Category 1 Cars, recommended for 2016, Mandatory 2017.)

**R25.3.4.** Competitors are strongly recommended to carry a First Aid Kit.

**R26.8.3.** Deleted.

**R26.8.4.** When an admission charge is made for public attendance or where

significant numbers of the public are expected to attend suitable arrangements must be made by the organisers for dealing with the first-aid requirements of spectators.

**R26.9.** Deleted.

**R26.9.1.** Deleted.

**R26.9.2.** Deleted.

**R26.9.3.** Deleted.

**R26.10.** Means of access onto the stage should be closed by barriers and signs sufficient to prevent any non-competing vehicle gaining access. Warning notices as detailed in D.31.1. should be displayed.

It should also be impossible for anyone on foot to get on to any stage through normal access roads or tracks without:

**R26.10.1.** Being aware of it.

**R26.10.2.** Having been seen by an Official.

**R26.10.3.** Having seen a warning notice.

**R26.10.4.** Having seen the Safety Code.

### **R32.2 See Appendix A - Chart 32.2 - Penalties**

(a) <i>Not reporting at a Control; Multi-Venue Stage Rallies Or Single Venue Stage Rallies (inc Rally Timed Trials)</i>	Retired  30 Minutes
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**Reason:** *The existing solutions for competitors who prematurely retire, normally through mechanical failure, are impractical at Single Venue Stage Rallies. This proposal provides for a very simple solution wholly appropriate to this type of rally.*

### **Safety Cars**

**R36.5.** The only category of Safety Car that may be driven through a stage at near competitive speeds will be the Zero Car.

**R36.5.1.** Safety Cars will be identified by carrying markings as specified in the MSA Safety Car Roles and Responsibilities, e.g. Spectator Safety, 000, 00, 0 and Sweeper as appropriate.

**R36.5.2.** No other Official car will carry such markings. All other sanctioned vehicles will be classified as Official Vehicles.

**R36.5.5.** Safety Cars must be fitted with an effective method of communicating with Rally Control.

**R36.5.6.** Except for Class eligibility, the Zero Car must pass the same pre-event scrutiny as Competitors, including Sound Testing

**R36.5.8.** There will only be two crew members in the Zero Car who must wear overalls, helmets, FHRs and seat belts mandatory for Competitors. Fire extinguishers must be fitted and armed as for Competitors.

**R36.5.9.** Crew members of each Safety Car must be signed-on Officials. At least one crew member of each safety car team must have attended an MSA Safety Car Training Session. (Recommended 2016, Mandatory 2017)

**R36.5.10.** At least one member of the safety car team must have been involved in pre-event planning. All crew members of the team must be fully briefed on the safety plans for the event by this person or another senior event official.

**R36.5.11.** No Driver who is barred from holding a Competition Licence can drive an Official, Safety or Zero car through a special stage.

**R36.5.12.** Detailed Guidelines on MSA Safety Car Roles and Responsibilities are published on the MSA Website

which supplement the above requirements.

### Fire Extinguishers

**R37.** Fire extinguishers must be available in any area defined as a Service Area and any area in which competing cars are assembled awaiting their attempt at a stage, and at stage Stop Lines.

**R41.3.3.** Venues where spectators are encouraged to attend should have a resident Spectator Safety Car equipped with a PA system and a radio on the frequency to be used on the event.

**Date of implementation:**  
**Immediate**

### Wheels, Tyres and Brakes

**R49.10.1.** Wheels and tyres must be fitted in compliance with L3., 49.6. except as follows, 48.5.1., 48.5.2., 48.5.4., 48.5.6-8. and 48.5.10.-14. and;

**R49.10.2.** For Categories One, Two and Three the diameter of wheel may not differ from that originally fitted by more than 10%.

**R49.10.3.** For Categories One, Two and Three the complete wheels (flange + rim + tyre) are free providing that they are housed within the permitted bodywork and that they do not exceed the following widths in relation to the cubic capacity of the car:  
Up to 1150 cc: 7in  
Over 1150cc and up to 1600 cc: 8in  
Over 1600 cc: 9in.

**R49.10.4.** For Category Four, and vehicles competing under 49.2., wheels and tyres must comply fully with FIA Appendix K Regulations for Cars in Rallies.

**R49.10.5.** The fitting of a dual master cylinder or any other type of device providing a simultaneous action on all four wheels and divided action on two wheels is permitted, provided the original brake pedal and pivot point are used and they cannot be adjusted to

affect brake balance by either the Driver or the Co-Driver when normally seated in the car.

*Reason: In the last few months tyres have only been available from one manufacturer and although not confirmed it appears that this manufacturer has now ceased production. Thus in effect there are no tyres currently available to competitors and advice from the tyre trade is that this situation will not change.*

## (U) Karting

**Date of implementation: 1 January 2016**

### U Nomenclature and Definitions – Karting

**Standard Club Meeting:** Is that meeting which is run on the Club's monthly set schedule, which may form a round of the Club Championship.

**Date of implementation:**  
**Immediate**

#### U1.1.5. 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.

**U1.1.5.1. 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**

**U7.6.1. Delete**

**U7.6.2. Short Circuit events (all classes).** A standing start with engines running, or a rolling star

**Reason:** *Clarification. Current practice.*

**U12.5.3.** Any Driver leaving the track more than twice, for whatever the reason, may be excluded from the race. (Q14.4.2. applies).

**Reason:** *Clarification and to ensure consistency applies of the regulations.*

**U14.1.3.** A valid licence/~~medical certificate~~ must be produced at signing-on at all events (see H.10). For information on Licence validity, see the chart of Minimum Acceptable Licences in Section H.

**U14.1.4. For Long Circuit**  
(a) the driver may either produce a Kart or Car Race licence specifically endorsed valid for Long Circuit Karting, see the chart of Minimum Acceptable Licences in Section H.

(b) New competitors will be considered as Novices and must carry Novice plates (Q.11.3) until they have received four signatures from MSA Stewards for competing successfully on Long Circuits.

**Reason:** *The principle has already been discussed by Motor Sports Council both in March and June, and is endorsed by the Medical Advisory Panel*

**U16.8.8.** For Long Circuits, all wheels must be fitted with some form of bead retention, inside and outside. Bead retention as a minimum is defined as a wheel with a minimum of a 0.5mm raised lip on the inner edges of the tyre housing.

**U16.8.9.** For all gearbox karts both rear outer rims must in all cases incorporate additional bead retention comprising three pegs at equidistant positions. Applicable to wet and dry tyres.

**Reason: Safety.** *Addresses lack of harmonisation between long-circuit and short-circuit requirements for rear wheel bead retention on gearbox karts. Extended to better define bead retention as requested by Kart Committee*

**(U)16.9.8.**  
The interior of the tyre (space between the rim and the internal part of the tyre) must be filled only with air or nitrogen (J5.9.6).

**Reason: Safety.** *Following concerns raised over the use of alternatives such as oxygen.*

**U16.9.9.** For all gearbox karts, valve caps must be fitted to all valves at the start of each race or practice session.

**Reason: Safety.** *Following concerns and potentially contradictory regulations that in*



reality are too complex and difficult to enforce.

**Date of implementation:  
Immediate**

**U17.1.3.1.** Alternative CIK-homologated bumpers, only as detailed on the MSA published list, may be used in lieu of those homologated with the side pod or front fairing.

**Reason:** To allow the continued use of steel bumpers that carry an older homologation number but are otherwise identical to the relevant newer version. Saves replacing like- for-like items just to update the homologation number.

*This will not disadvantage any competitor but will save money and wastage of otherwise good components.*

**Date of implementation: 1 January 2016**

**U17.1.6.** On non-gearbox Junior & Senior karts the CIK-homologated detachable front fairing mounting kit (CIK drawing 2c) must be used with effect from 1 March 2016, unless otherwise specified in Class or Championship regulations.

**U17.5.3.** Have a maximum gap between the front wheels and the back of the fairing of 180mm (with the wheels in the straight ahead position). 150mm for gearbox karts, unless varied in Class Regulations.

**U17.5.4.** Have a front overhang of 680mm maximum. 650mm for gearbox karts, unless varied in Class Regulations.

**U17.11.1.** Rear bumper measurements will be taken as follows:

For the upper element, the measurement will be taken to the top of tube.

For the lower element it will be measured to the top of the tube and

then the diameter of that tube subtracted, the result being the official measurement of height.

Where a gap is specified, this will be measured between the bottom of the upper element and the top of the lower element.

All measurements to be taken with the kart in dry condition.

**U17.13.2.** Consist of a minimum of two horizontal and parallel tubes, with outer extensions forming a closed loop with a minimum radius of 2½ times the tube outside diameter, with two vertical link tubes to the chassis anchorage points (as per Drawing 5, Diagram 2).

**U17.13.2.1.** The vertical gap between any two horizontal elements must not exceed 95mm. Should that maximum dimension be exceeded there must be at least one element – minimum outside diameter of 18mm and minimum wall thickness of 1.5mm – fitted approximately centrally and vertically seen from the rear, either permanently fixed or clamped between these horizontal elements.

**U17.13.3.** Have its upper tube and uppermost extension element between 220mm and 280mm above the ground and be a minimum of 1100mm in length, and a maximum of the overall kart width.

**U17.13.5.** Have its lower tube fixed horizontally between the main uprights or the end of the chassis main tubes, between 40mm and 90mm above the ground in dry configuration, be straight and a minimum of 600mm in length. If the kart is fitted with a rear diffuser with a minimum of 4 vertical strakes, the minimum height of the lower element must be between 75mm and 165mm.

Alternatively, and for Long Circuit only, the lower tube must be between 100mm and 140mm above the ground in dry

configuration, be straight and a minimum of 600mm in length.

**Reason:** Safety, addressing concerns over varying types of front and rear bumpers potentially on circuit at the same time but not necessarily compatible in impact situations.

**(U)18.8.9.** For Long Circuit all rear axles must be fitted with a circlip – or a similarly effective hub retaining device – on each end of the axle.

**Reason: Safety.** To address concerns over wheels becoming detached. An option for an effective alternative is catered for, which allows for cases where a circlip is not practical (e.g. 50mm x 1.9mm axle).

#### Appendix 1: Drawings: Drawing number 6:

Code Letter	Short Circuit	Cadet	Limit
A (Driver onboard)	25mm	25mm	Minimum
	60mm	60mm	Maximum
B	180mm (150mm gearbox)	150mm	Maximum
...			
F	680mm (650mm gearbox)	500mm	Maximum
...			

**Reason:** Technical regulations to introduce the now revised CIK detachable front-fairing. Applicable only to non-gearbox Junior and Senior classes. Amendments exclude gearbox from dimensional requirements and alter date.

## (W) Championships

**Date of implementation: 1 January 2016**

### Kart Championships held within a standard Club Meeting

**W1.5.8.** There are no restrictions to the number of rounds that may be held for these types of championships provided that they are part of a **Standard Club Meeting**.

**W1.5.8.1.** The number of additional classes represented may not exceed 40% of the number of classes present at the **Standard Club Meeting**.

**W1.5.8.2.** The Event organiser may require Championship drivers to fully integrate with the **Standard Club Meeting** and they will then compete alongside the club racer. In this circumstance no separate races are to be run for classes already run by the host club.

**Reason: Clarification.**

### SPEED CHAMPIONSHIPS

**W1.6.** All Speed Championship applications must be submitted by a

recognised lead Club. No related discussion between the MSA and any third party will be entered into without the agreement of the lead club. Only Clubs or Associations which have been recognised by the MSA for more than two years are permitted to apply for a Championship Permit. Once a Club or Association has registered a Championship, or has been granted a Permit, it takes responsibility for controlling all Sporting, Technical, Financial and Calendar matters and must guarantee prize money as published.

**W1.6.1.** Proposals to alter any of the Sporting or Technical Regulations for the Championship after registration or the issue of a Permit must be notified to the MSA for approval before publicity and must comply with D.11.

**W1.6.2.** A copy of the Championship registration or Permit and a copy of the Championship Regulation must be lodged with all Clubs organising a qualifying round. Failure by a club or association to comply with all Championship Regulations may result in the cancellation of the Championship.

**W1.6.3.** The deadline for submitting, to the MSA, for Speed Championship Applications is 28<sup>th</sup> February or 6 weeks before the first round, whichever is earlier.

**W1.6.3.1.** A 100% Championship Permit fee surcharge may be imposed against any Club who fails to submit their complete Championship application in accordance with 1.6.3.

**W1.6.4.** Any new Championship or any fundamental change to an existing Championship (such as a new class or classes), conflicting with an existing registered Championship will need to demonstrate that inclusion of the Championship (or any fundamental change to an existing Championship, as the case may be) will not detrimentally affect the safe, fair or orderly conduct of motor sport.

**W1.6.4.1.** Any applicant dissatisfied with a decision shall be entitled to request a review, of the decision to be undertaken by the Chairman of the MSC National Court or, in the event that he is not available, someone nominated by him and his decision shall be final. Such a request must be received, by the MSA, within 14 days of written

notification of the decision, together with the appropriate fee.

**Reason:** Currently there is no prescribed submission deadline for Speed Championship and the above bring Speed Championships in line with other disciplines.

#### Appendix 4 – Judicial Notes for Guidance

**Date of implementation:  
Immediate**

#### The National Court

**4.** The National Court normally sits at the MSA offices at Colnbrook, but it can meet at other venues at the MSC's discretion. The press and other observers are not permitted to attend. Any hearing can proceed in the absence of any party or witnesses, provided that sufficient notice of the hearing has been given.

#### Anti-Doping Hearing

- The Anti-Doping Regulations are detailed in H39.

**Date of implementation: 1 January 2016**

#### Witnesses and Examination

**5.** (Bullet Point 3)  
Data logged evidence, video and other photographic evidence may be considered by Clerks of the Course, Stewards or the National Court, providing they are satisfied as to its authenticity, and in all circumstances at their sole discretion. Where data logged evidence is to be used, this must only be presented or validated by an independent person qualified to do so. (J.5.21)

**Reason:** To expand guidance relating to consideration of data logged evidence in judicial hearings to ensure its authenticity and correct interpretation.