REGULATION CHANGES FOR CONSULTATION

Committee: Speed Events Committee
Date of meeting: 18th April 2012
Closing date for consultation: 13th July 2012
Email for comments: SpeedConsultation@msauk.org

Section N

Existing Regulation

(N)3.2.4. Competitors aged 14 and above may compete in Junior Autocross, and may continue until the end of the year of their 17th birthday (grid size to be a maximum of four cars). New Competitors will have to drive observed laps prior to the Competition in order to satisfy the Clerk of the Course that they are competent to take part. Cars will start singly and run over three laps. Observed laps are not required if the Competitor can provide the Clerk of the Course with proof of having competed as a Driver in three other MSAPermitted events.

(N)6.13. The following parts of Section J remain unmodified:
Chassis, Seating, Suspension, Steering, Cooling, Weight/Ballast, Exhausts, Protecting Bulkheads.

Proposed Regulation

(N)3.2.4. Competitors aged 14 and above may compete in Junior Autocross, and may continue until the end of the year of their 17th birthday (grid size to be a maximum of four cars), and may not include any other Class, other than Juniors.

(N)3.2.4.1. New Competitors will have to drive observed laps prior to the Competition in order to satisfy the Clerk of the Course that they are competent to take part, subject to the following:
(i) Cars will start singly and run over three laps.
(ii) No passengers are permitted in the vehicle.
(iii) Observed laps are not required if the Competitor can provide the Clerk of the Course with proof of having competed as a Driver in three other MSA Permitted events.

Reason: Clarification
Implementation: 1st January 2013

(N)6.13. The following parts of Section J remain unmodified:
Chassis, Seating, Suspension, Steering, Cooling, Weight/Ballast, Exhausts, Protecting Bulkheads.

Reason: This is already covered by J5.2.2, which is merely titled “Bulkheads”
Implementation: 1st January 2013
Existing Regulation

_N6.2.7._ The bodyshell must be of the vehicle manufacturers specifications and minimum thickness with the exception of rear wings/rear quarter panels and removable parts and panels, which may be of alternative materials. Seam welding, and localised gussets/reinforcement is permitted. Substitution by a Space Frame Chassis will not be accepted for any vehicle issued a CCLB from 1st January 2012.

_Date of Implementation:_ 1st January 2012

_Reason:_ It has always been common practice for Rallycross vehicles to have replacement panels. This therefore regulates that practice whilst ending the acceptance of Space Frame Chassis for newly log booked vehicles.

((N)5.3.2.) If a heat or final is stopped by a Red flag, it may be re-run at the discretion of the Clerk of the Course. Any car which did not start in, or which had retired from, that heat or final when the Red flag was displayed, may not take part in the re-run.

Proposed Regulation

_N6.2.7._ The **bodyshell** Bodywork, with the exception of airboxes and radiators, must be of the vehicle manufacturers specifications and minimum thickness with the exception of rear wings/rear quarter panels and removable parts and panels, which may be of alternative materials. Seam welding and localised gussets/reinforcement is permitted. **Substitution by a Space Frame Chassis will not be accepted for any vehicle issued a CCLB from 1st January 2012.**

_Date of Implementation:_ 1st January 2013

_Reason:_ It has always been common practice for Rallycross vehicles to have replacement panels. This therefore regulates that practice whilst ending the acceptance of Space Frame Chassis for newly log booked vehicles.

((N)5.3.2.) If a heat or final is stopped by a Red flag, it may be re-run at the discretion of the Clerk of the Course. Any car which did not start in, or which had retired from, that heat or final when the Red flag was displayed, may not take part in the re-run.

Any race can be stopped at the sole discretion of the Clerk of the Course by waving the Red flag at the Start/Finish line. Competitors will be warned that the race has been stopped by the simultaneous waving of the Red flag at all Flag Marshalling Posts.

_N5.3.2.1._ Re-runs will only be permitted at the discretion of the Clerk of the Course and:
(a) When a red flag has been shown during a Heat or Final
(b) when the end-of-race signal is displayed inadvertently or otherwise before the leading car completes the scheduled number of laps. Only the participants in the first start are entitled to participate in the re-run and must occupy the same place as for the previous start. In this case, any possible warnings or penalties will however, apply for the re-run.
(c) where a driver in a Heat or Final causes a re-run, the driver concerned may be excluded from the results.
(d) All other incidents will be treated as "force majeure".
Existing Regulation

(N) 6.1.4. Rallycross vehicles complying with specific regulations approved by the MSA.

Proposed Regulation

N5.3.2.2. If a Heat or Final is stopped by a Red flag and subsequently restarted, any driver who started in the original Heat or Final, but who is not able to start in the re-run, will be classified in front of any drivers who did not start at all.

N5.3.2.3. If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag.

N5.3.2.4. No work may be carried out on the grid unless on grounds of safety and only with the approval of the scrutineer.

N5.3.2.4.1. The Clerk of the Course may order that the duration of the second part or re-run of any race shall be of a shorter distance than originally scheduled, or may be abandoned altogether.

N5.3.2.5. If during any race no car crosses the start/finish line under its own power during a period of five minutes the end of race signal shall be displayed and the results announced on the relative positions of cars at the time they last crossed the finish line under their own power.

Date of Implementation: 1st January 2013

Reason: Clarification.

(N) 6.1.4. Rallycross vehicles complying with specific regulations approved by the MSA. championship regulations, which may include Space frame chassis.

Date of Implementation: 1st January 2013

Reason: Clarification. Space frame vehicles have been in Rallycross for 30+ years and this clarifies their acceptance.
Section S

Existing Regulation

No current regulation

(S)12.6.1. The engine block must be externally identifiable as that fitted to the original model or specified option and it must remain in the same capacity class as the original car or the manufacturer’s specified option for the model and engine. Modification to all components is permitted.

Reason: As capacity classes are not mandated in the regulations this deletion provides clarity.

Implementation: 1st January 2013

Section V

(V)7.3. The Entrant is responsible for nominating and the costs of, an MSA licensed Timekeeper, Eligibility Scrutineer and Rescue Unit, approved by the MSA Records Panel for Record Attempts.

(V)7.3.1. An Attempt Co-ordinator may not necessarily be the Entrant, and is the person responsible for the co-ordination of the Attempt which includes the liaison with the Officials and represented organisations.

Implementation: 1st January 2013

Reason: Clarification for what is common practice.

Proposed Regulation

S10.1.15. Suitable towing point(s) on all cars shall be clearly identified, and suitably marked, using a contrasting bright colour, accessible from the front and rear.

Reason: To ensure towing points are clearly identifiable.

Implementation: 1st January 2013