REGULATION CHANGES FOR CONSULTATION

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<th>Committee:</th>
<th>Speed Events Committee</th>
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<td>Date of meeting:</td>
<td>19th July 2011</td>
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<td>Closing date for consultation:</td>
<td>2nd September 2011</td>
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<td>Email for comments:</td>
<td><a href="mailto:SpeedConsultation@msauk.org">SpeedConsultation@msauk.org</a></td>
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Section N

Existing Regulation

No Current Regulation.

5.1.4. For National 'A' and above status Permitted Events only, for venues authorised by the issued Track licence to include Joker Laps, the Joker Lap may be used. Two Judges of Fact to be appointed to oversee its use.

No Current Regulation.

Proposed Regulation

N2.1.15. Joker Lap
Characteristics:
Length: must be such that the time needed to cover a lap is at least 2 seconds longer than the best lap time achieved by a Super Car.
Width: minimum 10 m, maximum 12 m.
The entry and the exit cannot be on the racing line.
Safety protection, to separate the two roads, must be in place. At the exit it must be possible for the cars to be driving at the same speed as on the traditional circuit.
A marshal post will be put in place if judged necessary for safety reasons.

N5.1.4. For National 'A', National 'B' and above status Permitted Events only, for venues authorised by the issued Track licence to include Joker Laps, the Joker Lap may be used. Two Judges of Fact to be appointed to oversee its use.

N5.1.4.1. In each qualifying heat, one of the laps must be the Joker Lap. Those drivers who do not take this Joker Lap will receive a time penalty of 30 seconds. The penalty for drivers who take it more than once will be decided by the Stewards. At the exit of the Joker lap, the cars on the main track have priority.

N5.1.4.2. In each Final, one of the laps must be the Joker Lap. Those drivers who do not take this Joker Lap, or who take it more than once, will be classified last in that Final before the non-starters. If this concerns more than one driver, they will be classified in the order of their respective positions on the starting grid before the non-starters. At the exit of the Joker Lap, the cars on the main track have priority.
4.21.1. Have a maximum engine capacity of 1400cc 8V.

4.21.5. The dashboard is to remain as standard and in the original position, additional instruments may be fitted. All other interior trim may be removed. The drivers seat must not recline.

**Reason:** These proposals mirror FIA regulations in regard to Joker Laps which are used throughout Europe. In addition a request to permit Joker Laps at National ‘B’ status events which are used nationally throughout Europe.

**Implementation:** 1st January 2012

**N4.21.1. Have a maximum engine capacity of 1400cc 8V.** The engine must be naturally aspirated and must not have a capacity exceeding 1400cc.

**Reason:** 8v vehicles are getting difficult to find and the wording proposed mirrors the Junior Rallycross vehicle and will bring both Junior categories in line.

**Implementation:** 1st January 2012

**N4.21.5. The dashboard is to remain as standard and in the original position, additional instruments may be fitted. All other interior trim may be removed. The drivers seat must not recline be a Competition Seat compatible with the requirements of 4.21.11.**

**Reason:** Concerns that Junior competitors are using standard seats which may not be compatible with the required harness.

**Implementation:** 1st January 2012
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Section S

Existing Regulation

No current regulation

S10.1.8 Road-Going Series Production and Road-Going Specialist Cars: front seats may be replaced by fully trimmed Competition versions in the interests of safety.

No current regulation

Competitors: Licences (H)
Appendix 1: Charts and Diagrams
Chart 7: Competitors Minimum Ages

Sprint and Hillclimb 16

Proposed Regulation

S7.1.7 Competitors aged 14 to 16 years may compete in Junior Sprint & Hillclimb and may continue until 31st December of the year of their 16th Birthday.
S7.1.7.1. New competitors will be required to demonstrate, by way of official certification, that they have successfully participated in a course provided by an AHASS school in addition to the requirements of 7.1.4.

S10.1.8 Road-Going Series Production and Road-Going Specialist Cars: front seats may be replaced by fully trimmed Competition versions in the interests of safety.
S10.1.8.1. Junior Sprint & Hillclimb Cars must comply with K2.1.2.

Junior Sprint and Hillclimb
S11.9 Roadgoing Series Production Cars (Touring Cars only) with a capacity not exceeding 1400cc, in compliance with 10 and 11 with the following modifications:
(a) 11.5.1. The whole engine and its associated parts must be standard and unmodified as supplied by the vehicle manufacturer.
(b) 11.8.1. Both the whole gearbox and differential must be standard and unmodified as supplied by the vehicle manufacturer.

Sprint and Hillclimb 16
Remarks: 14 Junior Sprint & Hillclimb

Reason: To allow for Junior competitors in Sprints & Hill Climbs.