

RULE CHANGES

Decisions taken at the Motor Sports Council meeting of 10 June 2014 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 2015

4.0. In order to **become** recognised a club must have at least 25 members and its rules must have been approved by the MSA. **The names and addresses of the members must be supplied with the application.** The Club must undertake to comply with all regulations and requirements of the MSA and to pay an annual registration fee and all insurance and other charges and fees due under these Regulations (and the Appendices thereto).

4.1. Applicants for ~~first time~~ **MSA** recognition who must **always** be **remain** in membership of an MSA recognised Regional Association, **which shall normally be the Regional Association local to the applicant.** Applications will be notified by means of the Motor Sports Association Magazine or by an official announcement. ~~and~~ Such applications are subject to objection within one month from other Registered Clubs ~~and approved~~ **before approval** by the MSA.

Right of Appeal

4.6. **New applicants, and existing Recognised Clubs or Regional Centres of Motor Clubs refused recognition or continued recognition by the MSA, (4.1., 4.4.) shall have a right of appeal to the National Court. (A3.1 (vi) the fee for which is set out in Appendix 1, paragraph 13.)**

Reason: *The potential to be required to produce a list of said founding members, whilst not infallible does reduce the likelihood for spurious applications.*

Deleting the "first time" from applicants extends the

requirement for clubs needing to reapply for recognition to be in membership of a Regional Association at the time of their return to the fold. From time to time the MSA receives applications from dormant motor clubs and it would be a good idea to ensure that these returning clubs are required to reengage with their local motorsport community.

The requirement for membership of the local Regional Association is to reduce the potential for new or returning motor clubs to set up in a local area where there might be valid objections. However it is considered appropriate for there to be some discretion on behalf of the MSA. Some applicants might cover more than one Regional Association area, there are some areas of overlap after all and of course clubs with a national remit would be better belonging to a Regional Association where delegates can readily attend. The objective must remain the encouragement for active engagement with other registered clubs.

Finally a right of appeal to the National Court against the decision of the MSA to approve a new application of the continued approval of a Club or Regional Centre of a Motor Club is included as clarification.

(C) Judicial

Date of implementation: 1 January 2015

2.1.1. The penalties that may be inflicted are, in order of increasing severity, as follows:

- (a) Reprimand (2.4).
- (b) Fine (2.4).



CUT OUT AND KEEP
Updated rule changes to
your MSA Yearbook

- (c) Time Penalty (or Position Penalty – Karts or Grid Place Penalty – Circuit Race) (2.3) ~~or qualifying lap time(s) disallowed (Q12.6.1).~~
- (d) Exclusion (2.5).
- (e) Suspension (2.6).
- (f) Disqualification (2.7).

One or more of the above may be imposed as appropriate.

Reason: *To recognise, within the list of penalties that may be inflicted, the disallowing of lap time(s) as per Q12.1.6.*

5.1.3. A single protest lodged by more than one competitor, or a single protest against more than one competitor, will not be accepted but more than one individual protest may be accepted on the same grounds.

Reason: *To formalise and clarify a point currently within the non-regulatory judicial guidance notes and to bring regulations into line with the International Sporting Code.*

5.2 Time Limit for Protests

5.2.2. A protest against the eligibility of any vehicle, or part of vehicle:

- (a) ~~When the reason for the alleged ineligibility is apparent – within 30 minutes of the time laid down for conclusion of the relevant scrutineering session;~~
- (b) ~~When the reason for the alleged ineligibility is not apparent, but it is alleged that the vehicle is performing in a manner which suggests that it is ineligible, or if a part or parts may have been changed after scrutineering – within 30 minutes of the performance that gives rise to the protest.~~

6.3 Time Limit for Appeals

(d) Appeals against the eligibility of any vehicle, or part of vehicle, when the alleged ineligibility is apparent

Within 30 minutes of the vehicle being approved by the scrutineer.

(g) (f) Appeals against a decision of the Clerk of the Course not falling within (a) to (f) (e) inclusive

Within 30 minutes from the time of the first communication of the decision to the Competitor. **If the party(ies) concerned are not present when the decision is announced, within 30 minutes of the posting of the decision on the Official Notice Board. (H33.1.6)**

(g) ~~(f)~~ Appeals against a decision of the Stewards of the Meeting

Within 30 minutes from ~~the decision being verbally announced~~ **the time of the first communication of the decision to the Competitor (subject to 7.1.5 (b)).**

7.1.5 Notice of Intention to Appeal.

(a) A written Notice of Intention to Appeal against a decision of the Stewards of the Meeting, accompanied by the correct fee (see Part 3, Appendix 1) must be lodged with the Secretary of the Meeting, the Clerk of the Course, or their deputies (G.3.2.4) (or the Co-ordinator of the Championship in the case of an appeal against the Championship Stewards) within 30 minutes ~~of their decision being verbally announced~~ **the time of the first communication of the decision.**

(b) ~~If the party(ies) concerned does not attend are not present when for any of the hearing,~~ the decision is announced, it must be sent to them by first class mail, and any Notice of Intention to Appeal, together with fee, must be received by the Secretary of the Meeting not later than ~~10~~ **seven** days after the date of posting. A copy of such Notice of Intention must also be lodged with the MSA at the same time. (H33.1.6)

7.2 Eligibility Appeals.

7.2.1. A special appeal procedure (6.1.3) applies in the case of any appeal against a ruling in respect of eligibility of a vehicle or against the imposition of 3.5.1(c). These Appeals are not heard by the Stewards of the Meeting but are referred directly for consideration by the National Court.

(a) ~~A written Notice of Intention to Appeal together with the fee accompanied by the correct fee (see Part 3, Appendix 1) must be lodged, in writing, with the Secretary of the Meeting, the Clerk of the Course, or their deputies (G.3.2.4) within 30 minutes of the decision being announced notified,~~ unless that decision is notified only in writing, in which case ~~seven days is allowed from the date of that notification for submission of~~ **any Notice of Intention to Appeal, together with fee, must be received by the Secretary of the Meeting not later than seven days after the date of posting. A copy of such Notice of Intention must also be lodged with the MSA at the same time.**

(b) The Secretary of the Meeting/Clerk of the Course must inform the Technical Commissioner/Chief Scrutineer that **Notice of Intention to Appeal their decision has been lodged as soon as such a Notice is received.**



- (b)(c) Within ten days of the Notice of Intention to Appeal, both the appellant parties and the Technical Commissioners/Scrutineers concerned must submit to the Clerk to the National Court, in writing, the detailed reasons for appealing, or of coming to the decision complained of, quoting regulation numbers, technical specifications etc as relevant
- (e)(d) Copies of these submissions will be sent to the opposing parties, and also to any other party directly involved by the Appeal, with a further ten days allowed for written comment
- (e) Copies of these written comments will be sent to opposing parties and, where any entirely new matter has been raised, a further seven days will be allowed for written response on that specific point.
- (e)(f) All these written submissions and any associated exhibits will then be considered by the National Court, who will adjudicate on the matter
- (e)(g) There will be no right to an oral hearing.

Reason: (i) To clarify who Eligibility Appeal Notices should be submitted to and to align the wording with other Appeals to the National Court.

(ii) To provide for written comments to original submissions to be copied to other parties and for a further response period when these raise any entirely new matter.

7.4. Time Limits.

The National Court has authority to extend the time limits for admission of appeals in such circumstances as are considered, at its sole discretion, to be appropriate in the interests of justice.

7.5. Judgement on Appeal to the National Court

The National Court can decide that a penalty or other decision appealed against can be waived, varied or a fresh penalty imposed. However it can not order any competition to be re-run. Court decisions are normally given at the end of a hearing, but exceptionally can be reserved, and a written decision (including reasons) sent to all parties as soon as practicable.

Reason: Stage Rallies run wholly on sealed surfaces have a common schedule set at 75mph irrespective of status. To simplify timekeeping and results for mixed status Stage Rallies using unsealed surfaces it is harmonize the average set at 70mph.

(D) Organisers

Date of implementation: 1 January 2015

33.2. The main purpose of Pre-Event Scrutineering is to check, as far as possible under the prevailing conditions, the safety of the vehicle and safety equipment for compliance with Technical Regulations and to superficially check its eligibility for a particular class or category (G.6.7, H.32, J.3).

33.2.1. If a vehicle component or item of Personal Protective Equipment is found not to comply with required Standards or is in poor or dangerous condition the Chief Scrutineer may impound that item for the duration of the meeting. At the close of the meeting the item will be made available for return to the competitor. Should the item not be collected within 42 days of the event the item may be disposed of.

Reason: To provide Technical Officials with the ability to impound safety items, such as overalls, harnesses, footwear, extinguishers etc. for the duration of the meeting. If the item is found at any time not to conform to the correct standards or to be in unacceptable condition.

(H) Competitors: Licences

Date of implementation: 1 January 2015

33.1.6. Competitors must remain available at an event until any protest or appeal period relating to their event or appeal period in any matter in which they are involved has elapsed, failing which, any judicial action against or relating to that competitor may be heard in their absence. (6.3, 7.1.5)

Reason: (i) To clarify who Eligibility Appeal Notices should be submitted to and to align the wording with other Appeals to the National Court.

(ii) To provide for written comments to original submissions to be copied to other parties and for a further response period when these raise any entirely new matter.

(J) Competitors: Vehicles

Date of implementation: 1 January 2015

5.2.7. Aerodynamic devices may only be fitted to Racing and Sports Racing Cars (unless prohibited by an Approved Formula), or where specifically permitted, where FIA

homologated, or where complying with National type approval. Such devices must not extend beyond the maximum width of the vehicle, above the maximum height of any roof, or for an open car the maximum height of the ROPS., or **For Saloon and Sports Cars such devices must not** extend longitudinally from the bodywork by more than 100mm. **For Sports Racing Cars such devices must not extend longitudinally from the rear wheel axis by more than 1000mm. Racing Cars must comply with Drawing Q19.17.**

Reason: The existing maximum longitudinal dimension for aero devices was not appropriate for Sports Racing Cars, a number of existing cars did not comply. This proposal adopts a more relevant measurement in line with that permitted for Single-Seater Racing Cars

(K) Competitor Safety

Date of implementation: 1 January 2015

3. A fire extinguisher/extinguishing system must be carried on all vehicles, the minimum requirement being that the system be charged with one of the permitted extinguishants and be operable by the driver whilst normally seated either by manual operation or by a mechanically/electrically assisted triggering system.

It is recommended that all extinguishers are serviced in accordance with the manufacturers guidelines, or every 24 months, whichever is sooner.

Reason: To provide competitors with guidance on the frequency that extinguishers are required to be serviced. Every two years is the minimum FIA requirement but we give provision for Manufacturers to specify a shorter period if they wish. It is known that existing manufacturers recommend a two year service period.

10.3.1. 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) INTERNATIONAL EVENTS & ALL MSA EVENTS.

FIA 8860-2004.

FIA 8860-2010.

SNELL SA2005. (Not valid after 31/12/2018)

SNELL SA2000*.

SNELL SA2010.

SNELL SAH2010.

SFI Foundation 31.1A, 31.2A. (Not valid after 31.12.2018)

BS 6658 Type A/FR** (Not valid after 31/12/2015)

*May be withdrawn with effect from 01/01/15.

**May be withdrawn with effect from 01/01/16.

Reason: To confirm the withdrawal of SA2000 helmet standard from 2015 following the extension from its original withdrawal date of 31.12.2010. Confirming the withdrawal of the BS 6658 Type A/FR having been published as "may be withdrawn" since 2011.

The SA2005 and SFI standards withdrawal dates are now aligned with the FIA regulations.

(P) Cross Country Events

Date of implementation: immediate

56.15.4. A centre roof bar **being of the same material and dimensions as the main ROPS members** must be installed either diagonally or, evenly spaced in line with the exterior longitudinal bars, as shown in K Appendix 2, drawing 53. If more than one centre bar is fitted, the bars must be evenly spaced. Double crossed roof bars are strongly recommended, to the minimum specification for optional members, as shown in K Appendix 2, drawing 10.

56.15.6. A sill bar or single longitudinal door bar **as shown in K Appendix 2, drawing 9.**, of the same material and dimensions must be fitted **as shown in K Appendix 2, drawing 9.**

Reason: The above amendments clarify the new for 2014 Regulations.

(R) Rallies

Date of implementation: 1 January 2015

28.2.2. If the stage is run partly or wholly on unsealed surfaces, no Competitor should be able to achieve an average speed of more than 70mph for international events, and 65mph for all other Rallies:

Reason: Stage Rallies run wholly on sealed surfaces have a common schedule set at 75mph irrespective of status. To simplify timekeeping and results for mixed status Stage Rallies using unsealed surfaces it is harmonize the average set at 70mph.



24.12. An organiser may permit the supply of subjective route notes. This must be stated in the SRs and the subjective route notes must be prepared by an MSA registered supplier. Only one such supplier is permitted to be nominated for an event (or part of an event).

Reason: The restriction to one route supplier per event has proved to be an unnecessary restriction, preventing new providers from participating.

Timing

31.1. All Special Stage rallies must may use either Target Timing or Scheduled Timing.

24.6. The Clerk of the Course has discretionary powers to impose a penalty in accordance with 32.2(gg) or 32.8(gg) on any Competitor who causes or is part of a serious blockage on a Special Stage, whether intentionally or otherwise, if their actions prevent any other Competitor from completing the stage competitively. The Clerk can also impose further penalty under C.2.1 as appropriate.

25.1.2. Contravention of these regulations will be penalised in accordance with 32.2(p) or 32.8(q).

25.5.2. Failure to comply will be penalised as in 32.2(b) or 32.8(c)

25.7.2. When automatic timing is used, the SRs must detail the precise method which will be in operation, with a clear description of the countdown method and the signal to GO. Making a false start will be penalised in accordance with 32.2(e) or 32.8(f).

25.8.2. Any crew refusing to start a Special Stage at the time and in the position allocated to it may be given a 10 minute penalty (32.2(d)) or 32.8(e) which may be extended as far as exclusion on the discretion of the Clerk of the Course, whether the special stage is run or not.

25.9.5. Contravention will be penalised as in 32.2(q) or 32.8(r)

26.1.4. Officials will be on duty at all controls. If at any control the Officials are not present during the whole period when a Competitor can report, all performances at that point will be ignored in compiling the results (except as provided for in 24.9, 32.2(g) 32.8(m)).

Reason: To permit the use of Scheduled Timing for Stage Rallies. This traditional option was withdrawn in 1998 and led

to the introduction of various supplemental provisions to the Target Timing system to permit competitors to continue after suffering problems. Scheduled Timing does not require such complex provisions and the proposal will permit organisers to choose either method.

Date of implementation: immediate

29.1.8. The warning signs for each location or hazard detailed in the sketch map or Tulip diagram must display the corresponding location or hazard number or letter.

29.2. The location of all MSA-listed danger spots, which are on the route, must be clearly indicated to Competitors in the Road Book or Stage Tulip diagrams. An MSA list is available to Organisers on request.

29.2.1. Special warning signs must be erected, a minimum of 76cm x 51cm and affixed to a stake in a clearly visible position.

29.2.2. At the location, the sign must show two exclamation marks, preceded at 50m/100m by similar exclamation marks.

29.2.3. Both signs must be Marshallled throughout the event.

29.2.4. Other

29.1.9. Hazards should be indicated by a single exclamation sign between 50m/100m before the hazard.

Reason: Following review the requirement is no longer appropriate.

Date of implementation: 1 January 2015

31.1.3. Times will be recorded to whole minutes on all sections, except Special Stages which will be timed to the nearest preceding whole second, unless the SRs specify that timing will be to the nearest preceding 1/10th of a second (32.2(f), 32.8(g)).

Definitions for Scheduled Timing

32.3. **Standard Time** is the time of day a notional Competitor number zero would be due at any control or check.

32.3.1. **Scheduled Time** is the actual time of day each Competitor is required to be at any specific point.

32.3.2. Scheduled Time can be calculated for any point by

taking a Competitor's Competition number, multiplying by the time interval between Competitors at the start, and adding the result to the standard time at that point.

32.3.3. Delay Allowance is an allowance free of penalty granted to specific Competitors following a delay under the instructions of an authorised Official of the event. Any Delay Allowance must be recorded in writing on the Competitor's time card by that Official.

32.3.4. Due Time is the time a Competitor is due at any control or check inclusive of any previous lateness.

32.3.5. Penalised Time is the difference between Due Time and an earlier or later arrival time.

Definitions for Scheduled Timing

32.3.6. Penalty Free Lateness allows a Competitor late at one control to be an equivalent amount late at a succeeding control without incurring further penalty.

32.3.7. Outside Total Lateness (OTL) is the point where a Competitor is considered not to have visited a control or check being more than 30 minutes past the Scheduled Time (including any delay allowance), unless the SRs specify a different period.

32.4. The Organisers can require any Competitor who is late to reduce their lateness by either foregoing or reducing any period of time provided for remaining at a control or official halt.

32.4.1. Competitors may themselves reduce lateness without penalty in the following ways, unless either forbidden to do so by the SRs or if by so doing they commit a breach of 32.5.

a) By reporting at any control following one at which a penalty was applied for lateness at any time not earlier than Scheduled Time.

b) By missing a Control or Controls. The Competitor will be penalised in accordance with 32.8(a) or 32.8(b) for every control missed. On rejoining the route at a control at the end of Standard Section, the Competitor will be permitted to restart without further penalty at any time between their original Scheduled Time and their Maximum Permitted Lateness in relation to their original Scheduled Time.

c) If the need arises for an Organiser to extend Maximum Permitted Lateness, this can only be done at a point on the route at which Competitors are required to report to avoid exclusion. Maximum Permitted Lateness can then only be extended for the following part of the route and cannot be applied retrospectively for earlier sections.

These provisions are subject to Standard Condition 4 of the

Motor Vehicles (Competitions and Trials) Regulations where applicable.

32.4.2. No Penalty Free Lateness or official delay allowance that has been either reduced or foregone as Permitted by 32.4 can be reclaimed. However, this does not exclude fresh claims based on new circumstances.

32.5. A Competitor found to have traversed a distance greater than four miles between two consecutive time controls in less than three-quarters of the time specified by the Official time schedule will be penalised in accordance with 32.8(i). In calculating the penalty, any fraction of minute will be ignored. The 3/4 rule does not apply to sections of less than 8 minutes scheduled duration.

This does not preclude the organisers providing specific sections for time recovery. For example:

32.5.1. In a nine minute section, a penalty is imposed if a Competitor completes a section in less than six minutes.

32.5.2. In a 10 minute section - seven minutes.

32.5.3. In an 11 minute section - eight minutes.

32.5.4. In a 12 minute section - nine minutes.

32.6. Times will be recorded to whole minutes unless the SRs state otherwise.

32.6.1. Any timing to an accuracy of less than one minute will be recorded on equipment as detailed in 2.7.

32.6.2. Competitors will be timed by the Official timepieces in the charge of Officials, unless the SRs state that watches carried by the Competitors can be used.

32.7. Bogey Time - See 31.2.2

32.8. Stage Maximum Time - See 31.2.3

32.9. Main Time Controls - See 31.2.9

32.10. Regrouping Controls - See 31.2.10

32.11. Special Stage Arrival Control - See 31.2.11

32.12. Special Stage Finish Control - See 31.2.12



Penalties

32.8. See Appendix 1, Chart 32.8.

Chart 32.8 – Penalties

SUMMARY OF PENALTIES TO BE APPLIED ON SCHEDULED TIMED SPECIAL STAGE RALLIES

- Performance will be assessed by one of the methods listed, either by time penalty or by the 'fails' system. The SRs must specify which system is to be used.
- *These penalties may be increased by the SRs; they may not be reduced.
- **The penalty may be increased if stated in the SRs.

The items in italics may not be varied by the rally organisers.

	Time	Fails
(a) Not reporting or reporting OTL at a Main Time Control	Retired	
* (b) Not reporting or reporting OTL at any other Time Control	30 minutes	1 Fail
* I Not complying with a requirement of the Road Book	10 minutes	1 Fail
(d) Not performing a stage correctly	Stage Maximum	
I Not attempting or being ready to attempt a stage when instructed to do so	10 minutes	
(f) Making a false start at a special stage	1 minutes	
(g) (i) Every second taken to complete a special stage where timings to the preceding whole second	1 second	
(g) (ii) Every second and 10th of a second taken to complete a special stage where timing is to the preceding whole 10th of a second	1 second and 10th of a second	
(h) For each minute under target time on a road section or in a service area	1 minute	

* (i) Only if specifically mentioned in the SRs, for each minute over target time on a road section or for each minute over target time in a service area	10 seconds	
(j) For each minute before or after due time at Main Time Control (out)	10 seconds	
(k) Breach of any statutory requirement concerning the use of a motor vehicle	10 minutes	1 Fail
(l) Contravention of 32.5 * First Offence Second Offence	30 Minutes Exclusion	1 Fail
(m) Excessive speed or driving likely to bring motor sport into disrepute	10 minutes	1 Fail
(n) Excessive sound	10 minutes	1 Fail
(o) Receiving assistance contrary to 38	Exclusion & reported to MSA	
(p) Breach of 38.1.2 to 38.1.4	10 minutes	
(q) Breach of Regulations: 5.4, 40.1.3, 25.1, 25.1.1, 25.3, 25.5, 25.6	Exclusion	
(r) Unauthorised use or possession of Pace Notes (25.9) or unauthorised presence on a stage (5.1.4)	Exclusion & reported to MSA	
(s) Failure to comply with 25.4	Exclusion & reported to MSA	
(t) Breach of Regulations: 24.4.5 or 25.6.3.	Exclusion	

Penalties left to the discretion of the Clerk of the Course which may go as far as exclusion (G.5.3).

- (aa) Failure to follow the instructions of an official.
- (bb) Further breaches of (b), (c), (d), (e), (l), (m), (n) or (o).
- (cc) Repeated misbehaviour of service crew.
- (dd) Reporting late for Scrutineering.
- (ee) Misuse of SOS and/or OK boards.
- (ff) Unauthorised testing or practicing (26.7).
- (gg) Causing an obstruction (24.6).
- (hh) Breaches of Regulations detailed in Section C.
- (ii) Failure to comply with control check-in procedures.

Reason: To permit the use of Scheduled Timing for Stage Rallies. This traditional option was withdrawn in 1998 and led

to the introduction of various supplemental provisions to the Target Timing system to permit competitors to continue after suffering problems. Scheduled Timing does not require such complex provisions and the proposal will permit organisers to choose either method.

49.10.3. For Categories One, Two and Three, The fitting of tyres with an aspect ratio of less than 70% is prohibited, as are except where documentary period evidence used in period shows that other tyre sizes used in rallying on the particular make and model of car on the particular surface, be that a sealed or unsealed surface, were used. For Category Four, and vehicles competing under 49.2, wheels and tyres must comply fully with FIA Appendix K Regulations for Cars in Rallies. Slick tyres are prohibited. There must be a moulded tread pattern at least 1.6mm deep over the whole width of the tyre.

Reason: Relaxation To allow Historic stage rally vehicles to use the tyre sizes that they used in period.

The previous 70% profile minimum may not have been suitable for all vehicles particularly in the category 4 period where vehicles routinely used a lower profile tyre in competition.

Also clarifies that cars in the FIA Appendix K Category must use tyres complying with FIA Appendix K

(T) Trials

Date of implementation: 1 January 2015

4.1. During all Observed Sections and tests the seat alongside the Driver must be occupied in accordance with the requirements below (except as specified in 4.1.8):

Reason: Text changed to italics. This gives Clubs the option of having passengers in Car Trials.

10.9.3. No wheel or tyre may be smaller than that recommended by the car manufacturer.

Reason: Clarification.

Proposed Regulation Section T

T9.1.3. With the exception of cars of periods A to D all cars must

be equipped on all wheels with mudguards which present no sharp edges and cover the complete wheel (flange+rim+tyre) around an arc of 120 degrees. This minimum coverage must:

- be achieved with a continuous surface of rigid material. The rear tyre must not be visible when viewed from above.
- extend forward ahead of the axle line.
- extend downward behind the wheel.
- extend downward behind the driven wheel to a point no more than 150mm above the axle centre line.

Reason: A great many trials cars of pre and post war vintage do not comply with J5.2.6, even in their original form. The above regulation replaces the general provision in J5.2.6 with a specific regulation suitable for Trials Cars.

10.4.1. The position of the battery, spare wheel and fuel tank may be changed but any further modifications will cause the vehicle to be reclassified to Class 7.

Reason: This regulation permits a Classic Reliability Trials Car to relocate the spare wheel and/or fuel tank as well as the vehicle's battery without being reclassified in Class 7.

12.10.3. Gearboxes and transmissions with a sequential shift are prohibited.

Reason: The Trials Committee is reviewing many various aspects concerning Sporting Trials and the prohibition of sequential shift gearboxes or transmissions before they become established assists with capping costs and vehicle performance.

HSTA Car Formula

14.1. The Historic sporting Trials Car Formula involves four wheel vehicles complying with all Technical Regulations except J5.2.2, J5.2.3, J5.2.4, J5.2.6, J5.20.4, J5.20.6, J5.20.7, J5.20.8, J5.20.9, 9.1, and 9.8 including Period Vehicle Waivers (E to G) and Regulations T12 except T12.3, T12.4.6, T12.5, T12.6, T12.7, T12.9 and T12.9.3 but including T12.3.1.

In the following regulations, the term "Ford Sidevalve" refers to components from the following models: E04A, E494A, E4930A/B, E93A, E493A, E83W, 100E and 103E. The term "period" refers to 1/1/1931-31/12/70.



Classes

Vehicles will be divided into two classes, Historic and Post-Historic according to their technical construction in the following regulations.

Chassis

14.2. Must be of period design, constructed of steel tube and complying with the wheel base and track dimensions shown in Appendix 1 Chart 12.3.

Body

14.3. The chassis must be covered by an open body of period design constructed from Aluminium, Steel or Fibreglass.

Engine

14.4. Only the following engines are permitted:-

Historic Class: Ford Sidevalve, BMC A Series up to 948cc, Austin 7, Reliant 600/700/750 OHV, Reliant 750 Sidevalve. A Maximum of 60 thou overbore is permitted, the stroke must be standard and the camshaft and valves must be in original position.

Post-Historic Class: In addition to Historic Class approved engines, BMC A Series, Hillman Imp, Renault 16, Ford Kent Series (pre Crossflow and Crossflow) to a maximum of 1650cc.

14.4.1. At least one period European Carburettor must be fitted and in operation.

14.4.2. Forced induction is not permitted unless originally fitted to the vehicle.

14.4.3. Ignition systems must use a period distributor but the use of a contact breaker is not mandatory. Ignition mapping or any form of engine management system is not permitted.

Suspension

14.5. Historic Class vehicles must use transverse leaf front suspension. Otherwise, vehicles must be fitted with period leaf or coil spring systems. Only steel bodied dampers are permitted. Gas, remote reservoir or double adjustable dampers are not permitted. Independent suspension is not permitted.

Front Axle

14.6. Historic class vehicles must be fitted with the front axle beam from an Austin 7 or Ford Sidevalve. Post Historic Class vehicles must be fitted with a steel front axle beam of period design. Cars in the Historic class must use a period steering box.

Brakes

14.7. Disc brakes are not permitted.

Wheels and Tyres

14.8.1. In Historic Class a control tyre specified in SRs must be used on the driving wheels. Front wheels must bolt onto the brake/hub.

14.8.2. In Post Historic rear wheels must comply with T12.9 and the tyre on the driving wheels must be selected from current or previous versions of Tyre List III or be of both cross-ply construction and 16-18" in diameter.

Gearbox

14.9. The vehicle must be fitted with a gearbox from a period series production car of period. The casing and gear ratio may not be modified other than the fitment of a Ford 100E input shaft to a Ford 8 gearbox. The gearbox must be bolted directly to the engine.

Rear Axle

14.10. Historic Class vehicles must use a live rear axle from a period series production car.

14.11. Cars must be prepared in the spirit of the period. The organisers of a historic sporting trial reserve the right to exclude any car that has a specification, component or modification (other than permitted specification modifications) that would not have been used in period. In all cases the onus of proving a specification, component or modification as being in period rests with the competitor who must submit the required documentary evidence.

Miscellaneous

14.12. Fuel must be Gasoline/Petrol, as defined in Nomenclature and Definitions.

14.12.1. The lowest overall forward gear ratio is 23:1.

14.12.2. There is no minimum weight.

14.12.3. No ballast may be carried.

14.12.4. Electric Water Pumps and cooling fans are permitted.

14.12.5. The fitting of a generator is optional.

Reason: To allow Historic Sporting Car Trial type cars to run in their period specification.

Competition Fees - Appendix 1

Date of implementation: 1 January 2015

1. Competition Licence Fees

Other

Failure to produce Licence (H.22.1.2) £67.00

It should be noted that this is the exact fee to be levied and not the maximum

Reason: To confirm editorial change agreed at JAP 29/1/13 to remove unnecessary wording.

Appendix 1 - Competition Fees

13. Judicial

13.4. Appeal Fees to the National Court (including Eligibility Appeals)

iii) Further Appeal to the MSC in respect of events 13.2(d) (Excluding International) £650.00

iv) International - non Car, and Truck & Race £1,180.00

v) International - Car and Truck Race £1,180.00

Reason: To confirm editorial change agreed at JAP 15/10/13 to remove potential contradiction.

