

RULE CHANGES

Decisions taken at the Motor Sports Council meeting of
26 November 2013 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.

(C) Judicial

Date of implementation: 1 January 2014

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).
- (c) Time Penalty (or Position Penalty – Karts or **Grid Place Penalty – Circuit Race**) (2.3).
- (d) Exclusion (2.5).
- (e) Suspension (2.6).
- (f) Disqualification (2.7).

2.1.7. The number of points will be determined not by reference to the type of offence but by reference to the type of penalty imposed.

- (i) Verbal warning – 0 points (not recorded on licence)
- (ii) Formal written reprimand – 2 points
 - (iii) Fine, Time, **Grid Place** or **Position** penalty – 3 points
- (iv) Exclusion from practice, heat, race or an event – 4 points
- (v) Exclusion from the meeting – 6 points.

2.1.7 Time Penalty (G.5.3). The Clerk of the Course, or the Stewards of the Meeting, may impose a penalty of up to 10 seconds (or up to one minute if a race of more than 30 miles) on any competitor considered to have obtained an unfair advantage (whether inadvertently or not) in a race. The penalty may be imposed after the race has finished.

2.3.2. At Race meetings, up to a 10 Grid Place Penalty may be applied at a driver's future Race, only where that penalty can be applied during that Meeting or the contested Championship or Series.

Reason: Regulating 2013 Grid Place Penalty Trial. In addition with the proposal being for inclusion within the general regulations the additional requirement in C2.3.2. would be required.

Date of implementation: immediate

5.1.2. Every protest, which must be in writing, must include the grounds for the protest, must be signed by the party making the protest, and accompanied by the deposit **payment** laid down in Part 3, Appendix 1. 13. It must be lodged with the Secretary of the Meeting, the Clerk of the Course, or their deputies (G.3.2), within the appropriate time limit.

Where facilities exist for immediate payment by electronic transfer of funds of the above fees, then payment by such method is acceptable.

6.2. Appeals must be submitted in writing stating the grounds for the appeal, must be signed by the party making the appeal, and accompanied by the fees laid down in Part 3, Appendix 1. 13. Appeals must be lodged with the Secretary of the Meeting, the Clerk of the Course, or their deputies (G.3.2.4) within the appropriate time limit.

Where facilities exist for immediate payment by electronic transfer of funds of the above fees, then payment by such method is acceptable.



CUT OUT AND KEEP
Updated rule changes to
your MSA Yearbook

Appendix 1 – Competition Fees 13 Judicial

Reason: To facilitate the use of card and PayPal accounts at events whenever possible.

(F) Emergency and Medical Services

Date of implementation: 1 January 2015

(table page 99)

Rescue, Stage Safety and Rally Recovery Units and Equipment	Rescue	Stage Safety Unit	Rally Recovery
Tools			
2 hacksaws (1 for Recovery) and supply of blades	*	*	*
...			

Reason: One hacksaw deemed to be sufficient for Recovery Units as there is a requirement to carry a supply of spare blades. 2 hacksaws to be retained for Rescue and Stage Safety Units.

(H) Competitors: Licences

Date of implementation: 1 January 2014

14.1.5. A competitor who can provide proof of ever having held an International 'C' Race licence may renew it for a 2014 International 'C' Race licence or a 2014 International 'D' Race, National 'A' Race, International Historic Race or National 'B' Race licence.

14.1.6. A competitor who can provide proof of ever having held an International 'A' or 'B' Race licence may renew it for a 2014 International 'C' Race, International 'D' Race, National 'A' Race, International Historic Race or National 'B' Race licence. Special arrangements exist for retaining an International 'A' or 'B' licence and are contained in Appendix L of the FIA International Sporting Code.

14.2.2. National 'B' to National 'A' Race. A competitor who is qualified to hold a 2014 National 'B' Race licence may upgrade it to National 'A' Race licence either at renewal or during the year as follows:

14.2.3. (i) Obtain Clerk of the Course's signatures on the Upgrade Card certifying that the qualifying events have been successfully completed. These are 6 National 'B' or Clubman Races (these can all be from one circuit), or 12 Junior Race signatures, and must not contain more than 1 signature from Races organised by or on behalf of Racing Schools which form part of a school course or curriculum.

(ii) One of the Clerk of the Course signatures required for having successfully completed a Race may be replaced by a Clerk of the Course signature recorded on the Upgrade Card for completing a day on a marshal's post during a race meeting.

14.2.3.4. One of the Clerk of the Course signatures for having successfully completed a Race may be replaced with a signature recorded on the Upgrade Card for having successfully completed an ARDS Advanced Course.

14.2.4. National 'A' to International 'D' Race.

A competitor who is qualified to hold a 2014 National 'A' Race licence may upgrade it to International 'D' Race licence either at renewal or during the year, without any further qualification.

14.2.5. National 'A' or International 'D' to International 'C' Race.

A competitor who is qualified to hold a 2014 National 'A' Race or International 'D' licence may upgrade it to International 'C' Race licence either at renewal or during the year as follows: Obtain Clerk of the Course's signatures on the Upgrade Card certifying that the qualifying events have been successfully completed. These are 3 National 'A' or International 'D' Races OR 2 National 'A' or International 'D' plus 2 National 'B' or Clubman Races OR 6 National 'B' or Clubman Races. In all options signatures must be obtained at 3 different venues.

Chart 26: Competitors Minimum Acceptable Licences

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Licence Type RACE International ⁽¹²⁾

(3) Race ⁽¹²⁾, Speed and Stage Rally licences are valid for Rallycross.

(12) Weight to power ratios have been imposed by FIA according to licence status. Unless otherwise stated reference to International Race requires a minimum licence status of International 'C' Race.

Reason: The FIA have introduced a 'D' licence and linked vehicle weight/power ratios according to licence status.



(Q) Circuit Racing

Date of implementation: 1 January 2014

15.1. Officials' Signals will be conveyed to drivers by the following flag signals (14.4). Signals (k), (l) and (m) may be displayed by an appropriately coloured panel to which the competitor number may be attached:

(e) Yellow flag - **Stationary Waved**: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

(f) Yellow flag - **Double Waved**: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal may be supplemented or replaced by flashing yellow light(s), as an added warning).

...

(i) Green flag - **Waved**: All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.

15.1.1. At an incident where the track is obstructed, or marshals are working at the trackside, the following signals will be used:

(a) A **STATIONARY WAVED** Yellow at the post before a **DOUBLE WAVED** Yellow. (The waved yellow flag may also be supplemented or replaced by flashing yellow warning lights).

(b) A **double** waved Yellow flag at the post immediately preceding the incident. ~~NB: In very serious cases, this flag may be supplemented by an additional waved yellow flag at a preceding post.~~ (The waved yellow flags may also be supplemented or replaced by flashing yellow warning lights).

(c) A **stationary waved** Green flag at the post immediately after the incident.

(d) If the incident is well off the track and marshals are not working at the trackside, the incident may be indicated by a **stationary single waved** yellow flag, followed by a **stationary waved** green flag, or by a Hazard Area board.

Reason: *The FIA no longer use stationary flag which are not always visible to the driver.*

(R) Rallying

Date of implementation: 1 January 2014

49.8.2. Four wheel drive vehicles fitted with forced induction are prohibited in **Historic Categories 1, 2 and 3.**

Reason: *For urgent clarification. This regulation amendment was omitted from the proposals that introduced Category 4 in Historic Stage Rally as approved by Motor Sports Council on 11th June 2013. If left un-amended it would mean that a number of vehicles intended for acceptance in Category 4 would not be eligible.*

