

# Motor Sports Council

# Rule Changes

Decision taken at the Motor Sports Council meeting on 6 September 2006 which affect regulations in the MSA Competitors' Yearbook 2006 (the 'Blue Book') and the MSA Officials' Yearbook 2006

## Consultation and ratification

All new regulations proposed by Specialist Committees must be considered by the Motor Sports Council. They are then published in Motorsports Now! So that comments may be received before the regulations are re-presented to the Motor Sports Council and ratified (i.e. they become finale), with any modifications resulting from the consultation process (which may have included them being reviewed by a Specialist Committee or Advisory Panel).

Ratified rule changes are published in Motorsports Now! Before being incorporated into the next annual edition of the relevant MSA Yearbook(s).

## Safety Issues

Regulation changes involving issues of safety may be ratified by the Motor Sports Council without consultation.

## Explanation of background colours

The colour key below is being used for rule changes published in Motorsports Now! During 2006. Changes are shown as underlined additions or as struck through deletions. Where it aids clarity, existing regulations are shown in full, otherwise just the proposed or ratified changes are shown. Where applicable, reasons for the proposed or ratified rule change are given. The proposed or actual date of implementation is highlighted.

## Key

Proposed changes for consultation via Motorsports Now!

Changed after consultation and ratified

Unchanged after consultation and ratified

Ratified (final) without consultation (safety issues only)

FROM  
1<sup>st</sup> January  
2007

## Ratified: Specific Regulations for Autocross and Rallycross and Nomenclature and Definitions

G4.1.7.(iv) Competitors from 14 years of age may compete in Junior Autocross, and may continue until 31<sup>st</sup> December in the year their 17<sup>th</sup> birthday falls (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 3 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 MSA permitted events.

### G6.14. Junior Autocross Vehicle

G6.14.1. Only the Class 1 category of vehicle (G6.14.2) is permitted in Junior Autocross.

#### G6.14.2. Class 1:

(a) The maximum engine capacity is restricted up to 1400cc 8V.

(b) Production vehicle, front or rear wheel drive with standard unmodified engine in original position.

(c) Car must run standard induction system, inlet manifold and exhaust system applicable to the vehicle, but performance air filter and exhaust back box are permitted, no turbochargers or superchargers.

(d) No body kits, no space framing or alterations to make the car lighter will be permitted, no fibreglass or alloy panels

(e) Car dashboard is to remain as standard and in original position

(f) Wheels must be standard production items applicable to the vehicle, suspension is free

(g) Petrol tank is free for modification or relocation.

(h) The silhouette of the vehicle must not be altered.

(i) Standard gearbox and differential applicable to the vehicle must be used.

(j) Seat belt in accordance with Q2.1.2. (FIA homologated and with four separate fixing points) is mandatory.

## P1.2. Definitions

### Junior Autocross

A restricted autocross class specifically to permit young drivers between the ages of 14-17 years of age to compete in Autocross events.

*Reason: junior motor sport is a large potential growth area for all types of motor sport. A demand exists, within – initially – the North East of England, to allow juniors from the age of 14 onwards to compete at autocross events – a type of event which is very affordable. Clubcross and Junior Minicross have shown some of the potential for this and it is a natural and logical progression to allow competing in autocross, albeit in restricted performance vehicles. A limitation on the number of cars competing at any one time is essential in the interests of safety.*

*NB: Junior Autocross regulations will be reviewed by the Safety Advisory Panel during 2007.*

FROM  
1<sup>st</sup> January  
2007

## Ratified: Specific Regulations for Karting, Common Regulations for Competitors and Clerk of the Course

**N6.3.10.** Once the signal to start the race has been given, Karts may not stop, be it intentionally or unintentionally, and make repairs or adjustments. However, they may return to the pits, or a designated maintenance area, to undergo repairs or changes.

*Reason: Safety.*

**AA5.1.1.** May only act as an Assistant CofC at Clubman, National B or Endurance Kart meeting.

**AA5.1.2. Upgrading to Endurance.** An applicant wishing to upgrade to Endurance must complete the Clerk of the Course modular training programme.

**AA5.1.2.1. Endurance.** May act as a Clerk of the Course at Kart Endurance meetings only.

*Reason: to bring in line with the recognition of Endurance Kart Events.*

### N6.4.1.

a) If 25% or less of the race distance has been completed by the leader, the race shall be abandoned, or if possible, the race should be re-run in its entirety. Unless re-run the race will be null and void.

b) If more than 25% but less than 75% has been completed by the leader, the Clerk of the Course shall, at his discretion, decide to:

i) Abandon the race. In which case the race (result) shall be declared as the order of finishing behind the race leader on the last full lap completed by him and before the race was stopped.

OR

ii) Consider the race suspended and run it as a two part race. In this case the Karts will be restarted in a single file, rolling start. The starting order for the second part of the race shall be the order at the last full lap completed by the leader, before the race was stopped.

“Drivers one lap down” shall be put in their correct position i.e., behind the drivers on the same lap as the leader. The race distance shall be the number of laps required to make up the full race distance. The finishing order of the second part, shall be the finishing order of the race (drivers “one lap down” in the first part shall be deemed to have finished the race “one lap down” unless they have unclapped themselves).

OR

iii) Re-run the race in it's entirety. If the race is to be re-run or completed the following will apply:

While the race is stopped, the whole course shall be considered as parc fermé and no work may be carried out to any kart. Mechanics will not be allowed on the circuit until permission is given by the Clerk of the Course and they, or Incident Marshals already on the circuit, shall not approach or touch any kart until permission is given. If/when authorised by the Clerk of the Course spark plus may be changed and finger adjustments may be made to the carburettor settings. If a kart leaves the circuit during the stoppage it will not be permitted to rejoin the race. Any kart not racing before the incident, that caused the race to be stopped, shall not rejoin the re-started race. Karts involved in the incident that gave rise to the stoppage or who subsequently stopped racing prior to the displaying of the red flag because of the incident, may only re-join the race if the Clerk of the Course, in consultation with the Chief Scrutineer, is satisfied that a kart is safe to continue without repair, and the Chief Medical Officer is satisfied a competitor is fit to continue racing and they must start at the rear, whether it is run over the full race distance or as a two part race. Those karts that stopped after the incident that gave rise to the stoppage because they were instructed to do so or because the track was blocked, may join the restarted race in their proper place. Exceptionally, if it is decided to run the race in its entirety but becomes necessary to remove all karts from the circuit, repairs may be made and all karts that came under starter's orders for the original race will be permitted to start the re-run race from the dummy grid in their original positions.

c) If 75% or more of the race distance has been completed by the leader, the race will be deemed to have ended. The race result will be declared as the order of finishing behind the leader on the last full lap completed by him and before the race was stopped.

*Reason: Clarification*

## For consultation: Specific Regulations for Karting and Common Regulations for Competitors

**N12.1. KART COMPETITION LICENCES** (except Kart Endurance licences (N.1.4.)) are issued to competitors from the age of eight and are divided into five grades – National 'B' (Novice), National 'B', National 'A', International 'C', International 'B' and International 'A'.

**N12.2.1.** A competitor will be considered as a 'Novice' and must use Novice number plates [14.16.4], until he has obtained six kart race signatures from MSA Stewards. Thereafter he can continue to compete on a National 'B' (Novice) Licence, or can apply for a National 'B' licence upgrade to a National 'A' Licence in accordance with E 2.15.12(a) but he will no longer be considered a novice. Completion of the ARKS Course[E 2.3.3] will constitute one of the six signatures.

### E2.15. Competition Licence

#### Upgrading Procedure

...In the case of Kart Races, only the MSA Steward of the Meeting is empowered to sign and only one signature per meeting, ~~per class is permitted.~~ (Kart Endurance signatures are not accepted to upgrade a Kart Race Licence)...

#### E2.15.12. KART – How to Upgrade a Licence

(a) National 'B' to National 'A' Kart

A competitor who is qualified to hold a National 'B' Kart licence may upgrade it to National 'A' Kart licence either at renewal or during the year as follows: Obtain the MSA Steward's signature on the reverse of the licence(s) at six Clubman or National 'B' Kart Races. ~~(these can all be from one circuit)~~ Signatures must have been obtained at a minimum of three different venues. A competitor may only obtain one signature per meeting ~~per class.~~ ~~Completion of the ARKS Course [2.3.3] will constitute one of the six signatures.~~

*Reason: To further harmonise the Kart upgrade path to that of a Race licence to International status as the Kart National 'A' licence also qualifies for International 'C'.*

FROM  
1<sup>st</sup> January  
2007

## Ratified: Specific Regulations for Rallying

### K33.6. Course Safety Cars

The only category of Course Safety Car that may be driven through a stage at near competitive speeds will be a 'Zero' car. It will be identified by carrying markings of 0, or 00, ~~or 000~~ as appropriate. No other official car will carry such markings.

**K33.6.6.** Both crew members of each Zero car must be signed-on officials, and it is recommended that the driver is a current competition licence holder. It is also recommended that one of the crew members should have been involved in pre-event planning.

**K33.6.7.** No driver who is barred from holding a competition licence may drive an Official, Course Safety or Zero car through a special stage.

**K33.6.8.** Further Guidelines for Safety Cars are available from the MSA.

**K13.15.1.** All the vehicles, including Course/Safety Cars must comply with the relevant Technical and Safety Regulations. Checks may be carried out both before and during an event.

**K5.1.3.** A further test of the sound created by Competitors and Course/Safety Cars must be made on the road sections, manned by a Driving Standards Observer and/or Judges [13.1, 13.2, 24.2.11(h), 24.2.12(a), C 12, C 13.] qualified to carry out their duties by experience. They shall have the authority to prevent the further participation of the car concerned until the car complies with the relevant regulations. [C 12.1]

**K24.2.7.** Written instructions on the operation of the stages must be made available to all officials and marshals, and these will clearly establish:

(a) The number of cars to be sent through any Stage before the competition is to be kept to a minimum, the crew of each Course Safety car shall have specific duties allocated by the Clerk of the Course on which they shall report to the Stage Commander or his Deputy immediately on completing each special stage, and no stage shall start until the Zero car crew have confirmed that the stage is ready for Competitors and the marshals have any spectators on the stage under their control and direction [33.6].

*Reason: to harmonise terminology for Stage Rallies with the FIA.*

## For Consultation: Common Regulations for Competitors

~~K37.8.2. Have circuit breakers complying with Q8. Be equipped with an internal switch that is capable of isolating all electrical circuits and completely stopping the engine. The operating switch must be positioned so that it can be operated by the driver or the co-driver when normally seated with seat belts fastened. Must also be equipped with an external circuit breaker complying with Q8.~~

FROM  
1<sup>st</sup> January  
2007

## Ratified: Specific Regulations for Rallying and Common Regulations for Competitors

~~K37.13.9. Class sunroofs are not permitted. Any sun roof must comply with J 20.14.6.~~

*Reason: to harmonise technical regulations for Stage Rally Cars with Historic Stage Rally Cars.*

**E2.21.2.** Competitors must normally have registered and have their licence before competing in any event, but with the specific exception of Race, Kart Races\* (excluding Kart Endurance) and Stage Rallies\*\*, organisers are permitted to accept a properly completed Non-Race National 'B', Non-Race Clubman or Kart Endurance Application Form along with the appropriate fee in lieu of the licence.

\*Competitors 17 years of age and under who have just completed their ARKS test may also produce their correctly completed application and payment in lieu of the licence.

\*\*Navigators at National B or lower status Stage Rallies may apply for a Non-Race National B Licence.

This can, however, only be done once annually at events of National 'B' or lower status. No priority fee is payable and the fine for non production of licence is not applicable.

*Reason: to reintroduce the facility to permit navigators at Stage Rallies to apply for their Competition Licence at Signing-On.*

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**K37.1.1.** Those that have been homologated in Groups 'A' or 'N' of the FIA Appendix 'J', or Groups 1, 2, 3 or 4 of the 1981 FIA Appendix 'J', or Non-

Homologated Series Production Cars. Modifications are free within MSA Vehicle Regulations and as defined below in 37.1 to 37.9.

The car must be in the configuration as supplied by the manufacturer, with the engine (any production car engine or Specialist Competition Engine) in the original location and with the original form of induction (normally aspirated or forced induction). The original means of forced induction is limited to the original fuel type. It must also have the original number of driving wheels (two wheel drive or four wheel drive).

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**K37.1.3.** Any other cars, not complying with 37.1.1 or 37.1.2 that may be authorised for use at MSA discretion. Approval guidelines for these cars are

available from the MSA, but will only be granted for cars which retain the original manufacturer's body construction which must not have been substantially altered. They must also be fitted with a recognised production car engine or a Specialist Competition Engine. (as defined in Section P)

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## P1.2. Definitions

### Specialist Competition Engine

An engine other than a Series Production Engine or motorcycle engine, of 4 cylinders and normally aspirated, no greater than 2,500cc.

*Reason: to resolve the anomaly concerning the eligibility of certain engines for Special Stage Rallying. Engines meeting this criteria were accepted for the issue of a CCLB until 1/1/06 and are proposed to be acceptable from 1/1/09 under the new K37.*

FROM  
1<sup>st</sup> January  
2007

## Ratified: Specific Regulations for Rallying and Specific Regulations for Car Racing

**K37.16.6 Lights:** The use of gas discharge technology in any forward facing lights, be they main beam or auxiliary or in any reversing light is not permitted. Unless of the specification used in period for the particular make and model of car, the use of light pods to individually mount or to mount auxiliary lights as one unit is not permitted.

**K37.16.7 Roof vents:** May only be fitted if of the specification of such vents fitted to the particular make and model of the car in period.

*Reason: clarification – roof vents were not used in period other than in a very few specific cases, for example the use of Austin A35 van roof vents on Healey 3000 cars. Other than as used in period, to allow the use of roof vents in historic rallying is not considered appropriate. The clarification has been referred to, and has the support of, the Rallies Committee.*

**J20.2.3.** Have any cover over the passenger's compartment alongside the driver composed of foldable material, except where the driver/passenger compartment is separated by a stress bearing solid chassis member at the level of the lowest edge of the windscreen aperture/upper surface of the scuttle as part of the original vehicle design. Where such structural members are present they are to be protected with non-flammable padding (Q1.2.6/Q1.5.6). Cars of Periods A to F exempt if proven that original manufacturer design is maintained and non-flammable padding is fitted.

*Reason: Clarification, regulation J20.2.3 was revised w.i.f 01/01/06 and in doing so a small number of cars of Periods A to F can be considered to inherently becoming ineligible, which was not the intention of the revised regulation. The above clarification has been reviewed by and has the support of both Race Committee and the Technical Advisory Panel.*

FROM  
1<sup>st</sup> January  
2007

## Ratified: Specific Regulations for Trials

**M6.7.3.** Use standard tyres with the exception of Michelin XRN, Pirelli P7, Uniband Rally Steel, Goodyear All Weather Steel Radial, Goodyear

Ultra Grip, Goodyear Ultra Grip II, Sterling (ATS) All Seasons Remould. All types of 'Grip', 'Town & Country', 'M&S' or 'All Seasons' patterns are prohibited.

*Reason: to harmonise Classic Trials Regulations with those for Production Car Trials to ensure consistency of tyre eligibility.*

FROM  
1<sup>st</sup> January  
2007

## Ratified: Specific Regulations for Autotests

**F5.1.1.** Deleted.

**F7.2.** Competitors will start with zero marks. The competitor incurring the least penalty will be the winner, and so on, ~~unless the SRs specify that the overall awards are to be calculated either on an index of performance in accordance with M 3.5.6/7/8 or on a specified formula.~~

All Class awards must be calculated on the basis of penalty marks lost.

~~F10.1.1.~~

**F10.1.3.** Before the start, cars and competitors (which term includes passengers if any) will be checked for eligibility ~~and competitors will be issued with a score card [6.2].~~

~~F11.3.~~

~~F11.4.~~

*Reason: to simplify and clarify the regulations.*

## Ratified: Officials and their Duties

**C12.1.1.** NB: This rule change was originally proposed by the Technical Advisory Panel and subsequently adopted by the Rallies Committee. See below.

FROM  
1<sup>st</sup> January  
2007

## Ratified: Common Regulations for Competitors

**E12.17.8.** Sound Test Requirements Measurements will be made at 0.5m from the end of the exhaust pipe with the microphone at ~~exhaust outlet level~~ at an angle of 45° with the exhaust outlet and at a height of 0.5-1.0m above the ground. Where more than one exhaust outlet is present, the test will be repeated for each exhaust and the highest reading will be used. In circumstances where the exhaust outlet is not immediately accessible, the test may be conducted at 2.0m from the centre line of the vehicle at 90° to the centre line of the vehicle, with the microphone 1.2m above the ground. Measurements should be made outdoors with no large reflecting objects (e.g. walls etc.) within 3.0m (in the 0.5m test) or within 10.0m (in the 2.0m test). Background sound levels should be at least 10dB(A) below the measured level.

~~With distances from 2.0m to 8.0m it is necessary that there be a minimum of 20.0m radius open flat space around the vehicle.~~

Where possible measurements should be taken as close as possible to the vehicle, at the defined distances, to avoid background noise.

~~Generally it is impracticable to take measurements over 8.0m as the background noises create problems with accurate and steady readings.~~

Cars of periods A to D falling within Sections C and D should run engines at two thirds maximum RPM.

~~The 8m location of the microphone, for practical purposes, can be considered to be 7m from saloon car bodywork. This The 2 metre test measurement can be made from either side of the car. The highest reading registered being the one needing to comply with the maximum noise requirements.~~

*Reason: In order to carry out an "8 metre" test a site 40 metres in diameter is required, such an area is rarely available. The ambient noise level should be at least 10dB(A) less than the level to be measured. Reality is that ambient noise levels are often higher than the maximum of 64-74 dB(A) required. The repeatability and reliability of the 8 metre test is thus poor. Impending European legislation relies on the "half metre test" it being recognised that it has a high degree of reliability and repeatability and the test site conditions are easily achieved. Provision is made to retain the "2 metre test" in order to maintain the possibility of using this test for vehicles producing higher levels of induction and engine mechanical noise.*

FROM  
1<sup>st</sup> January  
2007

## Ratified: Common Regulations for Competitors, Specific Regulations for Cross Country and Specific Regulations for Rallying.

**E2.11.4** Any driver or co-driver/navigator who has any medical condition or disability or who is currently on anti-coagulant therapy should declare this at the time of entering. Such information is to be solely for the use of the Chief of medical services in the event of an accident. Those competing in accordance with 2.11.2 in an activity where competition numbers as defined in 11.3.11 or in N 14.16 should carry a white "D", 60mm in height on a blue background 90mm x

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~~90mm which will be issued by the MSA on the instructions of the MSA's Medical Consultant on the door closest to the disabled occupant, or on both sides of the vehicle adjacent to the side numbers of a single-seater to alert marshals in the case of an incident~~

~~H17.1.7 No Competing vehicle may carry more than one physically disabled person, whose participation in the competition must have been approved by the MSA. A white letter D on a blue background should be affixed on the appropriate door. Specific restrictions may apply (E.2.1.1) is authorised by E 2.11.2. E 2.11.4 applies.~~

~~K.9.1.5 No Competing vehicle may carry more than one physically disabled person, whose participation in the competition must have been approved by the MSA. A white letter D on a blue background should be affixed on the appropriate door. Specific restrictions may apply (E.2.1.1) is authorised by E 2.11.2. E 2.11.4 applies.~~

*Reason: To ensure commonality of regulation across disciplines. It is not considered necessary for specific identification to be made for such as road rallies, autotests and trials. It is considered necessary for a vehicle to carry identification both sides to account for the possibility of the identification on one side being obscured by such as a barrier.*

FROM  
1<sup>st</sup> January  
2007

## **Ratified: Specific Regulations for Cross Country**

**H15.4.** Clubs may not organise more than three Promotional Events per year.

**H35.5.** Passengers may not be carried for hire or reward.

**H36.13.1.** Be currently registered and taxed as a PLG vehicle, unless SRs relax this requirement due to the event taking place wholly on private property, except Promotional Events. The SRs may also waive the requirement to comply with E 12.19.6.

*Reason: To prevent unstructured play days and public rides at shows, and ensure that only genuine Promotional Events are run.*

FROM  
1<sup>st</sup> January  
2007

## **Ratified: Specific Regulations for Autotests**

~~F12.4.~~

~~F9.2.2.~~ The vehicle is by definition a 'saloon car' equipped to seat for normal size adults, with a maximum capacity of 1600cc and no form of forced induction.

*Reason: To simplify and clarify the Regulations, which will encourage younger drivers.*

FROM  
1<sup>st</sup> January  
2007

## **Ratified: Officials and their Duties and Specific Regulations for Rallying**

~~C12.1.1.~~ The Sound test prior to the start of a Rally will be conducted in accordance with E12.17 ~~and shall unless exceptionally agreed by the MSA or the appointed Environmental Scrutineer, be undertaken at eight metres from the centre of the car using either the 0.5 metre or 2.0 metre test as determined by the appointed Environmental Scrutineer.~~

~~Road Rallies should use the 2.0 metre test wherever possible. Failing to meet the requirements of either test will render the vehicle ineligible to take the start of the event.~~

*Reason: To update the requirements following Technical Advisory Panel's review of the test standards.*

### **K33. Medical & Safety Cover**

**K33.1.** Multi-Use Stage Rallies

At each venue there must be:

– A Doctor or MSA Registered Paramedic.

– An MSA Licensed Rescue Unit.

– A Recovery Unit.

It is mandatory that an MSA Licensed Recovery Unit, or if unavailable a Commercially Operated Recovery Unit is placed at or near those stage start locations where a Rescue Unit is positioned.

*Reason: To harmonise provisions for vehicle recovery with other Stage Rallies.*

### **K24.2.6.**

(b) At each stage, unless the complete route is visible from the start or finish areas, there is provision of an effective radio communications network, operated through a nominated Controller under the direction of the Stage Commander, linking officials at start, finish and intermediate points with Rescue and Medical Services. The frequency must be secure from misuse and be either the MSA Safety Frequency or a privately licenced frequency to Ofcom Regulations. The Controller must be experienced in the use of radios and in controlling a network, and he must ensure the disciplined use of the radios. Where the MSA Safety Frequency is used, the Radio Controller must hold a valid MSA Radio Controllers Licence. (Notes on radio procedure are available from MSA.)

*Reason: To reinforce the provisions of MSA Safety Frequency Operations Manual.*

## **Ratified: Specific Regulations for Karting, Common Regulations for Competitors and Nomenclature and Definitions**

FROM  
1<sup>st</sup> January  
2007

### **N13. CLASS RESTRICTIONS**

The age breaks are as defined below. The class regulations within the Kart Race Yearbook may apply further limitations.

**N13.1. Cadet Class.** Compulsory class for 8-11 year olds. However, a competitor may continue in the class until 31<sup>st</sup> December in the year the ~~12<sup>th</sup>~~ 13<sup>th</sup> birthday falls, but he may not move up before his 11<sup>th</sup> birthday. A Cadet, who is no longer a Novice (12.2.1.) may move to a Junior Class in, or after, the year of his 11<sup>th</sup> birthday. Having moved into another class he may not revert to Cadet.

### **N13.2. Junior Classes**

~~Junior classes are detailed in the Kart Race Yearbook.~~

**N13.2.1.** A Novice (12.2.1.) Competitor may transfer to a Junior Class from his 11<sup>th</sup> birthday and continue until 31<sup>st</sup> December in the year the 17<sup>th</sup> birthday falls. A Junior, who is no longer a Novice (12.2.1.) may transfer to any Senior Class (subject to the SRs of that Class so permitting) at any time during the Year that he achieves his 16<sup>th</sup> birthday. However, he may not compete in Gearbox Karts until his 13<sup>th</sup> birthday (subject to individual class regulations). Once a Junior transfers to a Senior Class, he may not revert to Juniors.

### ~~N13.2.2.~~

### **N13.3. Senior Classes**

**N13.3.1.** A Novice (12.2.1.) Competitor may transfer to a Senior Class from his 16<sup>th</sup> birthday. Once a Junior transfers to a Senior Class, he may not revert to Junior.

*Reason: To recognise the significant variations in drivers weight from "old" Cadet to "young" Senior and to avoid the need to move "up" when a driver is forced to carry excessive ballast weight.*

**E.2.3.3.7.** A National 'A' Kart licence may be applied for by a holder of a National Competition Licence issued by the Auto Cycle Union and providing that proof is produced of competing in National motorcycle racing during the preceding three years. This is also subject to passing the ARKS written examination.

*Reason: To recognise the experience of National Motor Cycle Racers.*

## **E.2007 Chart of Minimum Acceptable Licences (Page 59)**

| MOTOR SPORT DISCIPLINE | EVENT STATUS (as defined in Supplementary Regulations) |  |                        |                    |
|------------------------|--|--|------------------------|--------------------|
|                        | CLUBMAN  | NATIONAL 'B'                           | NAT.'A'                | INTERNATIONAL      |
| RACE KART              | Kart National 'B' or Race National 'B'                 | Kart National 'B' or Race National 'B' | Kart National 'A' (11) | Kart International |

(11) Race National 'A' licences also valid for Long Circuit Kart events.

*Reason: to allow Race National 'A' competitors to participate at National 'A' level at Long Circuit Kart events.*

## **N1.3.1**

b) With the exception of any CIK homologated or registered engines, the class must have a maximum engine capacity of 250cc if it is of two-stroke design. If the engine(s) is of a direct drive four-stroke design the maximum permitted total engine(s) weight is 40kgs and a total engine(s) maximum of 30bhp. If the engine has a gearbox a maximum of six gears is permitted and a maximum of 80bhp. Class regulations may impose further limitations.

*Reason: To allow CIK homologated or registered engines to continue to be used without increasing the maximum power output.*

**N14.7. Brakes.** Direct drive karts must have effective brakes acting on the rear wheels only. Karts in the gearbox classes must have brakes operating on all four wheels, preferably with independent front and rear systems which must be hydraulic. Master cylinders must be fitted in a position safe from impact, at least 15cm behind the front bumper or to the rear of the pedals. Hydraulic pipes must be securely fitted to the chassis upper sides and should be protected against damage. All karts must have an effective dual connection between the brake pedal and calliper if mechanical and between the pedal and master cylinder if hydraulic. Where there is a dual linkage between master cylinders, the mandatory requirement for a secondary dual connection is waived. The prime connection may be either solid or cable operated with a secondary safety cable set slightly looser to act as a back up in case of failure. Drum brakes are not permitted. Brake disc(s) must be made from ferrous material. When a cable is used a minimum thickness of 1.8mm is recommended mandatory.

*Reason: Safety*

**N14.9. Seat.** It is recommended that the seat be made of a fire retardant material. It must be rigidly located on the chassis and designed to securely locate the driver without movement relative to the chassis when cornering or braking. It is mandatory that all seats comprise metal or nylon reinforcement at all the their upper anchorage points between the seat supports and the seat. Reinforcements must have a minimum thickness of 1.5mm and a minimum surface area of ~~20~~ 13 sq cm or a minimum diameter of 40mm. All such supports must be bolted or welded at each end.

*Reason: Compatibility with CIK safety standards*

## **N14.15. Bodywork**

(see diagram 4/5). With effect from 1.1.2008 all bodywork fitted to short circuit karts must be CIK homologated and crash tested with the exception of cadets. Crash tested bodywork will be mandatory for the cadet category from 1.1.2010.

*Reason: Compatibility with CIK safety standards.*

~~**N10.4. To be classified as a finisher, a Kart must cross the finish line with the driver seated correctly in his Kart and the engine providing the motive power, within two minutes (or as specified in SRs) of the winner, and have completed not less than 50% of the race distance.**~~

All karts that come under starters orders and take the start will be classified as a finisher on a roll back of laps basis. Where the SR's provide, a finisher may have to complete a certain designated percentage of a race in order to be classified as a finisher.

*Reason: To remove the need for competitors to effect repairs of their kart to achieve completion of over 50% of the Race to achieve a finish.*

**E.2.1** ".....First time applicants 18 years and over applying for a Car, Truck or Kart (not Kart ~~Endurance Clubman~~) Racing licence will be required to pass a medical examination and will be required to complete an annual medical self declaration until the age of 45 after which they will be required to pass an annual medical examination. Applicants for all International grades of Competition Licence will also be required to pass an annual medical examination. International licence applicants 45 years of age and over must include a stress related Electrocardiogram. All other applicants will be required to complete an annual medical self declaration. The following regulations contain all terms and conditions of registration and licence issue."

**E.2.3.3. KART** – A competitor making an application for the first time for a Kart (not Kart ~~Endurance Clubman~~) licence must obtain a novice kart driver 'Starting Karting Pack', which contains the required application form, from the MSA and then complete an approved course at a school registered with the Association of Racing Kart School (ARKS). The procedure to be followed is contained in the 'Pack'. Exemptions to 2.3.3 are as follows:

**E.2.3.3.3.** Anyone who can provide proof of having ever held a Kart ~~Endurance Clubman~~ licence and can produce written proof of having been classified as a finisher in at least 6 Kart ~~Endurance or Kart Tyro~~ races, held under the jurisdiction of the MSA, during 2004, 2005 or 2006. (The 'Starting Karting Pack' is required in this instance and the driver will be required to pass the ARKS written examination.)

**E.2.9.1.** An applicant 18 years of age or over applying for a Car, Truck or Kart (not Kart ~~Endurance Clubman~~) 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 6 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 section 2.10.

**E.2.9.3.** No Car, Truck, Kart (not Kart ~~Endurance Clubman~~) 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.

**E.2.9.6.1.** Diabetics requiring treatment with insulin will not normally be issued with a licence valid for Racing, Karting, Kart ~~Endurance Clubman~~, Rallycross, Stage Rallying or International Rallying. Note, for an International Rally licence, no distinction is drawn between Driver and the Navigator, both occupants of the car being required by the FIA to hold a full International Rally Driver's licence. In certain circumstances the Medical Consultant at the MSA will be prepared to consider applications in writing by Insulin controlled Diabetics. Each applicant would need to present themselves to a Diabetics Specialist recommended by the MSA and any costs incurred would be borne by the applicant.

**E.2.9.6.2.** Epilepsy is incompatible with fitness to Race, Kart, Kart Endurance, Kart Tyro, Rallycross or Stage Rally. If a person with epilepsy has not had a fit or medication to prevent or control fits for a period of ten years they may present that case to the MSA's Medical Consultant for consideration. For other events a person with epilepsy may be considered for a competition licence providing they can show that they have not had a fit for five years whether on or off medication.

## **E.2.14. Competition Licence – Grades**

The grade of licences available are (highest first) International, National 'A', National 'B', and Clubman ~~and Endurance~~.

**E.2.15.** "...In the case of Kart Races, only the MSA Steward of the Meeting is empowered to sign and only one signature per meeting, per class is permitted (Kart ~~Endurance or Kart Tyro~~ signatures are not accepted to upgrade a Kart Race licence).. A maximum of two signatures may be obtained at a car race meeting. In exceptional circumstances only, documentary evidence, such as printed official results sheets may be accepted as proof of performance for upgrading.

## **E.2.15.12. KART – How to Upgrade a Licence**

**Please note that Kart ~~Endurance or Kart Tyro~~ signatures are NOT acceptable for upgrading any Kart licence.**

**E.2.21.2.** Competitors must normally have registered and have their licence before competing in any event, but with the specific exception of Race, Kart Races\* (excluding Kart ~~Endurance or Kart Tyro~~) and Stage Rallies organisers are permitted to accept a properly completed Non-Race National 'B', Non-Race Clubman or Kart ~~Endurance Clubman~~ Application Form along with the appropriate fee in lieu of the licence.

\*Competitors 17 years of age and under who have just completed their ARKS test may also produce their correctly completed application and payment in lieu of the licence.

This can, however, only be done once annually at events of National 'B' or lower status. No priority fee is payable and the fine for non-production of licence is not applicable.

**N.1.4.** An Endurance Kart Race is a Kart Race of a minimum of 60 minutes duration, where the need to refuel and/or make drivers stops, or changes, is an integral part of the race. Engines may not exceed

# Motor Sports Council *Rule Changes*

15hp in total per kart and drivers must have reached their 16<sup>th</sup> birthday and hold a minimum of a Kart ~~Endurance Clubman~~ licence.

**N.1.5.** A Tyro Kart Event is a Kart event run primarily as entry level Karting, run during a break in a normal Kart Race Meeting. Competitors must hold a Kart Clubman licence.

**N.1.5.1. Senior Tyro Kart.** For 16 year olds and over. Engines may not exceed 15hp for Senior Tyro Kart.

**N.12.1.** Kart Competition Licences (except Kart ~~Endurance Clubman~~ licences (N.1.4.) are issued to competitors from the age of eight and are divided into five grades – National ‘B’, National ‘A’, International ‘C’, International ‘B’ and International ‘A’.

**P1.2. Definitions**

**Endurance Kart Event.** An Endurance Kart Race is a Kart Race of a minimum of 60 minutes duration, where the need to refuel and/or make

drivers stops, or changes, is an integral part of the race. Engines may not exceed 15hp in total per kart and drivers must have reached their 16<sup>th</sup> birthday and hold a minimum of a Kart ~~Endurance Clubman~~ licence.

**Tyro Kart Event.** A Tyro Kart Event is a Kart Race Event run in conjunction with a Kart Race Meeting. Engines may not exceed 15hp for Seniors. Competitors must hold a Kart Clubman licence.

*Reason: Clubs had wanted to be able to run sessions during a club meeting for friends or family to “have a go” who haven’t competed before and who didn’t hold MSA licences. This could be achieved using low powered karts.*

## E2.7.2. Minimum Ages Chart

| DISCIPLINE | DRIVER | NAVIGATOR | FRONT PASSENGER | REAR PASSENGER | REMARKS            |
|------------|--------|-----------|-----------------|----------------|--------------------|
| KART TYRO  | 16     |           |                 |                | 15hp per kart max. |

## E.2007 Chart of Minimum Acceptable Licences (Page 59)

| MOTOR SPORT DISCIPLINE | EVENT STATUS (as defined in Supplementary Regulations)     |  |         |        |
|------------------------|--|--|---------|--------|
|                        | CLUBMAN  | NATIONAL ‘B’   | NAT.’A’ | INT’L. |
| KART ENDURANCE         | Kart <del>Endurance Clubman</del> (9) or Kart National ‘B’ | Kart <del>Endurance Clubman</del> (9) or Kart National ‘B’ |         |        |
| KART TYRO              | Kart Clubman (10)  |  |         |        |

(1) A higher grade licence is always valid for lower permit events of the same discipline. (exceptions see 10 below)

(9) Kart ~~Endurance Clubman~~ licence is only valid for Kart Endurance/Kart Tyro Events.

(10) A Kart Tyro event may not accept any other licence type or grade other than Kart Clubman.

**FROM 1<sup>st</sup> January 2007** **Rated: Specific Regulations for Car Racing**

**J20.14.1.** Be fitted with a safety roll-over bar complying with MSA requirements as specified in Section Q except for vehicles of Periods A – E inclusive.

- (a) ~~If required by Specific Formula Regulations~~
- (b) ~~If a single seater or sports racing car built after 1960~~
- (c) ~~If a closed car built after 1960 fitted with a non standard body (e.g. lightened body sections, doors or bonnet).~~
- (d) ~~If an open car built after 1960.~~

It is strongly recommended that all vehicles be fitted with safety roll-over bars.

*Reason: With the increased performance of vehicles it is suggested that it is inappropriate for vehicles to be permitted to race without, as a minimum a basic ROPS structure being fitted.*

**J 20.14.8** A red light in compliance with Q5 must be fitted.

*Reason: Most, but not all, race championship regulations already have this requirement. It is not a requirement for historic races. The proposal has the support of the Historic Committee.*

**FROM 1<sup>st</sup> January 2007** **Rated: Specific Regulations for Trials**

~~M1.4., M1.4.1., M1.4.2., M1.4.3., M3.1.8.~~

**M3.2.4.** (a) In ~~both~~ Production Car Trials ~~and~~ ~~Standard Car Trials~~ entries may be accepted from drivers aged 15 or 16, or from drivers of 17 or over who do not hold a full RTA licence. In such cases the driver must be accompanied by a passenger who holds a full RTA licence and is experienced as a driver of Production Car Trials and/or Sporting Trials.

~~M10., M10.1., M10.1.1., M10.1.2., M10.1.3., M10.2., M10.3., M10.4., M10.5., M10.5.1., M10.6., M10.6.1., M10.6.2., M10.6.3., M10.7., M10.7.1.~~

*Reason. This variation of the Production Car Trial has not proved popular as a stand alone event, and because the cars and drivers may be equally accommodated as a class within a normal Production Car Trial, the deletion of the Standard Car Trial streamlines the regulations and removes any potential confusion.*

**M2.3.2.** Where it is proposed to use/cross any Footpath or Bridleway or Restricted Byway ensure the following:

- (a) Agreement of Landowner and agreement of Highway Authority (unless the route is already on a road of higher status).
- (b) Notify the Police (clarify the nature of the event).
- (c) Notify the National Parks (if appropriate).
- (d) Notify the Parish Council.
- (e) That a Liaison Officer is appointed to deal with these matters and the resolution of any difficulties in this connection. for eligibility.

*Reason. To update the regulation following the introduction of the Natural England and Rural Communities Act 2006*

**M3.1.4.** Drivers in Clubsport events restricted to members of the organising club and a maximum of ~~2~~ 6 others [B3 & B4] must produce a valid Club Membership Card. Drivers in Clubman or above status events must produce a valid Competition Licence as detailed in Section E. *Reason. To remove an anomaly and harmonise regulation with B4.*

## NATIONAL TRIALS CAR FORMULA DIMENSIONS

|  |             |            |
|--|-------------|------------|
|  | Under 850cc | Over 850cc |
| B Minimum front track } measured on C/L of <del>axle</del> wheel hub | 112         | 112        |
| C Minimum rear track } measured on C/L of <del>axle</del> wheel hub  | 112         | 112        |

*Reason. With the increasing number of Sporting Trials Cars fitted with independent suspension, the change of reference to the axle to that of the wheel hub removes any doubt and clarifies the regulation.*

FROM  
1<sup>st</sup> January  
2007

## Ratified: Common Regulations for Competitors

**E2.3.2. RACE** – A competitor making an application for the first time for a Race licence must obtain a novice race driver ‘Go Racing Driver Pack’, which contains the required application form, from the MSA and then complete an approved course at a school registered with the Association of Racing Drivers’ School (ARDS). The procedure to be followed is contained in the ‘Pack’. Competitors who have reached their 14<sup>th</sup> Birthday may apply for a Race National B Licence to allow them to race only in Junior Race ~~Championships~~ Formulae specifically authorised by the MSA. The Licence application must be endorsed and submitted to the MSA by a Junior Race Championship Organising Club. This Licence will state “Junior Race ~~Championships~~ Formulae Only” and will be held by the Championship Organising Club(s) ~~until the competitor reaches their 16th Birthday.~~

*Reason: To allow for competition within the Junior Formulae without the event having to be a round of a Championship and to restrict all competitors to Junior Racing Formula only.*

**E2.15.2. RACING** – How to Upgrade a Licence Please note that Rallycross signatures are NOT acceptable for upgrading any Race licence.

(a) National ‘B’ to National ‘A’ Race A competitor who is qualified to hold a 2006 National ‘B’ Race licence may upgrade it to National ‘A’ Race licence either at renewal or during the year as follows: Obtain Clerk of the Course’s signatures on the reverse of licence(s) 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. 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 for completing a day on a marshal’s post during a race meeting. One of the Clerk of the Course signatures for having successfully completed a Race may be replaced with a signature for having successfully completed an ARDS Advanced Course.

*Reason: To formalise ability for Junior Race signatures to upgrade a Race licence to Race National ‘A’ only.*

FROM  
1<sup>st</sup> January  
2007

## Ratified: Common Regulations for Competitors, Officials and their Duties, Specific Regulations for Car Racing, Specific Regulations for Sprints, Hill Climbs and Drag Racing, Specific Regulations for Karting and Judicial.

**C2.7.7.** Inflict a penalty of Reprimand, Fine, Time or Position penalty, Exclusion or Suspension but not Disqualification [O 2.6.2]. Any such penalty and the points accruing must be recorded on the competitor’s Licence Record.

**C2.7.12.** Sign the ~~Record~~ Upgrade Cards of Kart competitors who qualify for such signature.

**C3.3.2.** At Clubman and National ‘B’ status Events (other than Race, Stage Rally, or Kart\*), a properly completed and signed licence application form (including one passport type photographs), together with the appropriate fee, may be accepted instead of a Competition Licence. \* Competitors 17 years of age and under who have just completed their ARKS test may also produce their correctly completed application (including one passport type photographs) and payment in lieu of the licence. All applications accepted in lieu of a Competition Licence at these events must be forwarded directly to the MSA Licences Department, by the Secretary of the Meeting within 48 hours of receipt confirming that these have been accepted at the event. [E 2.21.2].

**C5.2.22.** [C 3.3, E 2.15, J 4.2]. Sign ~~Record Cards~~ Upgrade Cards as required for upgrading a competition licence (except in respect of Kart Races). As a guide, the following conditions will need to be met before a signature is given on ~~Car Race Record Cards~~ an Upgrade Card.

(a) A competitor must perform satisfactorily at competitive speeds and must not receive any adverse reports regarding his driving.

(b) In races up to 10 laps he must be classified as a finisher. It should be noted that, in some cases, particularly where a race includes several classes of widely differing performances, a competitor may not complete the full distance of the race.

(c) In races over 10 laps he must complete at least 10 laps.

(d) There must be at least 10 starters.

(e) A high-speed trial will qualify as a race for the purposes of upgrading of licences and the signing of ~~record cards~~ Upgrade Cards

(f) Not more than two signatures (one per race) per competitor may be given at any one car race meeting [E 2.15].

(g) If a Clerk of the Course refuses to sign a ~~Record Card~~ an Upgrade Card, the competitor concerned may Appeal against that decision to the Stewards as provided for in Section O.

**C5.4.11.** All driving penalties applied must be recorded on the Driver’s Competition Licence Record.

### E2.2. Competitor Registration

**E2.3.1.** With the exception of first time applicants for a Race, Kart or Stage Rally licence, applicants should read these notes and complete an Application for Competition Licence Form provided by the MSA. Any changes to the wording on the official form will make it null and void.

After having completed all the relevant sections of the application form, an applicant ~~should~~ must send it, with the appropriate fee and one

passport type photographs, to the MSA. The MSA will use its best reasonable endeavours to process and deliver the licence to the applicant within 15 working days of receipt of the application by the MSA. Processing may take longer if we have to check the applicant’s health. Therefore, you are recommended to allow for this time before the first event for which the licence is required. Applicants with no health or other

problems appertaining to their application may obtain their licences within 3 working days on

payment of an Express Handling Fee. To speed the process please clearly mark the envelope

‘EXPRESS’ and this should preferably be sent by Recorded Delivery. For applicants paying

the additional Express Handling fee arrangements may be made, upon request, to confirm to organisers that they are a licence holder, this will

usually include the waiver of the non-production of licence fine [2.17.1]. If an applicant doesn’t receive the licence, after allowing for the processing and delivery time, the MSA should be notified in writing. If the

notice is received by the MSA within 6 weeks of despatch of the licence by the MSA, it will

issue a duplicate. After 6 weeks have elapsed, the normal duplicate licence charge will be levied in accordance with Section Z.

**E2.12.2.** To be valid, a Competition Licence must be signed in ink ~~and~~

~~must bear a passport type photograph of the holder, which must be permanently fixed to the licence in the space provided (except for an entrant’s licence issued in the name of a firm or organisation).~~

### E2.15. Competition Licence Retention and Downgrading

An applicant may retain his or her licence if they meet the criteria set out below. If an applicant for whatever reason does not qualify to retain their current licence grade they will be automatically downgraded according to these regulations. Upon renewal an applicant may voluntarily take out a licence of lesser grade than that to which they are entitled. Upon receipt of a written request, an existing licence holder who wishes to exchange their licence for one of lesser grade may do so but only once during the year. The charge for so doing will be the payment of the downgrade fee as per Section Z and forfeit of the cost difference (if any) between the two licences. Any subsequent upgrade will be charged in accordance with Section Z.

### Upgrading Procedure

From 1<sup>st</sup> January 2007 competitors wishing to collect signatures for upgrading their competition licence must use the Upgrade Card. For the Upgrade Card to be valid it must be signed in ink and must bear a

passport type photograph of the holder, which must be permanently fixed to the Upgrade Card in the space provided

If you want to upgrade your licence on renewal and you have met the Upgrading criteria detailed in this section, please forward your completed 2007 Competition Licence Application Form together with the appropriate licences and/or Upgrade Card containing the signatures and the required payment to the Licence Section. If you want to upgrade your licence and you are already in possession of a current 2007 Competition Licence, please detach and complete the white upgrade/addition Licence Amendment card contained in the Competitors' Year Book and forward it, together with your 2007 Competition Licence and any other appropriate licences and/or Upgrade Cards, containing the necessary signatures, with the required payment to the Licence Section. The payment is calculated as the difference between the cost of the existing licence and the new licence plus the upgrading fee as detailed in Section Z. A request for an upgrading signature has to be made to the organisers, and if the results of the event show that the driver's performance was satisfactory, his/her Competition Licence Upgrade Card will be signed by the Clerk of the Course in the space provided. In the case of Kart Races, only the MSA Steward of the Meeting is empowered to sign and only one signature per meeting, per class is permitted, (Kart Endurance signatures are not accepted to upgrade a Kart Race Licence). A maximum of two signatures may be obtained at a car race meeting. In exceptional circumstances only, documentary evidence, such as printed official results sheets may be accepted as proof of performance for upgrading. Signatures obtained prior to 2007 remain valid for upgrading.

Results which predate the competitors last upgrade will only be accepted where the total number of results obtained is sufficient to meet the upgrade criteria from the basic competition licence for that discipline to that being sought.

## **E2.15.1. RACING** – How to Retain a Licence

Note: A competitor who is unable to retain their Race licence as mentioned below may be required to pass a course at an Association of Racing Drivers' School. Exemptions to this requirement are as detailed in 2.3.2. of this section. Competitors qualified to retain a National 'A' or higher licence, who have not renewed their licence for 5 years or more will be required to pass the ARDS written examination.

(a) A competitor who held a National 'B' Race licence in any one of the years 2004, 2005 or 2006 may renew it for a 2007 National 'B' Race licence.

(b) A competitor who can provide proof of having ever held a National or National 'A' Race licence may renew it for either a 2007 National 'A' Race, International Historic Race or National 'B' Race licence.

(c) A competitor who can provide proof of ever having held an International Historic Race licence may renew it for a 2007 International Historic Race licence or a 2007 National 'B' Race licence.

(d) A competitor who can provide proof of ever having held an International 'C' Race licence may renew it for a 2007 International 'C' Race licence or a 2007 National 'A' Race, International Historic Race or National 'B' Race licence.

(e) A competitor who can provide proof of ever having held an International 'A' or 'B' Race licence may renew it for a 2007 International 'C' 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.

## **E2.15.2. RACING** – How to Upgrade a Licence

Please note that Rallycross signatures are NOT acceptable for upgrading any Race licence.

(a) National 'B' to National 'A' Race A competitor who is qualified to hold a 2007 National 'B' Race licence may upgrade it to National 'A' Race licence either at renewal or during the year as follows: Obtain Clerk of the Course's signatures on the reverse of licence(s) 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), 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. 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. 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.

(b) National 'A' to International 'C' Race A competitor who is qualified to hold a 2007 National 'A' Race 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 reverse of licence(s) Upgrade Card certifying that the qualifying events have been successfully completed. These are 3 National 'A' Races OR 2 National 'A' 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.

(c) International 'C' to International 'B' Race A competitor who is qualified to hold a 2007 International 'C' Race licence may upgrade it to International 'B' Race licence either at renewal or during the year in accordance with Appendix L of the FIA International Sporting Code.

(d) International 'B' to International 'A' Race In accordance with Appendix L of the FIA International Sporting Code.

(e) National 'B' to International Historic Race A competitor who is qualified to hold a 2007 National 'B' Race licence may upgrade it to International Historic Race licence either at renewal or during the year as follows: Obtain Clerk of the Course's signature on the reverse of licence(s) Upgrade Card certifying that 5 races for Historic cars built before 1971, have been successfully completed. All International Race licences are valid for International Historic Races.

(f) International Historic to National 'A' Race A competitor who is qualified to hold a 2007 International Historic Race licence may add a National 'A' Race licence either at renewal or during the year as follows:

Comply with (a) taking the possession of the International Historic Race licence as 5 credit signatures towards the total.

(g) How to add an International Historic to a National 'A' Race Competitors who hold a National 'A' Race licence may add an International Historic Race licence either at renewal or during the currency of the National 'A' Race licence. Fees will be as per Section Z.

(h) Karting to National 'A' Race or International 'B' Kart licence, will receive 1 credit towards a National 'A' Race licence.

## **E2.15.3. RALLYING** – How to Retain a Licence

Note: A competitor who is unable to retain their Stage Rally licence as detailed below may be required to pass a course at a British Association of Rally Schools (BARS). Exemptions to this requirement are detailed in 2.3.4. of this Section.

A competitor who can provide proof of having ever held a National or National 'A' Rally licence may renew it for a 2007 National 'A' Stage Rally licence or a 2007 International Historic Rally licence.

A competitor who can provide proof of having ever held an International Rally licence may renew it for a 2007 International Rally licence or a 2007 International Historic Rally licence.

(c) A competitor who can provide proof of having ever held an International Historic Rally licence may renew it for a 2007 International Historic licence or a National 'A' Stage Rally licence.

## **E2.15.4. RALLYING** – How to Upgrade a Licence

Please note that Rallycross or Off Road signatures are NOT acceptable for upgrading any Stage Rally licence.

(a) **Rally National 'B' Stage to Rally National 'A' Stage**

A competitor who is qualified to hold a 2007 National 'B' Stage Rally licence may upgrade it to a National 'A' Stage Rally licence either at renewal or during the year by obtaining Clerk of the Course signatures on the reverse of licence(s) Upgrade Card certifying that four Special

Stage Rally events have been completed. One of the Clerk of the Course signatures for having successfully completed a Stage Rally may be replaced with a signature for having successfully completed a BARS Advanced Course.

**(b) Rally National 'B' Stage to Rally International Historic**

A competitor who is qualified to hold a 2007 National 'B' Stage Rally licence may upgrade it to an International Historic Rally licence either at renewal or during the year by obtaining Clerk of the Course signatures on the ~~reverse of licence(s)~~ Upgrade Card certifying that four Special Stage Rally events have been completed. One of the Clerk of the Course signatures for having successfully completed a Stage Rally may be replaced with a signature for having successfully completed a BARS Advanced Course.

(c) Rally National 'A' Stage to Rally International A competitor who is qualified to hold a 2007 National 'A' Stage Rally licence may upgrade it to an International Rally licence either at renewal or during the year by obtaining Clerk of the Course signatures on the ~~reverse of licence(s)~~ Upgrade Card certifying that 1 National 'A' Special Stage Rally or 2 National 'B' Special Stage Rally events have been completed.

(d) Non-Race National 'B' or equivalent to Rally National 'B' Stage and above Follow the procedure for applicants for a Stage Rally licence detailed in 2.3.4. and then proceed as in (a) and (c) above.

(e) Rally National 'A' Navigator to Rally International Follow the procedure for applicants for a Stage Rally licence detailed in 2.3.4. and then proceed as in (a) and (c) above.

(f) Adding a Rally National 'A' Navigator Competitors may add a National 'A' Navigator licence to a Non-Race National 'B', Clubmans or Rally National 'B' Stage licence at time of renewal or during the year on payment of the fee as detailed in Section Z.

**E2.15.5. SPEED – How to Retain a Licence**

(a) A competitor who held an International, National or National 'A' Speed licence before 31.12.2002 may renew it for the same or lower grade of licence or a Speed National 'A' (OPEN) in 2007.

(b) All other applicants can apply for a Non-Race National 'B'.

**E2.15.6. SPEED – How to Upgrade a Licence**

(a) Non-Race National 'B' to Speed National 'A' Either Obtain Clerk of the Course's signatures on the Upgrade Card at four Clubman or National 'B' Race, Hillclimbs or Sprints. (One of the four signatures required may be replaced by a signature from an MSA Recognised Hillclimb and Sprint School confirming completion of the school course) OR Obtain the Clerk of the Course's signatures on the Upgrade Card at six Clubman or National 'B' Rallycross events.

(b) Speed National 'A' to Speed National 'A' (OPEN) or Speed International A competitor who can provide proof of having held a National 'A' Speed licence prior to 31.12.2002 may upgrade it to a Speed National 'A' (OPEN) or International Speed licence on payment of the appropriate fee as detailed in Section Z, OR obtain Clerk of the Course's signatures on the Upgrade Card at four Clubman, National 'B' or National 'A' Race, Hillclimbs or Sprints OR obtain the Clerk of the Course's signatures on the Upgrade Card at two Clubman, National 'B' or National 'A' Rallycross events.

Non-Race National 'B' to National 'A' Drag to International Drag

(c) To obtain a licence for Drag Racing higher than National 'B', a driver must submit with their application to upgrade, a letter of endorsement from a recognised Drag Racing Club. A system of licence endorsement for the category of vehicle being driven is in place. See Section L.

**E2.15.7. RALLYCROSS – How to Retain a licence**

(a) A competitor who can provide proof of ever having held a National or National 'A' Rallycross licence may renew it for the same or lower grade of Stage Rally or Speed licence in 2007.

(b) A competitor who can provide proof of having ever held an International Rallycross licence may renew it for the same or lower grade of Stage Rally licence or Speed licence in 2007.

(c) All other applicants can apply for a Non-Race National 'B'.

**E2.15.8. RALLYCROSS – How to Upgrade a Licence**

(a) Non-Race National 'B' to Speed National 'A'

Obtain the Clerk of the Course's signatures on the Upgrade Card at six Clubman or National 'B' Rallycrosses or as detailed in 2.15.6.(a).

(b) National 'A' to International Speed A competitor who holds or has held a National 'A' Rallycross, National 'A' Rally, National 'A' Stage Rally or National 'A' Race licence prior to 31.12.2002 may upgrade it to an International Speed licence on payment of the appropriate fee as detailed in Section Z, OR obtain the Clerk of the Course's signatures on the Upgrade Card at two Clubman, National 'B' or National 'A' Rallycross events or as detailed in 2.15.6.(b).

**E2.15.9. TRUCK RACING – How to Retain a Licence**

Retention of a Truck Racing licence is exactly the same as for a Race licence. Please read Section 2.15.1.

**E2.15.10. TRUCK RACING – How to Upgrade a Licence**

These are special licences and the National Truck Racing licence can be issued in one of the two following ways:

(a) A competitor who is qualified to hold a National 'A' or International Race licence must satisfactorily complete an agreed instruction course in driving Heavy Goods Vehicles. OR (b) A competitor who already is the holder of a category C RTA driving licence must complete an ARDS racing course and take out a National Truck Race licence.

(c) National Truck to International Truck Obtain the Clerk of the Course's signature on the Upgrade Card at four races of at least 8 laps duration. A maximum of 2 signatures can be obtained at one meeting. If races are of less than 8 laps, 2 such races will count for one signature.

**E2.15.11. KART – How to Retain a Licence**

Note: A competitor who is unable to retain their Kart licence as detailed below may be required to pass a course at an Association of Registered Kart Schools (ARKS). Exemptions to this requirement are detailed in 2.3.3. of this Section. Competitors qualified to retain a National 'A' or higher licence, who have not renewed their licence for 5 years or more will be required to pass the ARKS written examination.

A competitor who held a National 'B' Kart licence during 2004, 2005 or 2006 may renew it in 2007.

A competitor who has ever held a National or National 'A' Kart licence may renew it for the same or lower grade of licence in 2007. A competitor who has ever held an International 'C' Kart licence may renew it for the same or lower grade of licence in 2007.

Special arrangements exist for retaining an International 'A' or 'B' licence and are contained in the CIK-FIA Annuaire.

**E2.15.12. KART – How to Upgrade a Licence**

(a) National 'B' to National 'A' Kart Obtain the MSA Steward's signature on the ~~reverse of the licence~~ Upgrade Card at six Clubman or National 'B' Kart Races (these can all be from one circuit). A competitor may only obtain one signature per meeting per class. Completion of the ARKS Course [2.3.3] will constitute one of the six signatures.

(b) National 'A' to International 'C' Kart Junior or Senior A competitor must be eligible for a National 'A' licence in order to apply for an International 'C' licence. An International 'C' Junior licence can be issued to drivers between the dates of their 13th birthday and their 15th birthday. An International 'C' Senior licence can be issued to drivers on or after their 15th birthday. Application must be made in accordance with the Regulations published in the 2007 CIK Annuaire.

(c) National 'A' or International 'C' to International 'B' Kart A competitor must be over 15 years of age to be eligible for an International 'B' licence and make application in accordance with 2007 CIK Annuaire.

(d) International 'B' to International 'A' Kart A competitor must be over 15 years of age and application must be made in accordance with the Regulations published in the 2007 CIK Annuaire.

**E2.15.13. CROSS COUNTRY – How to Retain a Licence**

(a) Any competitor who has ever held a Rally National, Rally National 'A' or Rally International licence may apply for the Cross Country National 'A' licence in 2007.

(b) Any competitor who has ever held a Rally International licence may apply for the Cross Country International licence in 2007.

(c) All other competitors may apply for the Non-Race Clubman or Non-Race National 'B' licence without qualification.

**E2.15.14. CROSS COUNTRY – How to Upgrade a Licence**

(a) Non-Race National 'B' or Non-Race Clubman to Cross Country National 'A' A competitor who is qualified to hold a 2007 Non-Race National 'B' or Non-Race Clubman licence may upgrade it to a National 'A' Cross Country licence either at renewal or during the year by obtaining Clerk of the Course signatures on the ~~reverse of licence(s)~~ Upgrade Card certifying that four Competitive Safaris have been completed.

(b) Cross Country National 'A' to Cross Country International A competitor who is qualified to hold a 2007 National 'A' Cross Country licence may upgrade it to an International Cross Country licence either at renewal or during the year by obtaining Clerk of the Course signatures on the ~~reverse of licence(s)~~ Upgrade Card certifying two National 'B' Competitive Safaris or one National 'A' Competitive Safari have been completed.

**E2.17.2.** Only the originals of licences and Upgrade Cards are acceptable. Photocopies or facsimiled copies are not acceptable.

**E2.21.2.** Competitors must normally have registered and have their licence before competing in any event, but with the specific

exception of Race, Kart Races\* (excluding Kart Endurance) and Stage Rallies\*\*, organisers are permitted to accept a properly completed Non-Race National 'B', Non-Race Clubman or Kart Endurance Application Form along with the appropriate fee in lieu of the licence.

\*Competitors 17 years of age and under who have just completed their ARKS test may also produce their correctly completed application and payment in lieu of the licence.

\*\*Navigators at National B or lower status Stage Rallies may apply for a Non-Race National B Licence.

This can, however, only be done once annually at events of National 'B' or lower status. No priority fee is payable and the fine for non production of licence is not applicable.

**E10.1. Successful Prosecution** [B 12.1.14] Any competitor who is successfully prosecuted as a result of his conduct in connection with a motor vehicle whilst taking part in an event may, at the discretion of the Stewards of the Meeting, subsequently be excluded from the results of that event and be required to forfeit or return any award. Details of any successful prosecution known to the organising club shall be passed to the MSA, who will endorse his licence record and may exclude the person concerned from competing in other events.

FROM  
1<sup>st</sup> January  
2007

## Ratified: Nomenclature and Definitions

### PUMP FUEL – MOTOR GASOLINE

|                              | <b>BSEN228</b>      | <b>BS7800</b>       | <b>Test</b>                 |
|------------------------------|---------------------|---------------------|-----------------------------|
| MON(max)                     | 89.0                | 89.0                | ASTM D2700/86               |
| MON (min)                    | 85.0                | 86.0                | ASTM D2700/86               |
| RON (max)                    | 100.0               | 100.0               | ASTM D2699/86               |
| RON (min)                    | 95.00               | 97.0                | ASTM D2699/86               |
| Lead (max) g/l               | 0.005               | 0.005               | ASTM D3237                  |
| Density 15 <sup>o</sup> g/ml | 0.720-0.775         | 0.720-0.775         | ASTM D1298/D4052            |
| Oxygen % (max)               | 2.7% w/w            | 2.7% w/w            | Elemental                   |
| <del>Nitrogen % (max)</del>  | <del>0.1% w/w</del> | <del>0.1% w/w</del> | <del>ASTM D4629/IP379</del> |
| Benzene                      | 1.0% v/v            | 1.0% v/v            | EN238                       |
| Sulphur (max)                | <u>50mg/kg</u>      | <u>50mg/kg</u>      | EN ISO 14596/ASTM D2622     |
| Olefins* (max)               | 18% v/v             | 18% v/v             | ASTM D1319                  |
| Aromatics* (max)             | <u>35% v/v</u>      | <u>35% v/v</u>      | ASTM D1319                  |

|                              | <b>BS4040</b>       | <b>LRG</b>          |                             |
|------------------------------|---------------------|---------------------|-----------------------------|
|                              | <b>(Leaded)</b>     | <b>(Unleaded)</b>   | <b>Test</b>                 |
| MON (max)                    | 89.0                | 89.0                | ASTM D2700/86               |
| MON (min)                    | 86.0                | 86.0                | ASTM D2700/86               |
| RON (max)                    | 100.0               | 100.0               | ASTM D2699/86               |
| RON (min)                    | 97.0                | 97.0                | ASTM D2699/86               |
| Lead (max) g/l               | 0.15                | -                   | ASTM D3341/IP362            |
| Lead (max) g/l               |                     | 0.005               | ASTM D3237/D3341/IP362      |
| Density 15 <sup>o</sup> g/ml | 0.720-0.775         | 0.720-0.775         | ASTM D1298/D4052            |
| Oxygen % (max)               | 2.7% w/w            | 2.7% w/w            | Elemental                   |
| <del>Nitrogen % (max)</del>  | <del>0.1% w/w</del> | <del>0.1% w/w</del> | <del>ASTM D4629/IP379</del> |
| Benzene                      | 1.0% v/v            | 1.0% v/v            | EN238                       |
| Sulphur (max)                | <u>50mg/kg</u>      | <u>50mg/kg</u>      | EN ISO 14596/ASTM D2622     |
| Olefins* (max)               | 18% v/v             | 18% v/v             | ASTM D1319                  |
| Aromatics* (max)             | <u>35% v/v</u>      | <u>35% v/v</u>      | ASTM D1319                  |

\*Note: Olefins and Aromatics values are expressed as a percentage of total fuel

### Pump Fuel.

(d) Bio Ethanol – Only permitted to be used with the specific approval of the MSA. Specifications available from the MSA Technical Department

(e) Bio Diesel - Only permitted to be used with the specific approval of the MSA. Specifications available from the MSA Technical Department