

## Common Regulations for Championships

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### General

**1.1.** The MSA defines a Championship as “an event, or series of events, organised for the purpose of establishing the right to an individual or collective title. Such a competition may also be referred to by other titles, e.g. Challenge, Trophy or Series”, within the context of this section referred to as “Championship”. Where reference to “Series” is made, within this section, is defined in Q3.2.

**1.1.1.** Commercial Sponsorship is defined as “the provision of, or assistance in the provision of, awards by an organisation other than a recognised Club towards the result of a Championship. The donation of such awards, whether in cash or in kind, is given in consideration of the title or product name connected with the organisation being associated with the promotion of the Championship”.

**1.1.2.** The MSA may also designate as “Commercial” any Championship which it considers as being publicity oriented.

**1.1.3.** A competitor shall not take time off school to participate in motor sport without the prior written approval of their school.

**1.1.4.** A Championship must be submitted to the MSA by the co-ordinating organisation on the prescribed form and must be issued with a Championship Permit or Registration before entries are accepted.

**1.1.4.1.** A Permit and/or facility fee may be charged for such approval.

**1.1.4.2.** The MSA reserves the right to charge a Promoter’s Permit fee.

**Note:** Throughout these sections an asterisk (\*) indicates a requirement for additional information to be printed in the Supplementary Regulations (SRs).

*Text shown in Italics indicate a Regulation which may be amended in the SRs.*

**1.1.4.3.** The organisation and control of a Championship or Series shall at all times rest with the Championship Permit holder, subject to these Regulations.

**1.1.5.** Exceptionally Championships for Autotests, any form of un-timed Trial, Navigational Rallies, 12 Car Rallies, Scatters and Internal Club Challenges (unspecified events on unspecified dates) which are confined to bona fide members of the organising club are exempt from registering with the MSA.

**1.1.6.** The right to a Championship or Series title resides with the body who originally registered that Championship or Series. However, where a Championship or Series was originally proposed by a commercial body, that body shall have the right to nominate or change the organisers of that Championship or Series, subject to the terms of their contract.

**1.1.6.1.** Championships bearing the title International, European, British, National or other titles which mean to convey the same impression are normally reserved for Championships promoted by, or on behalf of, the MSA. Organisations wishing to make application for such a Championship or to be associated with such a title, should seek separate approval from the MSA prior to application for a Permit.

If at any time the MSA shall refuse or withdraw a Championship Permit, then any prior approval under this regulation to use, for example International, European or any other title as above shall immediately terminate.

**1.1.6.2.** Championships bearing the title British and including one or more qualifying rounds of International status events, where those rounds are also rounds of an FIA Championship, must submit their calendars by 31st May in the preceding calendar year for approval by the Motor Sports Council. Championships bearing the title British and comprising International events not being rounds of an FIA Championship and/or national events must submit their calendars by 31st August in the preceding calendar year for approval by the Motor Sports Council.

**1.1.6.3.** The MSA alone shall be entitled to authorise the broadcasting, transmission, audio/visual recording and moving picture rights of any MSA Championship event. Prior to any such event the organising club will arrange for the consent of the landowner to be given in order that the MSA may authorise such broadcasting, transmission or audio/visual recordings to take place. For all events held on Forestry Commission land special arrangements exist with the MSA. Further details of these arrangements are available from the MSA.

**1.1.6.4.** To accrue points or any other form of recognition towards an award or title any organisation, team, company, sponsor or person must be in possession of a valid Entrant’s Licence.

**1.1.7.** The registration of a Championship or Series for a specific class of vehicle does not give the Organiser the right to prevent other Championships or

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Series for that class of vehicle (subject to the authority of the MSA).

**1.1.7.1.** Championship and Series Organisers may specify in their Regulations procedures for the gathering of on-board data logging information.

**1.1.8.** Where a Championship Permit has been issued, Championship Sporting and Technical Regulations may not be amended after publication unless the MSA and all competitors registered for the Championship agree in writing to the alteration. Such amendments must be circulated to all Registered Competitors, Championship Stewards, Eligibility Scrutineer, Clubs organising Rounds of the Championship and to the MSA.

**1.1.8.1.** Championships exempt from registering with the MSA do not need to comply with 1.1.8. above (1.1.5.).

## Championship Grades

**1.2.** There are four grades of Championship recognised by the MSA. Relevant fees are contained within Part 3, Appendix 1.

- A British Championships approved by MSA
- B Principal Commercial Championships
- C Sponsored (and/or Commercial) Championships
- D Un-sponsored (non-Commercial) Championships.

## Car Racing Championship

**1.3.** All Car Racing Championship Permit or Series Registration applications must be submitted by a recognised lead Club – no related discussion between the MSA and an applicant will be entered into without the express agreement of the lead club. Normally only Clubs which have been recognised by the MSA for more than two years are permitted to apply for a Championship Permit. The deadlines for Car Racing Championship applications are as follows:

### 1st July

**1.3.1.** Date by which a Notice of Intent to run or continue to run a racing Championship in the following year must be registered with the MSA. For existing Championships, a list of the number of starters at each round held in the year previous to the year of application must also be submitted. With the exception of a Winter Championship, run to the same regulations as for a current main Championship, which is required to submit its regulations a minimum of 6 weeks prior to the first round, any Notice of Intent received after 1st July will only be considered by the Motor Racing Championship Control Panel in exceptional circumstances, and will be subject to a late submission fee of 100% of the Championship Permit fee. Any Notice of Intent received on or after 1st January will be refused. Any major changes in a Championship must be notified to the MSA with the Notice of Intent. The Motor Racing Championship Control Panel will discuss and may recommend outline consent for those Championships submitted and may delegate to a Working Group any unresolved queries.

**1.3.1.1.** Any new Championship or any fundamental change to an existing Championship (such as a new class or classes), conflicting with an existing registered Championship will need to demonstrate to the Motor Racing Championship Control Panel that inclusion of the Championship (or any fundamental change to an existing Championship, as the case may be) will not detrimentally affect the safe, fair or orderly conduct of motor sport.

**1.3.1.2.** Any applicant dissatisfied with a decision of the Motor Racing Championship Control Panel shall be entitled to request a review, of the decision to be undertaken by the Chairman of the MSC National Court or, in the event that he is not available, someone nominated by him and his decision shall be final. Such a request must be received, by the MSA, within 14 days of written notification of the Control Panels decision, together with the appropriate fee.

**1.3.1.3.** In respect of all proposed new Grade 'A' and 'B' Race Championship applications a Notice of Intent must be submitted. Any new Championship must have guaranteed support for a minimum of three years.

If the Motor Racing Championship Control Panel agrees, in principle, with the application then the MSA will require a Commitment Deposit to be paid.

**1.3.1.4.** Any Club whose Championship has either ceased to run or has failed to commence will be required to submit a complete new application if approval is sought in any subsequent years.

**1.3.1.5.** To maintain Championship status, the minimum average number of starters during the previous year in a Grade A, B, C or D Championship should be 16. For Truck Racing Championships the average minimum number of starters should be 12.

**1.3.1.5.1.** For a Championship failing to meet the minimum numbers:

- (a) in the previous year will be issued with a warning.
- (b) for a second consecutive year the Championship may lose its status including ability to use the term Championship but may run as a Series.

**1.3.1.6.** Provision has been made for a Venue Specific Championship which does not meet this minimum and this dispensation will be reviewed on an annual basis. It is agreed that a Venue based Championship may visit once during the season an alternate venue, and that the Championship Number be suffixed with a "V" to differentiate these Championships.

**1.3.1.7.** In respect of all proposed new C or D Race Championship applications a Notice of Intent must be submitted. Where the Championship has not previously been run as a series of stand alone races during the previous year, the MSA will require a Commitment Deposit to be paid to demonstrate competitor support and justify Championship Status.

**1.3.1.8.** Any mixed discipline Championship in which more than three events are Car Races will also be required to submit a Car Racing Championship Permit Application.

### 1.3.2. Points Scoring

Unless the particular Championship Regulations specify differently, all Commercial Car Racing Championships must utilise the points system as detailed in paragraph (a) or (b) below. Alternative systems of allocation that are approved must be

clearly indicated in the particular Championship Regulations.

- (a) Championships without Classes: points will be awarded at  
20 – 15 – 12 – 10 – 8 – 6 – 4 – 3 – 2 – 1.

An additional 2 points will be awarded to each competitor achieving or equalling the race fastest lap, where the race is timed.

- (b) Championships with Classes: points will be awarded in each class as follows:

4 or more eligible starters in the class:

1st – 4; 2nd – 3; 3rd – 2; 4th – 1.

3 eligible starters in the class:

1st – 3; 2nd – 2; 3rd – 1.

2 eligible starters in the class:

1st – 2; 2nd – 1.

1 eligible starter in the class: 1st – 1.

One additional point will be awarded to each competitor achieving or equalling the race fastest lap in each class, where the race is timed.

Points should be awarded on the basis of the final results of each event.

### 1.3.3. Maximum Scores

Unless the particular Championship regulations specify differently, a competitor's final total of points that he may count toward his position in the Championship will be calculated as follows:

- Where there are up to 10 rounds organised in the Championship, a competitor shall count his results in the total number of events run less one.
- Where there are between 11 and 15 rounds organised in the Championship, a competitor shall count his results in the total number of events run less two.
- Where there are over 15 rounds organised in the Championship, a competitor shall count his results in the total number of events run less three.
- Points scored by a driver in different classes within a Championship will be totalled separately towards his final placing. However, a change of car within a class will not affect a driver's points total.

### 1.3.4. Resolving Ties

Unless the particular Championship Regulations specify differently, ties will be resolved in the following order:

- By considering in the best scoring events of the competitors concerned, the number of first places or class wins.
- By considering the number of class or outright second places where there are no classes, and so on in the best scoring events.
- By considering the placings in all Championship events.

1.3.5. Competitors may be required to register for a Championship prior to the first event in which they wish to gain points.

1.3.6. Competitors may be required to carry advertising as supplied to publicise the Championship in accordance with H.29.1.2 in order to qualify for points and prize money.

1.3.7. Organisers retain the sole right to select or accept entries for any event and the MSA or Championship organisers cannot therefore be responsible for the refusal of an entry (Subject to H.30.1.3(b)). It is recommended that the following priorities be adopted when making selection from all entries received by the closing date:

First Point scorers in the Championship.

Second Registered competitors who have taken part in previous rounds of the Championship.

Third Registered competitors competing for the first time in the Championship.

## 1st December

1.3.8. Date by which formal application for a racing Championship previously notified should be submitted. The application may be submitted leaving blank those items where insufficient information is available.

## 1st February

1.3.9. Date for final details to be received. A surcharge of 50% will be incurred (minimum of £100, or £50 for Club Championships). No applications will be accepted after this date and outstanding applications will lapse.

## Stage Rally Championships

1.4. Normally only Clubs or Associations which have been recognised by the MSA for more than two years are permitted to apply for Championship registration or a Championship Permit. Once a Club or Association has registered a Championship, or has been issued a Permit, it takes responsibility for controlling all Sporting, Technical, Financial and Calendar matters and must guarantee prize money as published.

1.4.1. Proposals to alter any of the Sporting or Technical Regulations for the Championship after registration or the issue of a Permit must be notified to the MSA for approval before publicity and must comply with D.11.

1.4.2. A copy of the Championship registration or Permit and a copy of the Championship Regulations must be lodged with all Clubs organising a qualifying round. The Stage Rally Championship Control Panel reserves the right to classify any Championship as 'Commercial', when a sliding scale of charges may apply. Failure by any Club or Association to comply with all Championship Regulations may result in the cancellation of the Championship.

The deadlines for Stage Rally Championship applications are as follows:

## 1st September

1.4.3. Date by which International, National and Club Championships must give Notice of Intent to run, or continue to run, a Stage Rally Championship in the following year. Any major changes which may conflict with other Championships must be notified to the MSA with Notice of Intent. For existing Championships, the number of starters at each round held in the current year's Championship prior to application must be submitted with the Notice of Intent.

Any Notice of Intent received after 1st September will only be considered by the Stage Rally Championship

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Control Panel in exceptional circumstances. Their decision will be final. The Stage Rally Championship Control Panel will discuss and may recommend outline consent for those applications submitted.

## 31st December

**1.4.4.** Date by which final details must be submitted. All Association Rally Championship applications must be submitted in detail by 31st December.

## Kart Racing Championships

**1.5.** There will be four types of Short Circuit Non Gearbox Championships:

1. British & National Championships (1.5.6)
2. Regional Championships (1.5.7)
3. Championships held within a standard Club meeting (1.5.8)
4. Closed to Club Championships (1.5.9).

## General

**1.5.1.** All Kart Race Championship applications must be submitted by a recognised lead Club, no related discussion between the MSA and any third party will be entered into without the agreement of the lead club. Only Clubs or Associations which have been recognised by the MSA for more than two years are permitted to apply for a Championship Permit. Once a Club or Association has registered a Championship, or has been granted a Permit, it takes responsibility for controlling all Sporting, Technical, Financial and Calendar matters and must guarantee prize money as published.

**1.5.2.** Proposals to alter any of the Sporting or Technical Regulations for the Championship after registration or the issue of a Permit must be notified to the MSA for approval before publicity and must comply with D.11.

**1.5.3.** A copy of the Championship registration or Permit and a copy of the Championship Regulations must be lodged with all Clubs organising a qualifying round. The Kart Championship Control Panel reserves the right to classify any Championship as 'Commercial', when a sliding scale of charges may apply. Failure by a club or association to comply with all Championship Regulations may result in the cancellation of the Championship.

The deadlines for Kart Racing Championship Applications are as follows:

## 1st September

**1.5.4.** Date by which Notice of Intent to run or continue to run a Kart Championship in the following year should be registered with the MSA.

**1.5.4.1.** Any major changes in a Championship must be notified to the MSA with the Notice of Intent.

**1.5.4.2.** For existing Championships, a list of the number of starters at each round held in the year previous to the year of application must also be submitted.

**1.5.4.3.** The average number of starters during the previous year in a Grade A or B Championship should be at least 15 and for a Grade C or D Championship should be at least 10.

**1.5.4.4.** A Yellow Card will be issued to a Championship, which has been unable to meet the average number of starters, as set out in 1.5.4.3., during the previous year. If in the following year the average number of starters continues not to satisfy 1.5.4.3. then the Championship may be refused.

**1.5.4.5.** Any new manufacturer backed Championship must have guaranteed manufacturer support to the satisfaction of the MSA for a minimum of three years. Any other new Championship will ideally have run as a series of standalone races during the previous year, to demonstrate competitor support and justify Championship Status.

**1.5.4.6.** Any Notice of Intent received after 1st September will only be considered by the Kart Racing Championship Control Panel in exceptional circumstances. Their decision as to whether to consider or not will be final. The Kart Racing Championship Control Panel will discuss and may recommend outline consent for those Championships submitted and may delegate to a Working Group any unresolved queries.

## 28th February or six weeks before the first round whichever is the sooner

**1.5.5.** Date by which formal application for a kart racing Championship previously notified must be submitted.

## British & National Kart Championships

**1.5.6.** To qualify as a British or National Kart Championship the Championship Class must be run in a minimum of three different Regions. Only the designated Core classes, as defined in the MSA Kart Race Yearbook (Appendix 6), will be permitted to be included in a National Championship.

**1.5.6.1.** Only the MSA may designate the British and National Championship promoter(s) as in its sole discretion it considers appropriate.

**1.5.6.2.** British and any National Championships will consist of a maximum of seven meetings.

**1.5.6.3.** The MSA reserves the right to request pre-qualifiers as appropriate.

**1.5.6.4.** The current British or National Championship Class top 5 will automatically qualify but only for that specific class and subject to all other criteria being met.

Unless the MSA has given prior written authorisation the following regulations apply to Regional Kart Championship, Kart Championships held within a standard Club Meeting and Kart Club Championship.

## Regional Kart Championship

**1.5.7.** To qualify as a Regional Kart Championship the Class must be run by a minimum of two Clubs and rounds must be held at a minimum of two and no more than five Clubs/venues within that Region.

**1.5.7.1.** There must be no rounds outside the Region.

**1.5.7.2.** Unless the MSA has given prior written authorisation these championship events may only be held as part of a club meeting.

## Kart Championships held within a standard Club Meeting

**1.5.8.** There are no restrictions to the number of rounds that may be held for these types of championships provided that they are part of a Standard Club Meeting.

**1.5.8.1.** The number of additional classes represented may not exceed 40% of the number of classes present at the Standard Club Meeting.

**1.5.8.2.** The Event organiser may require Championship drivers to fully integrate with the Standard Club Meeting, and they will then compete alongside the club racer. In this circumstance no separate races are to be run for classes already run by the host club.

## Kart Club Championship

**1.5.9.** Unless the MSA has given prior written authorisation rounds of a Kart Club Championship may not be held at more than one venue.

**1.5.9.1.** There are no restrictions on the number of qualifying rounds for a Kart Club Championship.

## Speed Championships

**1.6.** All Speed Championship applications must be submitted by a recognised lead Club. No related discussion between the MSA and any third party will be entered into without the agreement of the lead club. Only Clubs or Associations which have been recognised by the MSA for more than two years are permitted to apply for a Championship Permit. Once a Club or Association has registered a Championship, or has been granted a Permit, it takes responsibility for controlling all Sporting, Technical, Financial and Calendar matters and must guarantee prize money as published.

**1.6.1.** Proposals to alter any of the Sporting or Technical Regulations for the Championship after registration or the issue of a Permit must be notified to the MSA for approval before publicity and must comply with D.11.

**1.6.2.** A copy of the Championship registration or Permit and a copy of the Championship Regulation must be lodged with all Clubs organising a qualifying round. Failure by a club or association to comply with all Championship Regulations may result in the cancellation of the Championship.

**1.6.3.** The deadline for submitting, to the MSA, for Speed Championship Applications is 28th February or 6 weeks before the first round, whichever is earlier.

**1.6.3.1.** A 100% Championship Permit fee surcharge may be imposed against any Club who fails to submit their complete Championship application in accordance with 1.6.3.

**1.6.4.** Any new Championship or any fundamental change to an existing Championship (such as a new class or classes), conflicting with an existing registered Championship will need to demonstrate that inclusion of the Championship (or any fundamental change to an existing Championship, as the case may be) will not detrimentally affect the safe, fair or orderly conduct of motor sport.

**1.6.4.1.** Any applicant dissatisfied with a decision shall be entitled to request a review, of the decision to be undertaken by the Chairman of the MSC National Court or, in the event that he is not available, someone nominated by him and his decision shall be final. Such a request must be received, by the MSA, within 14 days of written notification of the decision, together with the appropriate fee.

## Conditions for the issue of Car or Kart Racing, and Speed Event Championship Permits

**2.1.** Deleted.

**2.1.1.** Written agreement from all Clubs organising a qualifying round, and from the owners of licenced tracks to be used, must be held by the Championship Organisers.

**2.1.2.** The issue of a Championship Permit in addition to an Event Permit requires that the organising Club, sponsors and track owners are covered for Third Party Legal Liability not exceeding £30 million for any one incident. This cover does not include Product Liability Risk.

**2.1.3.** Deleted.

**2.1.4.** Advance publicity may only be issued prior to the granting of a Permit for a New Championship following the granting of outline approval with prior written MSA approval of that publicity. The Championship must be referred to at all times by its correct and approved title and the Permit number must be included in any published Championship Regulations.

**2.1.5.** A copy of the approved Championship Permit and Regulations must be lodged with all Clubs organising qualifying rounds. FIA approval may be required for certain Championship rounds going outside the UK (except for the Republic of Ireland).

**2.1.6.** The MSA reserves the right to impose conditions on the status, dates and promotion of Championships and information must be supplied on the following before a Permit is issued:

- (a) The proposed title
- (b) The value of the awards, including bonuses
- (c) The method of scoring
- (d) The method of resolving ties
- (e) The eligibility of Competitors and vehicles
- (f) The status, dates, promoting Clubs, tracks or courses for the qualifying rounds
- (g) Whether or not the Championship has been run in the past
- (h) The number of Competitors in the past.

**2.1.7.** An Organiser granted a Championship Permit takes responsibility for controlling all sporting, technical, financial and calendar matters and must provide and guarantee all prize money, awards and bonuses as stated on the application. Failure by an Organiser to comply with all Championship regulations could render cancellation of the Championship and could affect future applications.

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**2.1.8.** Championship Points may only be issued by the Championship Permit Holder.

**2.1.9.** The Sporting and Technical Regulations for all Championships must be produced to the standard format approved by the MSA, and must be submitted with the Championship application. Upon issue of a Championship Permit, a set of Championship Regulations as issued to Competitors must be forwarded to the Kart, Race and Speed Executive at the MSA. These Regulations must be signed and dated by the Championship Co-ordinator and bear the wording, in red ink, "PUBLISHED COPY".

**2.1.10.** All applications for one-make Race Championships, other than any Championship for vehicles with Governmental Type Approval, must include full and detailed chassis/bodywork drawings and specifications.

**2.1.11.** All Championships approved by the MSA, must comply with the Permit application requirements as detailed. Competitors should ensure that their cars comply with the MSA Approved Formula Regulations for the class or the specific Championship Technical Regulations.

### Officials

**2.2.** A Championship Co-ordinator, Championship Stewards (minimum three) and an Eligibility Scrutineer must be nominated on the Application Form by the Organisers and there may be no duplication of duties. None may be Competitors in the Championship, prepare entries for the Championship or be sponsors of Competitors in the Championship.

**2.2.1.** The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

**2.2.2.** The Championship Co-ordinator is responsible for liaison with the Championship Stewards and between the Championship Organiser, the Event Organisers and Competitors and the distribution of relevant information. The Co-ordinator should, when present at events, sign on and remain present at the venue until the event has concluded. The Co-ordinator may not impose any

penalties or sanctions on a Competitor, but may request the Stewards to hold a hearing into any alleged breach of Regulations. The Co-ordinator does not have the power to make decisions on Sporting or Technical Regulations applicable to the Championship, nor to issue Bulletins, Newsletters or results without the approval of the Championship Organiser. Other than the Clerk of the Course and the Championship Stewards, no other person has any powers or responsibilities within Approved Championship Regulations.

**2.2.3.** The Eligibility Scrutineer must be MSA-licenced and specifically approved by the MSA and the Technical Commission for this purpose. The Eligibility Scrutineer should, when present at events, sign on and remain at the circuit until the Official results are published. Any eligibility checks on vehicles must be carried out in full co-operation with the Club organising the event. The Clerk of the Course must be informed of the intention to, and results of, any eligibility checks.

**2.2.4.** Where Championships require the appointment of a Technical Commissioner to enforce eligibility standards, written application must be made to the MSA. Justification is required and a charge will be made additional to the Permit fee for this facility. All expenses are the responsibility of the Championship Organiser and must be agreed between the Technical Commissioner and the Championship Organiser.

**2.2.5.** A representative of any sponsor or promoter of an event, Championship, or Series, may not take an active part in the organisation of the competitive or technical side of that event, if any competitor in the event is entered or sponsored by the individual or firm concerned.

**2.2.6.** To be eligible to be named a permanent Clerk of the Course for a Race Championship, registered with the MSA, the Clerk must be the holder of a current Clerk of the Course National 'A' licence, as a minimum.

### Conditions for the issue of all other Championships

**3.** The conditions for the issue of all championships other than Race, Kart and Speed (2) are detailed in the Sections B, C, D, G and I – 1-2. Additionally for Stage Rally Championships at 1.4.