

# National Sporting Code

At first sight the array of regulations governing motor sport can seem daunting. To help readers better understand the framework in which they operate, the following describes the basic administrative background against which the regulations are applied.

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## Definitions and Abbreviations

### **FIA (Fédération Internationale de L'Automobile):**

The International Federation of Recognised Automobile Clubs.

### **The Code (Code Sportif International):**

International Sporting Code of the FIA.

### **CIK-FIA (Commission Internationale de Karting):**

The FIA Commission responsible for Karting.

**ASN:** A National Automobile Club or other national body recognised by the FIA or the CIK-FIA as sole holder of sporting power in a country.

### **MSA (The Royal Automobile Club Motor Sports Association Ltd):**

The sole body (ASN) to which the FIA and the CIK-FIA has delegated the control of motor sport in the British Isles (excluding The Republic of Ireland).

### **MSC (The Motor Sports Council):**

The Sporting Commission of the MSA.

**Club:** Any body recognised by the MSA as a Club.

**National Court:** The Motor Sports Council National Court.

## International Control of Motor Sport

### **1.1. International Control of Automobile Competitions.**

The FIA is the sole International authority entitled to make and enforce rules and regulations for the encouragement and control of automobile competitions.

**1.1.1. International Sporting Code.** So that the above powers may be exercised in a fair and equitable

manner the FIA has drawn up the present 'International Sporting Code'.

**1.1.2.** Each National Club or Federation belonging to the FIA, shall be presumed to acquiesce in and be bound by this Code (including records).

## National Control of Motor Sport

**2.1.** Subject to such acquiescence and restraint, one single Club or one single Federation per country, called the ASN, shall be recognised by the FIA as sole International Sporting Power for the enforcement of the present Code and control of motor sport in its own country. The ASN for this country is the MSA.

Each ASN may draw up its own National Competition Rules which are submitted annually to the FIA.

**2.1.1.** The MSA being recognised by the FIA as the ASN of the British Isles (excluding The Republic of Ireland) and having acquiesced in and declared itself to be bound by the Statutes of the FIA and the Code, now therefore declares its sole right to control vehicle competitions in accordance with the Code in such territory being hereafter collectively referred to as the 'territory of the MSA'.

**2.1.2.** The MSC, as defined in its Constitution and Terms of Reference, shall form the Sporting Commission of the MSA.

**2.1.3.** The MSC has the judicial powers and regulatory functions conferred on the MSA by the Code and exercisable under these Regulations subject to such reservation as the Rules and Constitution of the MSA may require.

**2.1.4.** The logo of the MSA shall not be used by any person or body for any purpose whatsoever without the written consent of the MSA.

## The General Regulations

**2.2.** That the above powers may be exercised in a fair and equitable manner, the MSC has drawn up these Rules, to be known as 'the General Regulations' and hereinafter referred to as 'these Regulations', which are in conformity with the Code.

## Application of these Regulations

**2.2.1.** These Regulations shall govern all events (as hereinafter defined) in which a vehicle (as hereinafter defined) having more than three wheels (and by agreement with the Auto-Cycle Union, pre-1941 three wheel cars in all events and such vehicles of any age in Touring Assemblies) may take part, organised in the territory of the MSA.

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## Interpretation of these Regulations (H.1.8)

**2.2.2.** The MSC shall be empowered to decide any question raised within its territory concerning the interpretation of the Code or of these Regulations. In interpreting any regulation the word 'his' is deemed to include 'her' and persons referred to in the singular includes where the context so admits, the plural.

**2.2.3.** The MSC shall be empowered to decide and adjudicate on any question relating to Motor Sport raised within its territory, which is not covered by the Code or these Regulations.

**2.2.4.** Insofar as they do not conflict with these Regulations, any Supplementary Regulations or Official Instructions applicable to a competition shall be deemed to form part of these Regulations.

## International Events (D.4.3.1(e))

**2.3.** Events run under an International Permit issued by the MSA must comply with the International Sporting Code and will only refer to these Regulations in respect of any matter not covered by the Code.

## Other Events (D.4.3.1(a) to (d))

**2.3.1.** At all events other than those for which the MSA has issued an International Permit, the Judicial Procedures and Penalties detailed in Section C of these regulations will apply.

## Exemption from Regulations

**2.4.** The MSA has the right to grant an Exemption from these Regulations to suit special conditions or to enable unusual features to be included in the competition.

**2.4.1.** An Exemption from these Regulations may also be granted to events as detailed in D5.

## Alteration of Regulations

**2.5.** The MSC reserves to itself the right at any time to alter these Regulations and to alter or add to any Appendices thereto from time to time. Notice of such amendments or additions will be published in the MSA Magazine or other official announcement.

**2.5.1.** Such announcement will only be valid for the current year (H.1.8).

## Stability of Regulations

**2.5.2.** All Specialist Committees must note that any new Sporting rule should normally be approved by the M.S.C. at least 6 months before it comes into force and any new Technical rule at least 12 months before it comes into force. New or amended regulations can only come into force on the 1st January in any year. The only exception is in respect of urgent safety, correction of error, or as exceptionally agreed by the M.S.C. Even in safety matters a practical period of delay is desirable.

With regard to matters concerning eligibility (of, for example, tyres and kart engines) applying from the 1st January in any year, the period of notice may be varied with the agreement of the Motor Sports Council.

## Compliance with Regulations

**2.6.** At all times the organisers of an event shall ensure compliance with these Regulations and any other MSA requirements. It is a condition of approval that all laws of the land shall be complied with and breach of this

condition may invalidate any approval which may have already been given.

**2.6.1.** Every person, body, group of persons, etc., organising a competition or taking part therein shall by so doing or by and upon applying for an organising permit, or by and upon applying for a licence from the MSA, or by and upon entering for a competition, be deemed to have and recognised that they have:

**2.6.2.** Made themselves acquainted with these Regulations and agree to pay the charges and fees pursuant to the Regulations (and the Appendices thereto), and

**2.6.3.** Submitted themselves without reserve to the consequences resulting from these Regulations and any subsequent alteration thereof and agreed to pay as liquidated damages any fines imposed upon them within the maximum set out in Part 3 Appendix 1, and

**2.6.4.** Agreed not to pursue any right of action which they may have before any court or tribunal without having first exhausted any other remedies provided for in these Regulations.

## Approval to Organise an Event

**2.7.** MSA approval for the organisation of an event (except authorised Speed Records or as specified in D.5) is reserved for those motor clubs recognised by the MSA as 'Registered to organise Competitions' (Recognised Clubs), which have complied with the requirements regarding Status and Fixture List and must be in membership of an MSA recognised Regional Association.

## The National Court

**3.0.** The National Court, appointed by the MSC, constitutes for holders of MSA Licences the final Court of Judgment empowered to settle any dispute which may have arisen between its own Licence holders on its territory in connection with National Motor Sport. The exercise of these judicial powers and functions shall be final and not subject to review.

**3.1.** The National Court shall exercise the following functions.

- (i) Disciplinary – Matters referred to it by the MSA.
- (ii) Investigator – In accordance with regulation (C.9.0)
- (iii) Appellate –
  - (a) Appeals pertaining to eligibility will be dealt with by written submission.
  - (b) All other Appeals. The Court is the designated National Court of Appeal for the purposes of the FIA International Sporting Code
- (iv) Arbitration – see C.10
- (v) Deleted
- (vi) Club Recognition

**3.1.1.** The National Court, when convened, shall consist

**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.*

of not more than five and not less than three persons who shall be:

- (a) Stewards of the Royal Automobile Club
- (b) Serving or past members of the Motor Sports Council
- (c) Serving or past members of any of the Committees or Advisory Panels of the MSC
- (d) Other suitably qualified persons.

In exceptional circumstances, and with the agreement of all parties, the National Court may consist of two persons.

**3.1.2.** No person shall be a member of the National Court if he has taken part as a competitor, driver or official in the competition concerning which a decision is to be given or if he has already participated in a decision on the matter in question, or if he is directly or indirectly concerned in such matter.

**3.1.3.** The Chairman of the Court shall normally be legally Qualified

## Club Recognition

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

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

**4.1.1.** Recognition will only be granted to those clubs where all the members are individuals. Groups, or Associations of Clubs [Recognised Groups] may be recognised in a separate category entitled to accept invitations to National B status events and to organise their own Championships. They are not permitted to accept invitations to Clubmans status events, or to organise their own events.

**4.2.** Regional Centres of Motor clubs which organise events are required to be recognised separately.

**4.2.1.** Each Centre shall pay a full registration fee and all other charges and fees due under the Regulations (and the Appendices thereto) for the same facilities as a separate club.

**4.3.** Recognised Regional Associations of Clubs are entitled to accept invitations to National B status events and to organise their own Regional Championships. They are not permitted to accept invitations to Clubmans status events, except as provided for in D4.5.4, or to organise their own events.

**4.4.** The continued recognition of any Recognised Club or Regional Centre of Motor club or any other bodies recognised under 4.5 shall be subject to the continuing approval of the MSA and also compliance with these Regulations and payment of the Insurance Premiums due under Part 3 Appendix 1 and any other fees and charges due under the Regulations (or the Appendices thereto).

## Other Bodies

**4.5.** In addition to these Recognised Clubs, the MSA registers certain other clubs and associations of clubs or bodies as responsible organisations in the sphere of motor sport.

## Right of Appeal

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

## Notices

**5.0.** Any communications required under these Regulations to be made to the MSA or to the MSC shall be addressed to The Motor Sports Association, Motor Sports House, Riverside Park, Colnbrook, SL3 0HG, or to such other address as may be duly notified from time to time.

**5.1.** Any communications required under these Regulations to be sent to a competitor shall be sent to the address on his entry form or, if he is the holder of a licence from the MSA or other ASN, to the address on the licence.

**5.1.1.** Any communications to be sent to an Organiser or Organising Committee shall be sent to the address on the relevant application for an Organising Permit, or, in the case of an event not organised under permit, to the Secretary of the Organising Club at the address given in the notification of the event to the MSA or his last known address.

**5.1.2.** Deleted.

**5.2.** Any communications so sent by post shall be deemed to have reached the addressee by normal delivery of post.

## Date of Operation

**6.0.** These Regulations shall come into force and be operative from the first day of January of the current year and thereby supersede all previous editions of these Regulations.

## Safeguarding Policy

**7. Everyone who takes part in motor sport is entitled to do so in a safe and enjoyable environment. All Persons whose activities are within the scope of these Regulations in any regard must follow the MSA Safeguarding Policy (as amended from time to time) and the provisions of this Regulation.**

**7.1. The MSA is committed to helping everyone in motor sport accept their responsibility to safeguard Children and Vulnerable People from harm and abuse and support them to do so. This Regulation and the MSA Safeguarding Policy applies to Persons involved in motor sport. All Persons participating in motor sport have a duty of care to safeguard the welfare of Children and Vulnerable People and prevent their abuse.**

**7.2. The MSA shall have jurisdiction to deal with any allegation of abuse of a Child or Vulnerable People, any breaches of the MSA Safeguarding Policy and / or any breach of this Regulation A7.**

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**7.3.** Any allegations of abuse in relation to any Child or Vulnerable People shall be dealt with in accordance with these Regulations and the MSA Safeguarding Policy.

**7.4.** All those Persons whose activities are covered by these Regulations must, within 7 days of becoming aware, report all safeguarding concerns or issues to the MSA Safeguarding Officer.

**7.5.** Every member club, Organising Club, groups or associations whose activities are covered by these Regulations and / or the MSA Safeguarding Policy must have a Club Safeguarding Officer and their appointment or any change in appointment must be notified to the MSA Safeguarding Officer within 1 month of their appointment. Every Club Safeguarding Officer must attend appropriate courses as notified by the MSA.

**7.6.** Any adult who works in a Regulated Activity with Children or Vulnerable People and whose activities are covered by these Regulations and / or the MSA Safeguarding Policy together with any individual applying to be a Club Safeguarding Officer must comply with the requirements of the MSA's DBS (or PVG) process as notified and amended by the MSA from time to time. The requirements are:

**7.6.1.** Within 4 weeks of their appointment as a Club Safeguarding Officer, to apply to the MSA Safeguarding Officer for the appropriate licence and apply for a DBS Disclosure or equivalent (PVG) in Scotland;

**7.6.2.** Following application of their DBS or PVG disclosure, to notify the MSA Safeguarding Officer and their Organising Club of the date of their application together with any reference numbers provided;

**7.6.3.** To provide to the MSA Safeguarding Officer all and any such further information and detail as the MSA Safeguarding Officer in their absolute discretion may require; and

**7.6.4.** Upon request, to provide all and any appropriate references as the MSA Safeguarding Officer may require in relation to their application.

**7.7.** Following a successful application the MSA shall, in its absolute discretion, issue a Club Safeguarding Officer Licence authorising such individual to be a Club Safeguarding Officer or work in a Regulated Activity within motor sport.

**7.8.** Whilst awaiting the results of their DBS or PVG disclosure any person so appointed or to whom these provisions apply may temporarily work with Children and / or Vulnerable People provided that they are at all times supervised by another adult.

**7.9.** Any Club Safeguarding Officer Licences issued are valid for 12 months from the date they are issued. All adults who have a safeguarding licence and wish to continue to be a Club Safeguarding Officer must apply to the MSA to renew their Safeguarding Licence with the MSA and before the expiry their Safeguarding Officer Licence accordance with these Regulations and in particular G17.

**7.10.** Any person found by the MSA to be acting in contravention of this Regulation and / or the MSA Safeguarding Policy shall be Banned from attending, participating in or being associated with any club, Event, association or Organising Club and any Licence they hold shall be revoked.

**7.11.** All Persons shall ensure that any individual that is Banned shall be prevented from being at an Event or club where Children and / or Vulnerable People are or are likely to be present and unsupervised for a period of time.

### Health and Safety Policy

**8.1.** The MSA is fully committed to a high standard of health and safety management within the organisation and across motor sport in the United Kingdom. The MSA identifies that a comprehensive Health and Safety Management System and Strategy will help identify and minimise potential risks for employees, volunteer officials, competitors and members of the public involved in motor sport in the United Kingdom. In pursuance of achieving and maintaining such high standards in health and safety:

**8.1.1.** The offices and activities of the MSA will be managed in accordance with relevant legislation as applied in the United Kingdom.

**8.1.2.** All events must be organised by MSA Recognised clubs and organisations in accordance with the regulations and requirements of the MSA, taking guidance as appropriate from the FIA and so as to respect appropriate statutes and legislation as is applicable within the United Kingdom. Identifying clearly defined roles and responsibilities for health and safety within the MSA, for its Recognised clubs and organisations and generally within motor sport in the United Kingdom enables all parties to meet such responsibilities.

A good health and safety management system and strategy is an asset to all parties involved in motor sport in the United Kingdom.

### Environmental Policy Statement

**9.1.** The MSA recognises that for motor sport activities to be sustainable they must be managed such as to minimise the depletion of natural resources and pollution of the environment.

**9.1.1.** Regulatory requirements are and will continue to be imposed such as to manage:

- a) Noise levels generated by motor sport events
- b) Air pollution generated by motor sport events.

Regulations are and will continue to allow for the use of such fuels and energy sources as they become available.

**9.1.2.** Training and guidance is and will continue to be given in respect of managing the disposal of potentially environmental damaging materials such as tyres, oils, fuels, and cleaning agents etc. and to effectively manage spillage of polluting fluids.

**9.1.3.** Training and guidance will be given in respect of land management not only in respect of dealing with polluting substances but also to minimise the possibility of venues being damaged by destruction of soil strata.

### Code of Conduct

**10.1.** The Motor Sports Association expects Competitors, and their associates, at all times to:

- 10.1.1.** Abide by the MSA regulations.
- 10.1.2.** Respect the decisions of event officials.

**10.1.3.** Treat all competitors, marshals and officials equally with respect.

**10.1.4.** Maintain the highest standards of driving behaviour.

**10.1.5.** Conduct themselves in a proper manner at all times and always behave in the best interests of UK motor sport.

**10.1.6.** Make every effort to minimise the impact of their activities on the environment around them.

## Abuse

**10.2.** The Motor Sports Association will not tolerate any form of abuse or aggression towards officials, marshals, spectators and competitors.

**10.2.1. The Motor Sports Association and the National Court will impose the most stringent sanction against any transgression.**

## Concussion Policy

**11.** Concussive injury can be serious, especially if repeated within a short period or in the younger age group. For this reason the MSA has introduced this policy restricting activity following this type of injury.

Concussion is diagnosed following an accident including the following symptoms:

- Transient unconsciousness (not always present)
- Confusion / disorientation
- Amnesia
- Headache
- Dizziness / nausea

Following diagnosis of one or more of these symptoms this policy must be instituted by the meeting/event Chief Medical Officer, or equivalent.

**11.1.** The competitor must not compete further in the meeting/event (including subsequent days).

**11.2.** The competitor's licence should be suspended and retained by the Clerk of the Course, then forwarded to the Medical Department of the MSA, together with a note explaining the reason for return.

**11.3.** Upon receiving the licence the MSA will send the licence holder an explanatory letter with a pro forma for them to take to their GP, or licence medical issuing doctor. This will ask the doctor to confirm absence of symptoms.

**11.4.** Upon receipt of the pro forma certifying absence of symptoms the licence will be returned. Any concerns should be notified to the Chairman of the Medical Advisory Panel.

**11.5.** It is important that the competitor is advised not to drive any vehicle until symptoms have resolved. They should also be advised to consider discussing their employment role with either their Occupational Health Department or General Practitioner.

**11.6.** Professional racing series, where regular medical personnel attend, may institute their own policy, provided this policy is followed as a minimum.

**11.7.** The duration of symptoms is variable, with most cases recovering within a period of 2 to 3 weeks. This policy should generally cover that period. Some cases have persistent symptoms, in these cases expert opinion should be obtained.

**11.8.** A second episode of concussion, occurring within a period of three months will require specialist referral prior to the return of the licence.

## Drones Policy

**12.** The MSA's Drones Policy, applicable to all events, is published on the MSA's website.