

RULE CHANGES

Decisions taken at the Motor Sports Council
that affect regulations in the *MSA Yearbook*

Consultation and ratification

The Motor Sports Council must consider all new regulations proposed by the Specialist Committees. The regulations are first published on the MSA website so that comments may be received before they are presented to the Motor Sports Council for approval, incorporating any modifications that result from the consultation process (which may have included review by another Specialist Committee or Advisory Panel). Approved rule changes will be published here and will be incorporated into the next edition of the relevant MSA Yearbook(s).

Explanation of format

Regulation changes are shown as **red** additions or ~~struck through~~ deletions. Underlined red text shows revisions to previously published regulation changes. A dotted line (...) indicates that the regulation contains further wording that is unchanged and has been omitted here for space reasons. The dates of implementation are stated immediately **above** the Regulations, while reasons for the changes are given **below**.

(B) Nomenclature and Definitions

Date of implementation:
1 January 2018

48.10.1. Have, as a minimum, safety roll-over bars complying with K.1, Section K Appendix 2 Drawing

Period Defined Vehicles (Non-Rally)

Historic Vehicles

Cars which are either original competition cars or cars built to exactly the same specification as models with national or international competition history complying with the rules of the period.

A1 – (Veteran) Cars ~~built~~ of a **specification valid** before 1 Jan 1905.

B1 – (Edwardian) Cars ~~built~~ of a **specification valid** between 1 Jan 1905 and 31 Dec 1918.

C1 – (Vintage) Cars ~~built~~ of a **specification valid** between 1 Jan 1919 and 31 Dec 1930.

D1 – (Post Vintage Thoroughbred) Cars ~~built~~ of a **specification valid** between 1 Jan 1931 and 31 Dec 1946.

E1 – Cars ~~built~~ of a **specification valid** between 1 Jan 1947 and 31

Dec 1961 (up to 31 Dec 1960 for single seater and two seater racing cars).

F1 – Cars ~~built~~ **built of a specification valid** between 1 Jan 1962 and 31 Dec 1965 (from 1 Jan 1961 for single seater and two seater racing cars and up to 31 Dec 1966 for Formula 2).

G1 – Cars ~~built~~ **built of a specification valid** between 1 Jan 1966 (1 Jan 1964 for Formula 3) and 31 Dec 1971 ~~that are no longer eligible for current Competition.~~

H1 – Cars ~~built~~ **built of a specification valid** between 1 Jan 1972 and 31 Dec 1976 ~~that are no longer eligible for current Competition.~~

Non-Historic Vehicles

Non-Historic vehicles built using period specification parts. The period will be defined by the specification date of the latest major component of the vehicle. The major components being; the Chassis, Bodywork/Bodyshell, engine, transmission, brakes, Suspension and Wheels.

A2 – Cars of which the latest major component is of a specification valid before 1 Jan 1905.

B2 – Cars of which the latest major component is of a specification valid between 1 Jan 1905 and 31 Dec 1918.

C2 – Cars of which the latest major component is of a specification valid between 1 Jan 1919 and 31 Dec 1930.

D2 – Cars of which the latest major component is of a specification valid

between 1 Jan 1931 and 31 Dec 1946.

E2 – Cars of which the latest major component is of a specification valid between 1 Jan 1947 and 31 Dec 1961 (up to 31 Dec 1960 for single seater and two seater racing cars).

F2 – Cars of which the latest major component is of a specification valid between 1 Jan 1962 and 31 Dec 1965 (from 1 Jan 1961 for single seater and two seater racing cars and up to 31 Dec 1966 for Formula 2).

G2 – Cars of which the latest major component is of a specification valid between 1 Jan 1966 (1 Jan 1964 for Formula 3) and 31 Dec 1971.

H2 – Cars of which the latest major component is of a specification valid between 1 Jan 1972 and 31 Dec 1976.

Reason: *To remove the situation whereby a newly manufactured car to historic specification (a continuation or replica car) is not able to take advantage of the same period exemptions from safety equipment as the original genuine car.*

It also removes the situation whereby a car originally built in a defined period but now modified with modern major components can be exempt from safety equipment purely by virtue of its original build date. Despite the modern modifications allowing far greater performance than that car would have had in period.

The cross-references to these period definitions have been reviewed within the relevant disciplines to make sure they remain correct.

Pump Fuel

(a) Petrol: Motor Gasoline of the type on sale to the general public from UK roadside filling stations (see Appendix 1):

~~LRG (unleaded)~~, BS EN 228 (unleaded and super-unleaded).

Petrol is a product refined from crude oil that contains a large number of identifiable compounds that can typically be 250 in number. These compounds can be identified and compared to the available petrol from major oil companies and suppliers.

Unless otherwise stated or the distinction is made between leaded and unleaded petrol, the motor gasoline fuel shall meet the following: Acceptance levels for Octane Numbers will be accepted or rejected according to the Standard ASTM D.3244.

Only additives to this Motor Gasoline Fuel solely for the purpose of lead replacement are allowed.

LRG (unleaded), Lead replacement gasoline (LRG also known as LRP): Only additives to unleaded motor gasoline, solely for the purpose of lead replacement, from Sodium, Phosphorous or Manganese are allowed, subject to application according to manufacturer's instructions and to the treated fuel complying with ~~(B)~~ Appendix 1. Lead in excess of EU Directive 98/70 EC requirements is illegal. This also applies to 'Free Fuel'.

(b) Petrol or Diesel in compliance with FIA Appendix J Art 252, Article 9. Or, for Karting, Petrol in accordance with CIK Technical Regulations Article 2.21.

~~(b)~~ **(c) LPG (Liquefied Petroleum Gas) which is of 99% wt. min. hydrocarbon composition and that is entirely gaseous at atmospheric temperature and pressure. Complying with BS EN589.**

~~(c)~~ **(d) Diesel Automotive Gas Oil (DERV) on general sale to the public at roadside filling stations in the UK, complying with BS EN 590 and EU Directive 98/70 EC (see Appendix 1).**

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

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

(C) Judicial

**Date of implementation:
1 January 2018**

9.1.2. The MSA may also refer an issue to the National Court notwithstanding the 60 days time limit provided by 9.1 and/or 9.1.1 having expired provided that all parties concerned are agreed that an Investigatory Hearing is appropriate.

9.1.3. Exceptionally the National Court may consider an application by a party other than the MSA for the National Court to hold an Investigatory Hearing into an issue which the MSA has not itself referred to the National Court. If the National Court is fully satisfied that it would have been reasonable for such a referral to have been made then the National Court may, of its own volition, instigate an Investigatory Hearing.

Any such application may only be submitted by one or more of the parties directly involved in the issue and must be made promptly and in any event within three months from the date when the issue was first brought to the attention of the MSA or if later within 14 days of written notification to the parties that the issue would not be referred by the MSA to the National Court.

Applications must be submitted in writing to the Clerk to the National Court and be accompanied by the appropriate fee. In applications considered to be of sufficient urgency the National Court is entitled to proceed against an undertaking to lodge the fee.

The application must set out in full the grounds for requesting the National Court itself to instigate an Investigatory Hearing and should be supported by any relevant documentary or other evidence. If so directed by the National Court the parties to the Application shall

furnish to the National Court for transmission to the other parties all documentation then and at any time in the possession of the parties relating to the specific event out of which the issue is stated to have arisen and if necessary the National Court may amend any relevant time-limit or timetable until this requirement has been complied with.

Correctly lodged applications will be considered by the National Court acting by a panel of three of the nominated Chairmen of the National Court. Any application considered by the National Court shall be deemed correctly lodged.

The MSA will be asked by the National Court to set out the process that has been followed in dealing with the issue in question and the reasons for the non-referral to the National Court by the MSA. This will be disclosed to the Applicant except in exceptional circumstances as determined exclusively by the National Court.

The National Court will consider the application by way of written submissions but the National Court has the authority to call an oral hearing should it consider it appropriate to do so and the parties (including the MSA) may be represented at such a hearing. Written submissions shall be exchanged and disclosed. The

National Court may facilitate additional submissions as it sees fit.

Applications will only proceed to an Investigatory Hearing of the National Court (and the Application Fee returned) where the National Court is fully satisfied that any reasonable tribunal properly advised would have considered it appropriate to refer the issue to the National Court and that the holding of an investigatory hearing would clearly be in the best interests of the sport.

If an application is considered by the National Court to satisfy the above criteria then an investigatory hearing into the issue will be arranged under the chairmanship of a National Court Chairman who shall be legally qualified. For the avoidance of doubt it should be noted that an application under this Regulation 9.1.3 shall not in any way determine the substance of the issue itself which shall be reserved to any investigatory hearing.

Any decision to hold an investigatory hearing under this Regulation should not be taken by any party as any indication as to the possible findings and outcome of that hearing.

If an application is considered by the National Court to be frivolous or vexatious, the National Court may make an order for costs in favour of the MSA on an indemnity basis.

9.1.4. The National Court has discretion as to the procedure it adopts for the purposes of any investigatory hearing under this Regulation 9.

Appendix 1 – Competition Fees

13 Judicial

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

xii) Each party to an Application for an Investigatory Hearing by the National Court (C9.1.3) £2,500.00

Reason: *To provide a review mechanism for non-referral of an issue to the National Court.*

(D) Organisers

**Date of implementation:
1 January 2018**

20.1.1. Exceptionally, for Clubmans events specified in 4.5, Clubman Rallies, Trials, Autotests, **Kart** or Cross Country Events, the SRs may permit entries to be accepted up to one hour before the competition starts.

Reason: *It is common practice in Karting for entries to be accepted late. Incorporation of Kart within D20.1. regulates for common practice whilst retaining the ability for any organising club to not allow for such late entry.*

(H) Competitors: Licences

Date of implementation:
1 January 2018

10.1.10. The following eyesight standards are required to be met by applicants for a national licence.

Applicants for International Licences please refer to FIA Standards, www.fia.com (Appendix L).

(f) ~~Drivers must have normal colour vision in that they can distinguish the primary colours of red and green.~~ **Normal colour vision; method of analysis used should be a pass of the Ishihara test (24 plate version) with the first 15 plates, presented in random order, being identified without error. In the case of any anomaly, recourse is to the Farnsworth test "Panel D15" or to an analogous system as approved by the MSA. In any event, as well as passing such tests as referred to above, there must be no risk of any errors in the perception of the colours of flags or any light boxes (LED or otherwise) used in competitions.**

Reason: *To define colour vision requirements to accommodate use of light boxes in addition to flags. Now consistent with FIA ISC.*

(J) Competitors: Vehicles

Date of implementation:
1 January 2018

**Competition Car Log Books (CCLB)/
Vehicle Passports (VP)**

2.1. Competition Car Log Books/Vehicle Passports are required for certain sporting disciplines, as detailed in the Specific Regulations. ~~CCLBs/Vehicle Passports~~ are available from International, and National Scrutineers. Vehicle inspections can be arranged by appointment with an appropriate local scrutineer.

2.1.2. To obtain a ~~Log Book/Vehicle Passport~~, a registration document (where appropriate) of ~~or~~ the vehicle, or vehicle identity number is required. ~~A recent good quality colour print photograph (not Polaroid) showing the car static, unoccupied and in tyre contact with the ground must be affixed to the CCLB/VP. Single seat racing cars must be shown side elevation, whilst other categories must show a side front three quarter view to show the side profile and front of the vehicle with the number plate legible.~~

~~CCLB/VP continuation sheets may be obtained from the MSA.~~

2.1.5. CCLBs/VPs must be sent to the MSA Technical Dept for any of the following reasons:

- Issue of new ~~CCLB/VP~~.
- Change of engine type or capacity.
- Change of ownership. Change of bodyshell.
- Change of address.
- Vehicle disposal or dismantling.
- Change of vehicle colour (with new photos).

CCLB continuation sheets may be obtained from the MSA.

J2.1.6. Competition Car Log Books first issued prior to 1st January 2000 will expire on 31st December 2020.

CCLBs first issued between 1st January 2000 and 31st December 2004 inclusive will expire on 31st December 2022.

CCLBs first issued between 1st January 2005 and 31st December 2009 inclusive will expire on 31st December 2023.

All other CCLBs will expire on 31st December 2025.

Once a CCLB has expired a new Vehicle Passport will need to be applied for. Until the date of expiry a CCLB may continue to be returned to the MSA for amendment per 2.1.5.

Reason: The MSA are no longer issuing new Competition Car Log Books as they have been replaced by the Vehicle Passport.

The proposal also introduces the phased programme of withdrawal of the old CCLBs so that by 2026 all competing vehicles will have a Vehicle Passport.

This date coincides with the first Vehicle Passports, which are lifed to 10 years, expiring in 2026.

5.13.4. Use Pump Fuel (see definition Nomenclature and Definitions) except, subject to prior written authority having been given by the MSA, where permitted otherwise under event SRs, and Championship Regulations. Where

~~Authority for FIA specification fuel is given by the MSA the fuel must be in compliance with FIA Appendix J Article 252, Article 9.~~


Reason: Championships and events can currently apply for authorisation to use FIA specification fuel which is granted without a qualifying criteria. Including reference to FIA Appendix J Art 252 fuel specification in (B) Pump Fuel allows events & Championships to use FIA specification fuel without specific approval. A revised FIA fuel specification is to be applied from 1st January 2018 so this proposal is timed to coincide with this new specification.

The retention of the MSA Specification in (B) Pump Fuel retains the ability for events/championships to specify the current 100-RON limit if they wish as the regulatory principle that restrictions can be tightened but not opened applies.

Provision has also been made for Karting to use CIK specification fuel without the need for individual approval.

We have also taken this opportunity to tidy up the reference to LRG which was unclear in the existing regulation.

Date of implementation:
1 January 2019

5.14.9. If non lead acid batteries are used **as the main vehicle battery**, they **battery pack(s)** must carry the appropriate “EC” and  markings- **and be either a Standard Part or manufactured by an MSA registered manufacturer.**

Reason: *There is concern over the safety of Lithium Ion Batteries. Without the correct battery management systems there could be a fire hazard. By ensuring the batteries are commercially available parts that the manufacturer recommends for motor sport use it ensures the batteries used are to the correct safety standards.*

Date of implementation: 1 January 2018

Appendix 1: Tables

PUMP FUEL – MOTOR GASOLINE

	BS EN 228 (Unleaded)	Test
MON (max)	89.0	EN ISO 5163
RON (max)	100.0	EN ISO 5164
Oxygen % (max)	3.7% w/w	Elemental
	LRG (Unleaded)	Test
MON (max)	89.0	EN ISO 5163
RON (max)	100.0	EN ISO 5164
Lead (max) g/l	0.005	ASTM D3341/IP362/EN 237
Oxygen % (max)	2.7% w/w	Elemental

Certain of the above values are additional to those specified in the standards referred to.

PUMP FUEL – DIESEL

	BS EN 590	TEST
Density 15° kg/m ³ (max)	845	EN ISO 3675/EN ISO 12185
Cetane Number (max)	58	EN ISO 5165/EN 15195
Calculated Cetane Index (max)	58	EN ISO 4264
Sulphur Content mg/kg (max)	10	EN ISO 20846/EN ISO 20884

Reason:

Championships and events can currently apply for authorisation to use FIA specification fuel which is granted without a qualifying criteria. Including reference to FIA Appendix J Art 252 fuel specification in (B) Pump Fuel allows events & Championships to use FIA specification fuel without specific approval. A revised FIA fuel specification is to be applied from 1st January 2018 so this proposal is timed to coincide with this new specification.

The retention of the MSA Specification in (B) Pump Fuel retains the ability for events/championships to specify the current 100-RON limit if they wish as the regulatory principle that restrictions can be tightened but not opened applies.

Provision has also been made for Karting to use CIK specification fuel without the need for individual approval.

We have also taken this opportunity to tidy up the reference to LRG which was unclear in the existing regulation.

(K) Competitors: Safety**Date of implementation:
1 January 2019**

1.2.2. The ROPS must not unduly impede Driver and Co-Driver access to the vehicle. Members may intrude into the interior space by passing through the dashboard, front side trim, rear side trim, and rear seats which may be folded down. ROPS must not extend beyond the front upper or rear suspension mounting points of the vehicle, with the exception of backstays which may extend beyond the rear suspension mounting points if necessary to achieve the required 30° angle. Any modification to a homologated ROPS (other than fitment of **Roof Reinforcement, Windscreen Pillar Reinforcement, Doorbars** and **Harness Bars**) is prohibited. Tubes must not carry any fluids.

Reason: To mandate the use of roof reinforcement bars within Stage Rally vehicles, which help prevent intrusion from the roof panel. Additionally, due to the shallow angle of modern car windscreens becoming a vulnerable area, further reinforcement should be mandated to the windscreen pillars.

Existing vehicles competing prior to 1st January 2019 may comply with the following until 1st January 2022. New build vehicles from 1st January 2019 must comply with Appendix 3.

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

~~It is recommended that a~~ All extinguishers are **must be** serviced in accordance with the manufacturers guidelines, or every 24 months, whichever is sooner.

Reason: Regulation K3 As an interim measure before the proposed requirement for FIA homologated extinguishers in in place (FIA homologation mandates a service requirement). This proposal will ensure that the non-homologated systems are serviced at least every 2 years which is advised the manufacturers.

10.4. FHR Device

It is permitted to incorporate the use of an FIA approved FHR Device fitted in accordance with FIA regulations and the below.

For MSA National Events in addition to helmets listed by the FIA as recognised for use with FHR, helmets to Snell SA2015 and Snell SAH2010 are accepted subject to the anchorage points being marked as homologated to FIA 8858-2010.

10.4.1. Part of the approval procedure is to affix an MSA sticker to the yoke of the FHR device.

Stickers may only be affixed by selected scrutineers, by the MSA at Motor Sports House, or by selected manufacturers, after the FHR device has been checked for conformity with the standard required and is considered to be in a satisfactory condition.

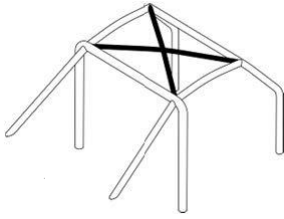
MSA approval stickers, for which a fee of £2.50 is charged, are printed on foil, and once individually affixed, cannot be reapplied. Note: Stickers are individually numbered.

Where there is any doubt about the device's fitness for its intended purpose then the Chief Scrutineer is empowered to remove the MSA Approval Sticker and impound the FHR Device for the duration of the meeting.

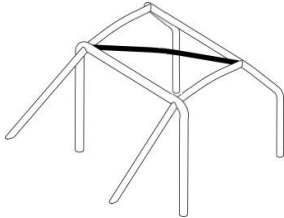
The FHR Device may also be impounded by the Chief Scrutineer in the same cases as the helmet per 10.2.1.

Reason: To introduce a control sticker to FHR devices following the same principle as the helmet sticker system. This will enable Scrutineers to remove labels from damaged or non-compliant devices ensuring they cannot be used again without detailed inspection.

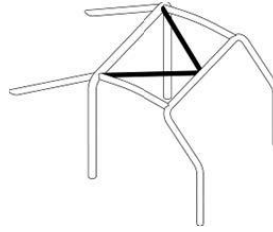
Appendix 2: Safety Cage Drawings



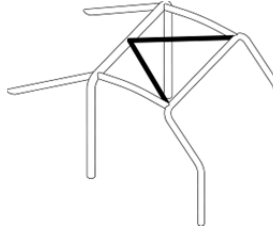
10 (a)



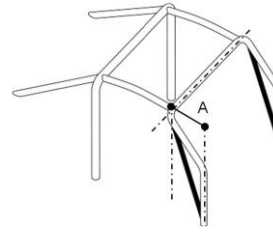
10(b) Bar may be fitted in either orientation.



10 (c)



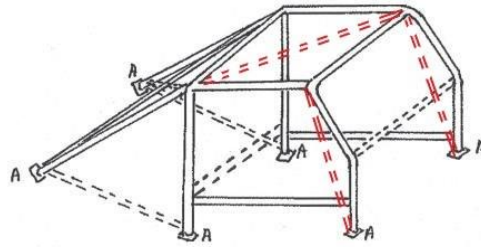
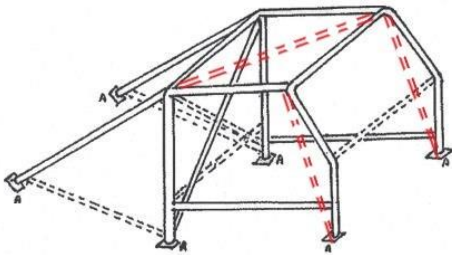
10 (d)



63

a) Diagonal(s) across Main Hoop

b) Diagonal(s) across Back Stays



==== Mandatory minimum requirement

----- Maximum options permitted

A Mandatory mounting points

Additionally a further 8 points may be attached to the bodyshell.

Competitors should note that an installation to this drawing may contravene FIA Appendix K regulations.

Doorbars may alternatively be as shown in figure 12(g) or (h). **Roof Reinforcement may alternatively be as shown in figure 10(a) to 10(d)**

Drawing No. 37

Reason: As a result of Rallies Committee's proposal to require Roof Reinforcement and Windscreen Pillar Reinforcement. Drawing No. 37 needs to be amended to allow these additional ROPS bars in a historic stage rally vehicle.

Appendix 3

**Recommended for all vehicles.
Mandatory for new build vehicles
from 1st January 2019 and all
vehicles from 1st January 2022.**

3.1. Plumbed-In Fire Extinguisher Systems

3.1.1. Where a plumbed-in fire extinguisher system is required the vehicle must be equipped with an extinguishing system in compliance with FIA Standard for plumbed-in Fire Extinguisher Systems in Competition Cars (1999) or with FIA Standard 8865-2015.

The system must be used in accordance with the manufacturer's instructions and with FIA Technical Lists n°16 or n°52.

In rallies, the minimum quantity of extinguishant for systems of FIA Technical List n°16 must be 3 kg.

3.1.2. All extinguisher containers must be adequately protected and must be situated within the cockpit. The container may also be situated in the luggage compartment on condition that it is at least 300 mm from the outer edges of the bodywork in all horizontal directions. It is prohibited to mount bottles outside the main structure.

3.1.3. It must be secured by a minimum of 2 screw-locked metallic straps and the securing system must be able to withstand a deceleration of 25 g.

Anti-torpedo tabs are required.

The material of the securing system must operate within the -15°C to +80°C temperature range.

All extinguishing equipment must withstand fire.

Plastic pipes are prohibited and metal pipes are obligatory (unless specified otherwise). The system must work in all positions.

3.1.4. The system should have two points of triggering, one for the driver (and Co-driver in Rallies) and one outside the car for activation by Marshals etc.

3.1.5. The driver (and co-driver where applicable) must be able to trigger the extinguishing system manually when seated normally with his safety harnesses fastened and the steering wheel in place.

3.1.6. The triggering point from the exterior must be positioned close to the Circuit Breaker (or combined with it) and must be marked by the letter "E" in red inside a white circle of at least 10cm diameter with a red edge.

3.1.7. Extinguisher nozzles must be suitable for the extinguishant and be installed in such a way that they are not directly pointed at the occupants' heads.

3.2. Hand-held extinguishers

3.2.1. Where a hand-held fire extinguisher is required the vehicle must be equipped with at least one fire extinguisher in compliance with 3.2.2 to 3.2.7 hereunder or with FIA Standard 8865-2015 (Articles 3.2.2 to 3.2.5 hereunder do not apply in the latter case).

3.2.2. Permitted extinguishants:

AFFF, Clean Agent, powder or any other extinguishant homologated by the FIA.

3.2.3. Minimum quantity of extinguishant:

- AFFF 2.4 litres
- FireSense 2.4 litres
- FX G-TEC 2.0 kg
- Viro3 2.0 kg
- Zero 360 2.0 kg
- Extreme 2.0 kg
- Powder 2.0 kg

3.2.4. All extinguishers must be pressurised according with the manufacturer's instructions. Powder extinguishers must be pressurised to 8 bars minimum, 13.5 bars maximum. Furthermore, each extinguisher must be equipped with a means of checking the pressure of the contents.

3.2.5. The following information must be visible on each extinguisher:

- Capacity
- Type of extinguishant
- Weight or volume of the extinguishant
- Date the extinguisher must be checked, which must be no more than two years after either the date of filling or the date of the last check, or corresponding expiry date.

3.2.6. All extinguishers must be adequately protected. Their mountings must be able to withstand a deceleration of 25g. Furthermore, only quick-release metal fastenings (two minimum), with metal straps, are accepted. Anti-torpedo tabs are required. It is

prohibited to mount bottles outside the main structure.

3.2.7. The extinguishers must be easily accessible for the driver and the co-driver.

3.3. During events:

3.3.1. All plumbed-in extinguisher systems must be in an 'ARMED' condition (i.e. be capable of being operated without the removal of any safety device) at all times whilst competing or practising in races or speed events (including during post-event scrutineering), and at all times that crash helmets are worn on rallies (i.e. on Stages etc.).

3.3.2. Any plumbed-in extinguisher system found to be incapable of being operated will be the subject of a report to the Clerk of the Course/Stewards for possible penalty as an offence against Safety Regulations.

3.3.3. Checking for correctly 'Armed' extinguisher systems, should only be carried out by MSA Scrutineers, and/or Judges of Fact nominated for that purpose.

Reason: To adopt FIA fire extinguisher regulations from 2019, whilst allowing existing vehicles to use their non-FIA extinguishers until 2022, at least two service cycles. The extinguisher manufacturers have confirmed that they will no longer be producing no-FIA systems due to the small market, FIA systems are now of comparable cost and size-weight to non-FIA systems.

(L) Permitted Tyres

Date of implementation:
1 January 2018

Tyres for Cross Country Events 5(a) All Terrain

NORTHENHA

- AT
- AT1

5(b) MUD TERRAIN

Tyres in Lists 5(a) and the following:

NORTHENHA

- MT
- MTK2
- GrabPlus

5(c) AGGRESSIVE

Tyres in Lists 5(a) and (b) and the following:

NORTHENHA

- NXTRAC
- NXFUN

***Reason:** The Cross Country Committee has approved via email the addition of the above remould tyres from Portuguese brand Northenha. The above tyres are all copies of existing tread patterns already on the current Lists.*

(M) Autotests

Date of implementation:
1 January 2018

7.12. Each test layout must be attempted at least twice, or more if specified in the SRs, with the

exception of events organised for cars of Periods A – D.

***Reason:** To allow Vintage events with large entries to only run each test once.*

21.4. The Driver, and where carried, the Passenger, must wear a properly fastened and approved seat belt at all times during the test, except where competing in a Period Defined Vehicle (Non -Rally) Categories A-F.

***Reason:** Safety. To clarify that both the Driver and Passenger must wear a seat belt during a test, with the exception of Period Defined Vehicles (Non-Rally) Categories A-F.*

(Q) Circuit Racing

Date of implementation:
immediate

5.4.2. Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of a two part race. Cars will be restarted from a grid set out in the finishing order, which shall be based upon the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are proceeding under their own power, in accordance with 15.1.(j), at the showing of the Red Flag will be classified. The result will be the order of finishing at the end of the restarted race, unless Championship Regulations specify otherwise. The result will list all competitors who took the start in the race even if they did not take part in the restarted race and will use the first part for purposes of establishing

lap records and point scoring where applicable. Any issues for any class in a Championship will be determined from the initial grid not the grid for the restarted race.

5.4.3. Any race stopped after the leader has completed 75% of its duration may be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag. Only cars which are **proceeding** under their own power, **in accordance with 15.1.(j)**, at the showing of the Red Flag will be classified. If run as a two part race 5.4.2 will apply.

Reason: Clarification. Required following National Court decision.

(R) Rallies

**Date of implementation:
1 January 2018**

Targa Road Rallies

7.1.9. Targa Road Rally. A schedule timed rally where the principal competition comprises the competitor's performance on Special Tests.

Reason: To clarify that a Targa Rally is a variation of a Road Rally particularly with regard to technical eligibility.

10.6.7. Rallies with Special Tests may not permit vehicles of

commercial type, such as vans/pickups (J5.20.6).

Reason: To specify that commercial vehicle are not permitted to be used within Rallies.

Targa Road Rallies

16.6. Targa Road Rallies must comply with the following;

18.6.6. For Road Rallies, Navigation Rallies and Targa Road Rallies held between 07.00 and 22.00hrs 18.1.2, 18.5, 18.5.1, and 18.5.9 do not apply. 18.6.1 is relaxed to permit advertising not exceeding 1250 sq cm in total.

Reason: To clarify that a Targa Rally is a variation of a Road Rally particularly with regard to technical eligibility.

R32.2

(a)	
(i) Not reporting or reporting OTL at a Control; Multi-venue Stage Rallies	Retired
Or	
Not completing or missing a stage	15 Minutes plus stage maximum per stage
	30 minutes per stage or
(ii) Single Venue Stage Rallies (inc. Rally Timed Trials)	MTC/TC

Rejoining the Rally (Rejoin Point)

40.1.6. Competitors may only rejoin the rally after missing a Control or Special Stage where permitted by the SRs.

40.1.7. Having missed a Control or Special Stage a competitor may only rejoin the rally in their seeded position. Where no such provision is made in the Rally's schedule to provide a restart list the competitor may only rejoin at a designated rejoining point as specified in the SR's, within but not ahead of 15 places of their original seeded position.

Reason: To allow a full stage to be missed but allow the SRs to state that a competitor may restart the event.

Single Venue Stage Rallies

34.1.2. The Chief Medical Officer, being a Doctor or MSA Registered Paramedic, is responsible – in consultation with the Clerk of the Course and the Event Safety Officer – for ensuring that the required level of medical and rescue cover is provided and for the detailed organisation of the Medical Team, the planning and deployment within stages, the organisation of ambulance meeting points and the notification of hospitals in relation to the stages.

34.1.3. The Doctor or MSA Registered Paramedic and Safety Officer in liaison with Stage Commanders should be aware of the evacuation routes from the stage and rendezvous points.

Stage Rallies (other than Single Venue Stage Rallies)

34.2. At Clubman, National B and National A Multi-Venue Stage Rallies, there must be a Doctor or MSA Registered Paramedic and an MSA-Licensed Rescue Unit at every stage (or group of stages (with a maximum three in close proximity to each other).

A Chief Medical Officer, who must be a doctor or MSA Registered Paramedic, must be appointed who is responsible – in consultation with the Clerk of the Course and the Event Safety Officer – for ensuring that the required level of medical and rescue cover is provided and for the detailed organisation of the Medical Team, the planning and deployment within stages, the organisation of ambulance meeting points and the notification of hospitals in relation to the stages. The Chief Medical Officer may, following consultation with the Clerk of the Course, appoint a deputy of suitable grade who could take over the Chief Medical Officer's duties in an emergency.

Reason: 34.1.2. & 34.1.3. are clarifications. 34.2. is a clarification and correction. This is a requirement that was lost during previous re-writes and reinstating the regulation clarifies the basic duties and requirements.

48.5.3. Have complete wheels (flange + rim + tyre) free providing that they can be housed within the original bodywork (including wing extensions) and that they do not exceed the widths in relation to the cubic capacity of the car:

~~Up to and including 1150 cc: 7in~~

~~Over 1150cc and up to and including 1600 cc: 8in~~
Over 1600 cc: 9in.

Reason: Many production cars under 1150cc are fitted wider wheel tyres combinations as OE. It is not always possible to source a narrower combination without reducing rim diameter which in turn may foul the brakes.

Date of implementation:
1 January 2019

48.10.1. Have, as a minimum, safety roll-over bars complying with K.1, Section K Appendix 2 Drawing number 5 or 6, and longitudinal door bars complying with K.1.3.5(b) (side sections K Appendix 2 Drawing number 9).

For vehicles first issued with a Vehicle Passport from 1st January 2019 the following additional members are mandatory:

a) Roof Reinforcement complying with K.1.3.5 (c) and Section K Appendix 2 drawing number 10 (a), (b), (c) or (d).

b) Windscreen Pillar Reinforcement complying with K.1.3.5 (e) on each side if Section K Appendix 2 drawing number 63 dimension "A" is greater than 200 mm.

Reason: To mandate the use of roof reinforcement bars within Stage Rally vehicles, which help prevent intrusion from the roof panel. Additionally, due to the shallow

angle of modern car windscreens becoming a vulnerable area, further reinforcement should be mandated to the windscreen pillars.

(S) Sprints, Hill Climbs and Drag Racing

Date of implementation:
1 January 2018

7.1.6. Competitors must declare on their entry forms whether or not they have ever held a valid RTA licence. Competitors who have never held a valid RTA licence and who do not have any qualifying signatures towards upgrading their Competition Licence on their Upgrade Card may be specifically observed at the event.

(a) Any competitor whose vehicle is not self starting, at any part of the course, must declare on their entry form the method of operation together with a detailed starting instruction.

Reason: Safety. To allow for assessment risk by the Clerk of the Course in preparation of the meeting as well as knowledge where a vehicle may stop on track.

9.3.1.1. With the exception of Drag Racing, the heating of tyres, by any method other than 9.3.1. above, or their treatment by any chemical substance is prohibited. For the avoidance of doubt, no manner of abnormally raising the temperature of the tyres/wheels above the natural ambient temperature is allowed.

Reason: Having been approved by MSC in June and subsequently publicised it became apparent that the above clarification is necessary.

Date of implementation:
1 January 2019

10.3.3. Must be provided with a means of starting which does not involve push starting, or the use of external equipment or personnel, except in the case of force majeure, unless period defined or vehicles in possession of a Competition Car Log Book or Vehicle Passport prior to 31st December 2018.

10.3.3.1. Any connections to assist the starting of the car must be either in the drivers' cockpit or at the tail of the car requiring a horizontal connection.

Reason: Safety. Any vehicle log booked from 1.1.19 will need a method of self starting.

Date of implementation:
1 January 2018

10.5.2. Sports Libre and Racing Cars. Only pump fuel or methanol may be used. When using methanol, the addition of 10% by volume of Propanone is allowable (Note J.5.13.6).

(a) Any vehicle using methanol must include an additive which provides a distinguishable colour and smell when burning.

Reason: Safety. No response from Technical Advisory Panel, so this

proposal is being presented again to Council.

(U) Karting

Date of implementation:
1 January 2018

1.1.5.2. Classic Karting. The MSA may permit an extension to the period specifications of the CIK-FIA ClasCIK Karting Guidelines for Classic Karts 1984 to 1997. Eligible drivers in accordance with 1.1.5.1.(iii).

Reason: An increasing number of post 1984 karts from 1984 to 2000 are now being restored by drivers with similar objectives of the Historic karters and requests made on their behalf from the Historic Karting fraternity to extend acceptance and help with the continued growth of the Historic Karting movement.

7.8. When the starter is satisfied that the karts are approaching the start line in correct formation **position and at an acceptable speed**, the starting signal will be given by extinguishing the red light (or by raising the National flag **should a light failure occur**). If a further lap is required the red lights will remain on or the flag will not be raised.

Once the race start has been given drivers can break formation, but should this occur before the lights go out (i.e., drivers leave the corridors, or break formation, with the red lights on (7.5.1.)) then a 'false start' penalty will be applied (Q12.4.,Q12.5.).

~~7.8.1. It is an offence to break formation before crossing the start line itself and may result in the offender being moved to the back of the grid or otherwise penalised. Such penalties will not incur points or be recorded on the competition licence record. Deleted~~

Reason: As per CIK race starts this change allows racing upon extinguishing the start lights.

12.6.4 Where the Competitor has an MSA-approved transponder system that receives timing data and/or instructions or warnings, which is under the direct control of the Clerk of Course or Chief Timekeeper.

Reason: To allow transponder timing systems that can transmit timing data and race information (instructions/warnings etc.) to the competing vehicle providing it is under the control of the COC or Chief Timekeeper.

Category Restrictions

Cadet Category

15.1. Category for ~~8-12~~ to 13 year-olds.

15.1.1. A Competitor may continue in the Category until 31st December in the year of their ~~12th~~-13th birthday.

~~15.1.2. A Cadet who is no longer a Novice (14.1.2) may move to the Intermediate Category on or after their 10th birthday.~~

~~15.1.3.~~ Having moved into the Junior Category, a Competitor may not revert to Cadet.

~~Intermediate Category~~

~~15.2.~~ Category for 10-14 year-olds.

~~15.1.4.2.1. A Novice (14.1.2.) Competitor may enter the Intermediate Category in the year of their 11th birthday and continue in the category until 31st December in the year of their 14th birthday, but may not move to a the Junior Category before their 12th birthday.~~

~~15.2.2.~~ Having moved into the Junior Category, a Competitor may not revert to Intermediate.

Junior Category

15.2.3. Category for ~~12-17~~ 11 to 16 year-olds.

~~15.2.3.1. A Novice (14.1.2.)~~ Competitor may enter the Junior Category from the year of their 12th birthday and continue until 31st December in the year of their ~~17th~~ 16th birthday. Any Competitor may enter the Junior TKM class from their 11th birthday, subject to Class Regulations.

~~15.2.3.2. A Junior who is no longer a Novice (14.1.2) may transfer to the Senior Category (subject to the SRs of that Class so Permitting) at any time during the year of their 16th birthday. Exceptionally, a holder of a Kart National A licence may transfer to a Senior non-gearbox Class from their 15th birthday, subject to meeting the required minimum driver weight if under 16 (15.4.2). Additionally, a holder of an International A or B kart licence may transfer to a Senior non-gearbox Class at any time.~~

~~15.3.3.~~ They may not however compete in Gearbox Karts until their 13th birthday (subject to individual Class regulations).

~~15.2.3.4.3.~~ Once a Junior transfers to the MSA Senior Category, they may not revert to Juniors.

~~15.3.5.2.4.~~ A minimum driver weight is required in the Junior Category. This weight will be defined in Class Regulations by applying a kart-to-driver weight ratio as follows:

~~15.3.5.2.4.1.~~ For Classes with an entry age below the year of the 13th birthday, the ratio will be no greater than 2.5:1.

~~15.3.5.2.4.2.~~ For Classes with an entry age of the year of the 13th birthday or above, the ratio will be no greater than 2.6:1.

Senior Category

~~15.3.4.~~ A Novice (14.1.2) Competitor may transfer to the Senior Category from the ~~15th~~ year of their 16th birthday. ~~Exceptionally the holder of a Kart National A licence may transfer to a Senior non-gearbox Class from their 15th birthday.~~

~~15.3.4.1.~~ A minimum driver weight is required for any driver below the age of 16 competing in a Senior ~~Class~~ Category, with the exception of International A or B licence holders. This weight is defined in individual Class Regulations.

~~Once a Junior transfers to the MSA Senior Category, they may not revert to Junior.~~

~~15.4.2.~~ A minimum driver weight is required for any driver below the age of 16 competing in a Senior Class, with the exception of International A or B licence holders (~~15.3.1~~). This weight is defined in individual Class Regulations.

Bambino

~~15.4.~~ ~~15.5.~~ Pre-race training, in accordance with the current MSA Bambino Karting Regulations, for 6-8 year olds. A competitor may continue in the class until 31st December of the year of their 8th birthday.

Reason: Ages to be realigned due to withdrawal of the Intermediate Category. The adjustment for Junior starting ages are reflective of the Kart to Driver ratio.

Implementation: immediate

~~17.5.5.~~ Where the CIK-homologated detachable front fairing mounting kit (17.1.6) is mandatory, it must at all times be fitted and maintained in the correct position, in accordance with Drawing 17.5. It is not permitted to reposition a front fairing except by stopping in the repairs area (where such a facility is provided) and this may not be done after passing the chequered flag and before release from Parc Fermé.

Reason: Clarification. Following Judicial Advisory Panel advice subsequent to National Court recommendations.

Implementation: 1 January 2018

16.9.6. Heating of tyres, by any method, or their treatment by any chemical substance is prohibited. For the avoidance of doubt, no manner of abnormally raising the temperature of the tyres/wheels above the natural ambient temperature is allowed.

Reason: Clarification. Adopting the new wording introduced for Speed events to further clarify what is defined as heating of tyres.

16.17. Fuel must be Unleaded Pump Fuel, as defined in Nomenclature and Definitions part (a), plus lubricant, where applicable. **CIK compliant Fuel, as defined in Nomenclature and Definitions part (b), may be used if specified in Championship Regulations.**

Reason: Clarification, to coincide with introduction of new overall Pump Fuel definition from Technical Advisory Panel. This restricts general fuel usage to current specification, but allows Championship Regulations to specify CIK fuel freely if they wish.

17.1.6. On non-gearbox ~~Junior & Senior~~ karts the CIK-homologated detachable front fairing mounting kit (CIK drawing 2c) must be used ~~with effect from 1st March 2016~~, unless otherwise specified in Class or Championship regulations.

Reason: Extending the use of the CIK dismountable front fairing system to Cadet.