

RULE CHANGES

Decisions taken at the Motor Sports Council meeting of 9 September 2014 that affect regulations in the MSA Yearbook

Consultation and ratification

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

Explanation of format

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

(A) National Sporting Code

Date of implementation: 1 January 2015

A4.1. Applicants for first time MSA recognition ~~who must be a membership 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 such applications are subject to objection within one month from other Registered Clubs and approved before approval by the MSA.

Reason: A review of the newly amended A4.1 showed that this had the potential to cause much confusion and conflict between clubs, the MSA and the respective Regional Association(s) where the burden on the Clubs and Regional Associations to ensure that membership was up to date to ensure a clubs continued eligibility to be a Recognised Motor Club was unreasonable.

(B) Nomenclature and Definitions

Date of implementation: immediate

Kart Clubman Event. A ~~Tyre~~ Kart Clubman Event is a Kart Race Event run primarily as entry level Karting. Engines may not exceed 15hp for Seniors or 10hp for Juniors, in total per Kart. Competitors must hold a Kart Clubman's Licence, as a minimum.

Reason: Retitle which will also include review of the

guidelines for the event.

Touring Assembly. An activity organised with the primary object of assembling tourists at a point determined beforehand. In a Touring Assembly;

(a) a prescribed route may have to be followed.

(b) pre-arranged points may be provided for in the event's itinerary,

(c) no limits of speed may be laid down,

(d) no requirement to visit prearranged points, other than a requirement to report at a final point not later than a specified time, are permitted

(e) no awards of any description, other than those in relation to activities arranged at the finishing point may be made or given. Where any or all of the above points become a mandatory part of the itinerary the Event will be subject to the requirements of Route Authorisation (Motor Vehicles (Competitions and Trials) Regulations).

The Regulations for the event must be clearly endorsed 'Touring Assembly', and before publication the consent in writing of the MSA and its approval of the regulations for the Touring Assembly have first been obtained, by issue of a Certificate of Exemption, and where the route runs through the territory of an ASN other than the MSA, that R.1.3 of these Regulations has been complied with.

The programme of a Touring Assembly may include additional events (other than speed) provided that they are held only at the place of final assembly.

No prize money may be allocated in respect of Touring Assemblies.

Social Run. A non-competitive run for likeminded participants where there is no other purpose than the camaraderie of



CUT OUT AND KEEP
Updated rule changes to
your MSA Yearbook

motoring in company to a predetermined point and which is not within the jurisdiction of the MSA.

Reason: For some time now there has been a difficulty for clubs organising informal social runs, say to a country pub for lunch. Such activities could be seen as Touring Assemblies where the run is advertised or organised by the club's official publications, be they printed media or web based forums or other social media, such media inferring that the run is organised by the club.

This has caused a considerable resentment among an number of the marquee clubs which largely exist on these informal activities and where the suggestion of applying for permissions and paying a fee for the privilege of joining some chums for a run to the pub is seen as a bit stiff.

A second issue, long outstanding is the need to clarify that in certain formats a Touring Assembly becomes in the eyes of the law a competition and thus subject to Route Authorisation. The revised definition addresses that by way of clarification.

(C) Judicial

Date of implementation: 1 January 2015

2.1.5. Penalty points will be imposed for the following offences:
(i) Driving - breach of 1.1.5, Q.14.2, Q.14.4 (with the exception of Q.14.4.2), Q.14.4.2, Q.14.5 (with the exception of Q.14.5.1), Q.14.6 and/or

(ii) Failure to comply with flag or light signals

(iii) General Conduct - Abuse, physical assault or threats of physical assault. Refusal to obey the instructions of an Official.

~~14.5.1. Should a car leave the track for any reason and without prejudice to 14.5(c), the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage. A 'Drive Through' penalty may be imposed for any driver believed to have gained any advantage (12.6).~~

Reason: Clarification and eliminate duplication

17.3. Unless the SRs or the Championship Regulations state otherwise, to be classified as a finisher:

...

(d) Should these percentages above not result in a full number of laps, the decimals will be disregarded.

Reason: Clarification

(E) Circuits and Venues

Date of implementation: 1 January 2015

3.2.3. The following equipment is recommended (as appropriate) at Race meetings (flag and panel size as Q5.2):

At each Marshal's post:

- Two brooms
- ~~One ordinary shovel~~ Two shovels
- ~~One small shovel~~
- One 1/2 gallon container, minimum 3 litres, of dry cement or other suitable oil absorbent material
- ~~Two~~ At least 3 10kg dry powder fire extinguishers each containing not less than 6kg of extinguishing product suitable for extinguishing vehicle fires or acceptable alternatives
- One hazard board
- One safety car board (SC in black 40cm high on white background)
- One green flag
- One white flag
- One blue flag
- Two yellow flags
- One yellow and red flag
- One red flag.

At the Start/Finish post:

- As above, plus
- National flag
- Black/white & white diagonally split flag (or panel)
- Black and orange flag or panel, with 40cm dia. orange disc
- Black flag or panel
- Black/white chequered flag
- The following boards:
 - o 1, 2, 3, 5 and 10 minutes
 - o 5 and 30 seconds
 - o Start delayed
 - o Wet race
 - o 10 second penalty
 - o 1 minute penalty
 - o Stop engines
 - o Rear lights on
 - o Number board to show Competitor's number (white on black, up to three figures).
 - o Stop/Go penalty
 - o Drive Through penalty



3.3. At Speed events there should be a minimum of two Marshals at each main post. The minimum equipment required is:

- ~~Two~~ **One** stiff brooms
- One ordinary shovel
- ~~One small~~ shovel
- One 1 gallon container, **minimum 3 litres, of dry cement, or other approved suitable oil absorbent material**
- ~~Two 10kg dry powder~~ **At least two extinguishers each containing not less than 6 kg of extinguishing product suitable for extinguishing vehicle fires. (preferable to foam), or accepted alternatives**

Reason: Currently no cross reference for size of flags and/or panels. Modern fire extinguishers typically 6kg, this proposal aligns with FIA requirements. Does not require replacement of existing extinguishers, but facilitates their replacement when necessary. Size reduced to reduce weight for operator. Wording now aligns with other wording in the MSA Yearbook. Clarified that panels can replace flags at the start line. Cement dust has long not been routinely used, is not environmentally friendly and is regarded as potentially hazardous to health.

(F) Emergency and Medical Services

Date of implementation: 1 January 2015

~~2.1.2.1.3.~~ Organisers using Emergency Vehicles should satisfy themselves that they operate with Licensed Vehicles and crews that are correct for the type and status of their events.

Reason: Retitle which will also include review of the guidelines for the event.

3.5. These units provide for the recovery of vehicles ~~only~~.

4.1.2. Recovery units and crew should be prepared to support the Rescue and/or Stage Safety Unit at an incident.

Reason: Reflects what happens in reality, with Recovery crew offering a "spare pair of hands" during Rescue operations where required. Emphasises the importance of Recovery crew being familiar with Rescue operations and equipment.

(H) Competitors: Licences

Date of implementation: immediate

8.3.3. Anyone who can provide proof of having ever held a Kart Clubman licence and can produce written proof of having been classified as a finisher in at least 6 Kart Endurance, or Kart Tyro / Clubman races, held under the jurisdiction of the MSA, during 2012, 2013 or 2014.

Reason: Retitle which will also include review of the guidelines for the event.

Date of implementation: 1 January 2015

14.2.3.1. Exceptionally, and for drivers having first satisfactorily completed an ARDS Advanced Course, these races may be part of a National 'A' status Championship, designated specifically by the MSA for this purpose, and in which the candidate may participate with a National 'B' Race licence for one season only.

14.2.5.1. For any competitor who has attained their 'A' Race licence in accordance with 14.2.11. a minimum of 5 Clerk of the Course's signatures on the Upgrade Card are required, irrespective of status.

14.2.11. Kart competitors who hold an International 'A' or International 'B' Kart licence, ~~will receive 1 credit towards~~ may apply for the a National 'A' Race licence ~~without further qualification~~.

8.2.8. *A National 'A' Race licence may be applied for by:
(a) a holder of an International Competition Licence issued by the Auto Cycle Union and providing that proof is produced of competing in International motor cycle racing during the preceding five years
(b) the holder of a Kart International 'A' or 'B' licence ~~subject to passing the ARDS written examination.~~ **

Reason: To facilitate the minimum International licence upgrade requirements as provided in FIA Appendix L, so as not to disadvantage British competitors.

(J) Competitors: Vehicles

Date of implementation: 1 January 2015

5.1. As a general principle in all Technical Regulations, it is prohibited to carry out any tuning or modification that is not specifically permitted. The fact that some modifications are mentioned as prohibited does not imply that others are allowed.

Vehicles that are not exclusively powered by an internal combustion engine are subject to the following regulations, those set out in (K) or SR's as appropriate, and are also subject to additional requirements, available on application to the MSA Technical Department. **Electric and Hybrid Vehicles must comply with FIA App J Article 253, Article 18, or be fully compliant with National Vehicle Type Approval.**

Reason: To adopt the FIA regulations for electric and hybrid vehicles which provide safety regulations and construction guidelines for electrical propulsion systems in competition vehicles. Whilst also allowing for National Vehicle Type approved "production" electric and hybrid vehicles which may not necessarily comply with the FIA regulations.

5.14.8. Any vehicle incorporating an electrical system which may run at a voltage exceeding 50V must display the sign detailed in Drawing 5.14 next to all competition numbers.

Drawing 5.14:



Reason: Safety. For electric/hybrid vehicles to be readily identifiable trackside.

(L) Permitted Tyres

Date of implementation: 1 January 2015

LIST 6

Tyres for unsealed surface Stage Rallies. Other than as specified below only the tyres listed here are permitted for stage rallies subject to R1.4.1. Cars using wheels of 12" diameter or less are exempt but the tyres may not be hand cut in any form. Cross Country vehicles with a valid CCLB and for which a suitable fitting is not available may use tyres from Lists 5(a) or 5(b). Cars may use any remoulded tyre provided it is not hand cut in any form. Where conditions dictate the Clerk of the Course, with the

agreement of the Stewards of the Meeting, may declare the event to be of "Winter Conditions" and suspend the requirement to comply with Tyre List 6.

Reason: Following approval of the above regulations there has been some confusion and concern expressed principally in respect of mixed surface stage rallies on airfields and similar venues. The above clarification ensures that the regulations apply clearly to those stage rallies subject to the Master Access Agreement to the Forestry Estate.

Date of implementation: 1 January 2016

LIST 6

Tyres for unsealed surface Stage Rallies. Other than as specified below only the tyres listed here are permitted for stage rallies subject to R1.4.1. Cars using wheels of 12" diameter or less are exempt but the tyres may not be hand cut in any form. Cross Country vehicles with a valid CCLB and for which a suitable fitting is not available may use tyres from Lists 5(a) or 5(b). Cars may use any remoulded tyre provided it is not hand cut in any form.

Where conditions dictate the Clerk of the Course, with the agreement of the Stewards of the Meeting, may declare the event to be of "Winter Conditions" and suspend the requirement to comply with Tyre List 6.

Reason: The Tyre List now includes submissions from the remould manufacturers and to preserve Technical Stability Regulations the amended regulation will come into effect from 2016.

(Q) Circuit Racing

Date of implementation: 1 January 2015

10.1(e) An FIA approved FHR device, fitted in accordance with FIA regulations, is:

- (i) Mandatory for the driver of a Single Seater Racing Car manufactured after 01/01/2000
- (ii) Recommended for the driver in all other forms of Circuit Racing. This will be a mandatory requirement from 1st January 2016, with the exception of Period Defined Vehicles which will remain as a recommendation.

15.1. Officials' Signals will be conveyed to drivers by the



following flag signals (14.4)-Signals (k), (l) and (m) which may be displayed by an appropriately coloured panel to which the competitor number may be attached:

Reason: To provide for future development of electronic signalling. This proposal has the support of Race Committee.

(R) Rallies

Date of implementation: 1 January 2015

48.5.14. For all unsealed surface stage rallies subject to 1.4.1. only those tyres specified in Tyre List 6 are permitted.

49.10.5. For all unsealed surface stage rallies subject to 1.4.1., only those tyres specified in Tyre List 6 are permitted.

Reason: Following approval of the above regulations there has been some confusion and concern expressed principally in respect of mixed surface stage rallies on airfields and similar venues. The above clarification ensures that the regulations apply clearly to those stage rallies subject to the Master Access Agreement to the Forestry Estate.

(U) Karting

Date of implementation: immediate

1.4. A Tyre Kart Clubman Event is a Kart event run primarily as entry level Karting. Competitors must hold the minimum of a Kart Clubman Licence.

1.5. Senior Tyre Kart Clubman. For 16 year olds and over. Engines may not exceed 15hp in total per Kart.

1.6. Junior Tyre Kart Clubman. For 11 to 16 year olds. Engines may not exceed 10hp in total per Kart.

Reason: Retitle which will also include review of the guidelines for the event.

Date of implementation: 1 January 2015

Signals

6.1. Red and Green lights are mandatory for the starting signal.

Reason: Clarification

6.3. Yellow flags.

6.3.1. A stationary Yellow flag may be introduced: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

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

Reason: Double waved now approved for Circuit Racing are not appropriate for Karting and the above adoption within Section U reverts to the 2013 regulations.

12.7.4. Subject to permission from the MSA, where tyres and wheels are lodged in parc fermé, karts may be started in a designated area (12.7.1) on a trolley, provided that all wheel nuts are removed from the live axle.

Reason: Addressing an anomaly when parc fermé tyres are used and karts subsequently cannot be run before going on circuit according to (U)12.7.1.

15.4. Pre-race training, in accordance with the current MSA Bambino Karting Regulations, for 6-7 year olds. A competitor may continue in the class until 31st December of the year of their 8th birthday.

Reason: Clarification for the compliance with MSA Bambino Regulations. In addition to extending the ability for a driver to remain in Bambino until 31st December of the 8th birthday, before the required move to Cadet.

15.2.1. A Junior who is no longer a Novice (14.1.2) may transfer to any Senior Class (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 (15.3.2). Additionally, a holder of an International A or B kart licence may transfer to a Senior non-gearbox class at any time.

Reason: Allows drivers who have the necessary experience to transfer to a Senior class from their 15th birthday, rather than year of 16th. Minimum weight requirement must be met if a driver enters a Senior class before their 16th birthday.

Exception made for International licence holders, who can race Internationally in Seniors, but must currently revert to Juniors to race in the UK. A CIK International A or B licence can be obtained in the year of the 15th birthday with the necessary experience. From a safety perspective, it is felt that such drivers have proven extensive experience in their capability to drive appropriate equipment and a medical is required for the International licence, therefore no safety concerns are raised.

15. The Class age and weight breaks are given below. Regulations within the Kart Race Yearbook may apply further limitations.

15.2.4. A minimum driver weight is required in all Junior classes. This weight will be defined in Class Regulations by applying a kart-to-driver weight ratio as follows:

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

15.2.4.2. 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.

15.3.2. 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 (15.2.1). This weight is defined in individual Class Regulations.

17.29. Subject to 15, Clubs may run classes to heavier weight limits (if MSA approval is given by the issue of a Kart Technical Exception (KTE)), but may not reduce the weight limits.

Reason: Safety. Enforcing weight ratios already adopted by all current Junior classes and new-for-2014 classes, as well as introduction of a Senior minimum driver weight for U16s. Addressing concerns over light drivers in heavy karts.

From a safety perspective, this all increases safety by limiting the potential weight of the kart in relation to the driver.

16.4. Wheelbase - Non-Gearbox, KZ1 and DD2: Minimum 101cm,

maximum ~~127~~107cm, unless specified in Class Regulations. Gearbox (except as specified above): Minimum 101cm (250cc and above: 106cm), maximum 127cm.

Track - Minimum two-thirds of the wheelbase.

Reason: Clarification. Aligns with CIK requirements for gearbox and non-gearbox karts.

(W) Championships

Date of implementation: 1 January 2015

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

Reason: The restriction to 6 meetings for a British and/or National Championship is believed, in practice, to be too few and therefore it is propose to permit for an increase to 7 meetings

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 normal club meeting.

1.5.8.1. The number of additional classes represented may not exceed 40% of the number of classes present at the club meeting.

1.5.8.2. The Event organiser may require Championship drivers to fully integrate with the 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.

Reason: Clarification.

The logo for the Motor Sports Association (MSA) features the letters 'MSA' in a large, blue, serif font. A red, stylized arrow or wing shape points upwards and to the right from the top of the letter 'A'.