

RULE CHANGES

Decisions taken at the Motor Sports Council on 13 March 2018
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 relevant Regulations, while reasons for the changes are given below.

(C) Judicial

Date of implementation:
1 January 2019

~~4.1.10. To organise, advertise, enter for, drive in, officiate at, or in any manner whatsoever take part in, a competition, or championship, not organised in accordance in all respects with these Regulations.~~

Reason: *Not enforceable.*

Date of implementation:
immediate

2.1.5.1. For **Short Circuit** Karting only 2.1.5.(i), driving, and 2.1.5.(ii), failure to comply with flag or light signals does not apply.

2.1.8.1. For **Short Circuit** Karting a competitor who receives three recorded, non-technical, penalties within twelve months will receive a formal warning issued by the MSA. Should the competitor, within three months of the formal warning receive any further, non-technical, penalty this will result in the suspension of his licence for three months, in addition to any other penalty imposed. This does not however remove the provision of 2.1.8. being imposed for points accrued in accordance with 2.1.5.(iii)

2.3.2. At **Short Circuit** kart race meetings a competitor, who after a hearing convened by the Clerk of the Course, is deemed to have gained an unfair advantage or has

disadvantaged another competitor by the manner of his driving will be penalised by a time penalty of 10 seconds, or a Position Penalty of 5 places, or 1 lap, in the results of that race or timed qualifying. This penalty does not preclude further action under 1.1.5. if deemed necessary after the hearing.

2.3.4. At **Short Circuit** kart race meetings a competitor with the front fairing not affixed precisely in accordance with U17.5.5 when he arrives in Parc Ferme will be penalised with a 10 second penalty in the results of that Race or, if during timed qualifying, deletion of their fastest lap time. This will be

imposed automatically by the Clerk of the Course upon receipt of the statement received from the Judge of Fact and is not eligible for appeal. This penalty does not preclude further action under 1.1.5 if deemed necessary.

The mechanical failure flag will not be shown to a driver whose front fairing is no longer in the correct position.

Reason: Long Circuit Karting is more aligned with Circuit Racing and runs with Circuit Race meetings and therefore they wish to mirror the judicial of Circuit Racing.

(F) Emergency and Medical Services

Date of implementation: immediate

Rescue, Stage Safety and Rally Recovery Units and Equipment

	Rescue	Stage Safety Unit	Rally Recovery
Tools			
...			
1 small bow saw or suitable equivalent	*	*	*
...			

Reason: Allowing the use of alternative saws that may be sold under a different name or brand but providing the same effect.

(K) Competitors: Safety

Date of implementation: immediate

1.4.1. Specifications of the tubes used:

~~Minimum Material~~

Cold Drawn Seamless Unalloyed Carbon Steel, containing a maximum of 0.3% of carbon.

1.6.2. Sports Racing Cars

The rollbar must conform to drawings K60(i) and K31. Forward facing stays are permitted for open Sports Racing Cars.

Minimum height 92cm measured along the line of the driver's spine from the bottom of the car seat.

~~Minimum material~~

Cold drawn seamless Carbon Steel 350N/mm²

Minimum dimensions (mm)

~~48.3 dia. x 2.6mm (1.87in x 0.104in)~~
45 x 2.5 (1.75" x 0.095") or 50 x 2.0 (2.0" x 0.083").

1.6.3. Single Seater Racing Cars

The rollbar must be symmetrical about the lengthwise centre-line of the car and of minimum height 90cm measured vertically from the base of the cockpit or 92cm measured along the line of the driver's spine from the bottom of the car seat.

There must be at least one brace rearwards from the top of the rollbar at an angle not exceeding 60° with

the horizontal, this brace must be the same diameter as the rollbar, if two braces are fitted to the tube the diameter may be reduced to 26mm x 2.5mm (1" X 0.095") ~~the wall thickness being maintained~~. Where two braces are fitted, they may be rearward or forward facing.

The width inside the roll-over bar main tubes must be 38cm minimum measured 60cm above the base of the seat. It must incorporate a crossbrace to restrain the driver's head and give rearward support. The top hoop radius must not be less than 10cm measured at the centre line of the tube.

~~Minimum material~~

Cold drawn seamless Carbon steel 350N/mm²

Minimum dimensions (mm)

~~42.4 dia. x 2.6mm (1.62in x 0.104in)~~
Vehicles up to 470kg 38 x 2.5 (1.5" x 0.095") or 40 x 2.0 (1.6" x 0.083")

Vehicles 470kg and over 45 x 2.5 (1.75" x 0.095") or 50 x 2.0 (2.0" x 0.083").

1.6.4. Other Considerations Vehicles

~~(a) An effective rollbar must be fitted with its top edge not less than 5cm above the helmet of the normally seated driver. It must be wider than the driver's shoulders at that height. It must be constructed of good quality seamless steel tubing of minimum 35mm diameter and wall thickness of 2mm. It should have the~~

~~top bar straight or slightly curved but no tubes meeting in an inverted 'V'. It must be effectively braced to structural members.~~

~~(b) Non standard cars are advised to fit a rollbar to the following minimum requirements. Minimum height 72cm from the rear of the uncompressed seat cushion. It must have minimum flat width of 38cm running into radiused corners and affording driver and passenger equal protection. It must be effectively mounted and braced to structural members forward and aft of the cockpit and not less than cockpit width. It must be constructed of good quality seamless steel tubing of minimum 32mm diameter and wall thickness of 1.5mm.~~

For vehicles not complying with any of the categories above, a Roll Over Protection System (ROPS) Certificate must be issued in accordance with 1.5.1.

Reason: To standardise minimum ROPS tube dimensions across the vehicle categories which reflects the commercially available tube gauges. Introduces a material specification relevant to vehicle weight for single seaters. Also removes the Other Considerations section which is no longer relevant, due to the potential different types of vehicle this regulation would need to cover a single ROPS dimension would not be suitable. Technical Advisory Panel advise that for vehicles not fitting any of the existing categories a ROPS certificate must be issued.

10.3.1. Standards. Helmets bearing one of the under mentioned 'standards' may be approved by the MSA subject to other criteria being met. See also drawing 10.3.1.

(b) In addition the following are acceptable for:

MSA National Kart Racing Events (with exception of Kart Drivers under 15 years of age, Cadet and Bambino Drivers) and MSA National Junior Drag Racing:

SNELL K2005 (Not valid after 31.12.19)

SNELL K2010 (Not valid after 31.12.23)

SNELL K2015

SNELL – FIA CMR2007

SNELL – FIA CMS2007

SNELL – FIA CMR2016

SNELL – FIA CMS2016

(c) For all International Events please refer to the FIA Regulations.

Kart Drivers under 15 years of age, Cadet and Bambino Drivers. The weight of the helmet may be checked at any time during an event and must not weigh more than 1,550g:

SNELL – FIA CMR2007

SNELL – FIA CMS2007

SNELL – FIA CMR2016

SNELL – FIA CMS2016



Reason: New Standards and updated expiry dates for helmets.

(L) Permitted Tyres

Date of implementation:
immediate

Proposed Regulation Tyres for Cross Country Events 5(a) All Terrain

GENERAL GRABBER

- All Terrain
- AT2
- **AT3**

MRF

- Wanderer A/T

Reason: The Cross Country Committee has approved the addition of the above tyres from General Grabber and MRF. The General Grabber AT3 tyre is an evolution of the AT2 tyre already on the list. The MRF tyre is a new All Terrain tyre being brought to market.

(P) Cross Country Events

Date of implementation:
1 January 2019

25.1. For Hill Rallies, and Competitive Safaris, all Competitors must wear approved Crash Helmets (K.10), **FIA approved FHRs**, goggles or visors to protect their eyes, and clothing which covers the arms, legs and torso up to the neck.

For Timed Trials, Team Recoveries and Point to Point, all Competitors must wear approved Crash Helmets (K.10) and goggles or visors to protect their eyes, and clothing which covers the arms, legs and torso up to the neck.

Additionally competitors in Sports Utility Task Vehicles must wear an FIA approved FHR device, fitted in accordance with FIA regulations.

Reason: The Cross Country Committee has had reservations about the suitability of the yoke style FHR due to ergonomics of the seating in the most prolific type of vehicle used. The wider availability and suitability of the waistcoat style FHR has seen a steady uptake by competitors and the ending of SA2005 and the SFi helmet standards at the end of 2018 will be the point at which the majority of competitors who do not currently have an FHR compatible helmet will be replacing their crash helmets.

(Q) Circuit Racing

Date of implementation:
immediate

~~2.1. The maximum number of Clerks of the Course at any race meeting shall be two (except at International Meetings). One Clerk of the Course must be nominated as Senior Clerk of the Course responsible for the overall control of the Meeting. The maximum number of Deputy/Assistant Clerks of the Course for any race shall be two (except at International Meetings) or where a Championship/Series~~

~~permanent Clerk of the Course is appointed who shall not be included in the above numbers.~~

One Clerk of the Course must be nominated as Senior Clerk of the Course responsible for the overall control of the Meeting.

Reason: Working practices.

3.4. Junior Car Racing

3.4.1 The MSA may authorise a maximum of four Junior Car Racing Championships annually, each of which must be endorsed and submitted for approval by an MSA recognised club. The MSA shall however have the right to exceed the above maximum number in circumstances which the MSA considers in its sole discretion to be appropriate or where the FIA has given approval.

3.4.1.2 Any proposed vehicle must fully comply with the MSA Junior Formulae Technical Requirements, as published by the MSA from time to time (subject to the MSA Stability of Regulations (A2.5.2.)).

3.4.1.2.3 The MSA will licence Junior Car Racing Championship Organising Clubs and such licences will remain valid for 3 years, when prospective Organisers may again apply for a licence.

Reason: Clarification.

(R) Rallying

Date of implementation:
1 July 2018

29.1.4. A wrong direction should be indicated by a standard No Entry sign (a red disc with a white bar) and all but the correct road should be visibly blocked by means of tree trunks, brushwood, ropes, tape, etc, except as provided for in 29.1.5.

Alternatively, and only for use on closed road stages, the No Entry Sign may be replaced by a Chevron Board and tape as shown in Drawing 2(b).

Reason: The use of the Chevron Board for stages on closed roads as an alternative to the No Entry Sign was included in the SRSRs during 2017. Its inclusion in the Yearbook is for clarity. Implementation to coincide with Edition 4 of the SRSRs coming into force.

24.4.5. On any special stage where extreme circumstances make it necessary to neutralise the competition e.g. where spectator safety is compromised, or to authorise the movement of non-competing or rescue vehicles, the system of Red Flags must be in place. These should be located at mid stage rescue points, all locations where a rescue/emergency vehicle may re-enter the stage following a shortcut and at each mandatory Radio Point (29.5). Red Flags will be displayed at all mandatory Radio Points preceding the incident, only on the specific instruction of the Clerk of the Course or Stage Commander.

Red Flags must be prominently displayed (held out steady not waved) by a designated marshal who **MUST** wear a marshals' tabard. **Red** Flags shall measure a minimum of 60cm x 70cm.

(i) Competitors who have been shown a **Red** Flag will be given a notional time for the stage.

(ii) The time of the deployment of the **Red** Flags will be recorded and notified to the Clerk of the Course.

(iii) No flag other than a **Red** Flag may be deployed at any point along the route of the special stage.

~~**24.4.6.** Competitors **MUST** be advised, in writing, which stages are operating this system and the procedure which they must adopt (25.6.4).~~ **Delete.**

25.6.4. On passing a **Red** Flag displayed by a marshal wearing a marshals' tabard, the driver **MUST** immediately and significantly reduce speed as well as being prepared to stop at any time; at no time must they overtake any safety vehicle they encounter on the special stage route. The driver must then follow the instructions of any marshals and/or stage safety personnel and maintain this reduced speed until leaving the special stage. Failure to comply with this rule will incur a penalty at the discretion of the Clerk of the Course.

Reason: *Return to the use of Red Flags to align with FIA regulations. Following publication of the change to Red Flags, the FAI Report was published. On review, the Committee considered the change of use above providing for a method of communication to competitors the cessation of the competition mid-stage to enhance safety and clarify their use.*

(U) Karting

Date of implementation:
immediate

4.4.2. It is recommended that if entries exceed 100, or for MSA Championship events, there should be two ambulances present, or one ambulance and a fully equipped medical centre (F.6.4).

4.4.3. If only one ambulance is present and it has to leave the circuit, racing must not continue until it returns, unless alternative suitable transport approved, by the doctor or the chief medical representative, is present and available with sufficient trained staff to man it.

Reason: *Relaxation. To allow for Kart Clubs to decide their need for more than one ambulance with a recommendation of when they should do so.*

7.9. The Clerk of the Course (or his designated representative) may decide to stop a race or practice at any time. Should a race be stopped

by the display of red flags, the following procedures will apply:

7.9.1. ~~If 25% or less of the race distance has been completed by the leader, the race will be abandoned, or if possible re-run in its entirety. Unless re-run, Any race stopped before the leader has completed two laps will be declared the race will be null and void.~~

- (i) The race will be re-run in its entirety, as per 7.10.
- (ii) All available karts will restart from their original grid positions, the grid may be closed up for any missing karts.
- (iii) Front fairings may be reset without penalty on the grid.

7.9.1.1 If it becomes necessary to remove all karts from the track, repairs may be made and all karts that came under starter's orders for the original race will be permitted to start the re-run race from the dummy grid in their original positions.

7.9.2. If 2 or more laps but less than 75% of race distance has been completed by the leader, the Clerk of the Course shall, at his discretion, decide to:

- (a) Abandon the race. In which case the race (result) shall be declared as the order of finishing on the last full lap completed by all karts proceeding under their own power when the red flag was first displayed, followed in classification by non-running karts on a roll back of laps basis and order of stopping.

OR

(b) Consider the race suspended and run it as a two part race.

- (i) In this case the Karts will be restarted in a single file, rolling start with no overtaking before the start line
- (ii) After one or more laps under quarter flags (6.2,) the start will be signified by the waving of the green flag.
- (iii) The starting order for the second part of the race shall be the order at the last full lap completed by all karts still proceeding under their own power, when the red flag was first displayed. Any time penalty will be taken into account and added to the original result to provide the grid for the restarted race.
- (iv) Drivers "one or more lap(s) down" shall be put in their correct position i.e., behind the drivers on the same lap as the leader.
- (v) The race distance shall be the number of laps required to make up the full race distance.
- (vi) The finishing order of the second part, shall be the finishing order of the race (drivers "one or more lap(s) down" in the first part shall be deemed to have finished the race "one or more lap(s) down" unless they have un-lapped themselves), followed in classification by non-running karts on a roll back of laps basis and order of stopping.
- (vii) If the Judge of Fact reports that the front fairing on one or more karts was no longer in the correct position when the race was suspended, in all situations a time penalty of 10 seconds will be imposed automatically on the driver(s) concerned. This is not susceptible to appeal. Any front fairing which is subject to a Judge of Fact report

must be reset on the grid before the race is re-started.

OR

~~(c) Re-run the race in its entirety. If the race is to be re-run or completed the following will apply: While the race is stopped, the whole course shall be considered as parc ferme and no work may be carried out to any kart. Mechanics will not be allowed on the circuit until permission is given by the Clerk of the Course and they, or Incident Marshals already on the circuit, shall not approach or touch any kart until permission is given. If/when authorised by the Clerk of the Course spark plugs may be changed and finger adjustments may be made to the carburettor settings. If a kart leaves the circuit during the stoppage it will not be permitted to rejoin the race. Any kart not racing before the incident, that caused the race to be stopped, shall not rejoin the re-started race. Karts involved in the incident that gave rise to the stoppage or who subsequently stopped racing prior to the displaying of the red flag because of the incident, may only re-join the race if the Clerk of the Course, in consultation with the Chief Scrutineer, is satisfied that a kart is safe to continue without repair, and the Chief Medical Officer is satisfied a competitor is fit to continue racing and they must start at the rear, whether it is run over the full race distance or as a two part race. Those karts that stopped after the incident that gave rise to the stoppage because they were instructed to do so or because the~~

~~track was blocked, may join the restarted race in their proper place. Exceptionally, if it is decided to run the race in its entirety but becomes necessary to remove all karts from the circuit, repairs may be made and all karts that came under starter's orders for the original race will be permitted to start the re-run race from the dummy grid in their original positions.~~

7.9.3. If 75% or more of the race distance has been completed by the leader, the race will be deemed to have ended. The race results shall be declared as the **order of finishing on the last full lap completed by all karts still proceeding under their own power, before the red flag was displayed, followed in classification by non-running karts on a roll back of laps basis unless Championship Regulations specify otherwise.**

Re-Starting Procedures

7.10. If the race is to be re-run **in its entirety, or restarted** the following procedure will apply:

7.10.1. While the race is stopped, the whole course will be considered as Parc Ferme and no work may be carried out to any kart **(except to reset the front fairing in the correct position under the supervision of the Scrutineers).**

(i) Mechanics will not be allowed on the circuit until permission is given by the Clerk of the Course.

(ii) Neither the mechanics, nor Incident Marshals already on the circuit, can approach or touch any kart until permission is given.

(iii) When authorised by the Clerk of the Course, spark plugs may be

changed and finger adjustments may be made to the carburettor settings.

7.10.2. If a kart leaves the track during the stoppage,

(i) it will not be permitted to rejoin the race.

(ii) Any kart not racing at the time of the incident that caused the race to be stopped, cannot rejoin the re-started race.

(iii) Karts involved in the incident that gave rise to the stoppage, or who subsequently stopped racing because of the incident prior to the red flag, may only re-join the race if the Clerk of the Course, in consultation with the Chief Scrutineer, is satisfied that a kart is safe to continue without repair, and the Chief Medical Officer is satisfied the Competitor is fit to continue racing. These karts must start at the rear, whether the race is run over the full distance or as a two part race.

(iv) Those karts that stopped after the incident that gave rise to the stoppage because they were instructed to do so, or because the track was blocked, may join the restarted race in their proper places.

~~**7.10.3.** Exceptionally, if it is decided to run the race in its entirety but it becomes necessary to remove all karts from the circuit, repairs may be made and all karts that came under starter's orders for the original race will be permitted to start the re-run race from the dummy grid in their original positions.~~

Reason: Simplification and clarification.