

Welcome to this year's edition of the "Blue Book".

For the benefit of new members and readers we shall give a brief explanation of who the Royal Automobile Club Motor Sports Association Limited (Motor Sports Association) is and how it fits in with the rest of the motor sports world.

Firstly the Motor Sports Association only involves itself with motor sport for vehicles of four or more wheels.

The Fédération Internationale de L'Automobile (FIA) is the world governing body for four or more wheeled motor sport. The Motor Sports Association is affiliated to the FIA which recognises it as the National Sporting Authority (ASN) in the British Isles, excluding Eire.

International events are regulated under the auspices of the FIA's International Sporting Code which is published in the FIA Yearbook of Automobile Sport.

The Motor Sports Association's regulations are contained in this book and contain all the basic rules required to take part in motor sports events within the territory controlled by the Motor Sports Association. It also publishes the MSA Officials' Yearbook which contains information relating to officials and publishes quarterly a magazine for distribution to all licensed competitors, officials and registered clubs. The clubs also receive a News Bulletin at least 10 times a year.

In addition to the Motor Sports Association's regulations, each event has its own set of regulations, known as the Supplementary Regulations, which contain specific regulations for that particular event, but reference to, and a knowledge of, all the relevant regulations in this book is essential, if it is hoped to enjoy Motor Sport to the full.

In the top corner of each page is a letter in reversed type – this is the section letter, and a regulation is referred to by its letter and number, thus the first regulation on page 12 is A 1.1.

The book is split into sections of Common Regulations for Organisers and Competitors, followed by Specific Regulations for each of the Motor Sporting disciplines. These latter are subdivided into 'Organisation', 'Competitors' and 'Technical'. In general therefore, it should be possible for a competitor or organiser to find all the relevant rules by consulting just two sections, without having numerous cross-references. Unfortunately, a certain amount of cross-referencing is still necessary, because of similarities, for example, between speed events and racing, and also because the Safety Criteria are common to many disciplines.

New rules are indicated by a grey shading.

Background and History of Governance of British Motor Sport

The present structures within which British motor sport is organised and governed have been formed and moulded through a century of the sport's successful development in Britain. At the turn of the last century the development of the motor car led to the early formation of a number of motor clubs. Prominent within these 1897 saw the foundation of The Automobile Club of Great Britain & Ireland, subsequently renamed The Royal Automobile Club. This early club spirit continues to form the backbone of motor sport organisation and regulation today, with over seven hundred motor clubs choosing to share agreed codes of practice under the Motor Sports Association umbrella.

The Royal Automobile Club began to emerge as the leading organisation capable of representing motorists' interests and as an organiser of motor sport events, such as the 1,000 Miles Trial run in 1900. Until 1974 motor sport conducted by affiliated clubs was overseen by "The Competitions Committee" of The Royal Automobile Club which was a body of volunteers whose object was to ensure that motor sport was conducted as safely as possible and adhering to a common set of rules agreed between participating clubs and competitors which always ensured that competition was fair. The framework of a judicial system was put in place and after an evolutionary process is the modern system which is in place today.

Between 1975 and 1979 a revision of the structure took place which saw the replacement of the Competitions Committee in January 1975 by the formation of the Royal Automobile Club Motor Sports Council. The RACMSC was subsequently reconstituted in July 1998 as the Motor Sports Council (the Council), it becoming a Committee of the Motor Sports Association which itself had been given ASN status by the FIA in October of that year. The Motor Sports Association in turn designated the Council as its "Sporting Commission" for the purposes of Article 5 of the FIA Statutes.

The Council which currently has 24 members normally sits 3 times a year and has an overall responsibility for rule making and judicial matters. It is supported by 8 specialist motor sport committees, 5 specialist motor sport sub-committees and 5 advisory panels comprising over 211 volunteers from various motor sport disciplines. These committees operate in a democratic and transparent manner and are drawn from a wide range of competitors, organisers and administrators across the full spectrum of motor sport