

Welcome to the 2008 Regulations

As Chairman of the MSA Council, it gives me great pleasure to welcome you to the 2008 edition of the MSA Motor Sport Regulations – The Blue Book.

The Council brings together the chairmen of all the specialist committees that represent the interests of motor sport in the UK. They are joined by delegates from the six specialist Advisory Panels covering Safety, Technical, Medical, Timekeeping, Volunteer Official and Judicial issues, with further appointed members from the Regional Associations representing our 750 member Clubs and each of the Home Countries.

The role of the Council is to:

- Consider and approve the Regulations that govern the sport
- Oversee dispute resolution and administer our Stewards and the National Court
- Ensure the promotion of safety within UK motor sport
- Formulate strategy for the sport as the 'Sporting Commission' with the sporting power from the FIA.

The Council is responsible for approving all these Regulations. In order to be included in The Blue Book, each Regulation has to go through a thorough process to ensure that adequate consideration and debate has been undertaken throughout the sport.

New Regulations or amendments are usually first proposed by the MSA's Specialist Committees or Advisory Panels; a draft is then proposed to Council for consideration, after which the Regulation is put out to consultation. At this point, objections to or comments on the proposal are welcomed from throughout the sport. Only after this period of consultation does the Regulation come back to Council for final ratification.

The Regulations found in this book, although sometimes complex, enable the smooth, efficient and safe running of the sport for



Graham Stoker

Competitors, Officials and organising Clubs, and are held in high regard around the world.

In his introduction, Alan Gow has highlighted the importance of making The Blue Book more user-friendly. This has my strong support, and you will see that we have continued this process in the current edition. But alongside the commitment to modernisation we must of course also ensure that our Regulations are legally and operationally sound.

We are proud of our excellent record in terms of sporting Regulations, dispute resolution and the promotion of safety, and we will continue to ensure that our Regulations keep pace with the wider changes and advances in technology for the good of the sport and our Competitors.

I wish you all an enjoyable and successful season.

*Graham Stoker
Chairman, MSA Council
Member of the FIA World Motor Sport Council*



Motor Sports House

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Monday–Thursday
9.30–5.30

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THE ROAD TRAFFIC ACT 1988/91

From 1 July 1992, the offences of dangerous, careless and inconsiderate driving of a mechanically propelled vehicle on a road (sections 1, 2 and 3 of the Act as amended by the Road Traffic Act 1991) also apply to a public place.

The extension of road traffic law to public places has important consequences for those who take part or organise events involving motor vehicles in fields, parks or other areas where the general public is admitted either free of charge or on payment of an entrance fee.

The above offences do not apply to those taking part in 'authorised' motoring events when driving in a public place other than a road, provided they are driving in accordance with the appropriate authorisation for that event. Section 13A allows for the 'disapplication of sections 1 to 3 for authorised motoring events' and provides powers for The Motor Vehicles (Off-Road Events) Regulations 1995 which introduces a system for authorising events.

The Royal Automobile Club is an 'Authorising Body' under these Regulations.

Copies of the Road Traffic Act 1988 and 1991 and The Motor Vehicles (Off-Road Events) Regulations 1995 are available from The Stationery Office Ltd, PO Box 29, Norwich NR3 1GN.

For telephone orders ring 0870 6005522 or fax 0870 6005533.

Attention is drawn to MSA Regulations A 20 and A 23

It is not illegal to organise or take part in an unauthorised motoring event in a public place, but drivers and riders should be aware that they are liable to prosecution if they drive dangerously or carelessly.

There are many kinds of motoring events. Different rules are appropriate to minimise risk to participants, spectators and other members of the public who may be present.

A precise definition of 'event' or 'public place' cannot be given. If there is any doubt organisers are advised to seek legal advice. Authorising bodies should consider whether the event requires drivers to drive dangerously. It is not the purpose of the Regulations to legitimise unnecessary dangerous driving, nor is it desirable to authorise an activity which is likely to be regarded as an event as this could give drivers a false sense of security.

It is not foreseen that courts would regard purpose built stadiums, where the public have no access to the place where the event is staged, as a public place.