

Common Regulations for Officials

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General

1. The same person at any event can undertake several of the duties detailed below provided they are qualified for each. Stewards of the Meeting however must not undertake any other duties. Officials (other than Stewards) may appoint assistants to whom any of their duties may be delegated. As a general principle, all senior Officials should be at least 18 years of age.

2. At any event there must be:

- A Clerk of the Course
- A Scrutineer
- Stewards [10], and
- Timekeepers if appropriate.

Note: Throughout these sections an asterisk (*) indicates a requirement for additional information to be printed in the Supplementary Regulations (SRs).

Text shown in Italics indicate a Regulation which may be amended in the SRs.

3. The Stewards of the Meeting act in an honorary capacity but other Officials may be remunerated as specified in the Regulations. The organising club is responsible for meeting all fees in respect of Officials nominated by the MSA, who will invoice the club accordingly. The MSA may nominate one or more Stewards or Observers to any event. All other Officials will be nominated by the Organisers to the requirements of the MSA, who may require certain Officials to be licensed or otherwise registered.

4. No individual can compete in an event for which they are acting, or are have been nominated to act, as an Official.

5. Registered Clubs must allow MSA pass holders free and appropriate access to any MSA-sanctioned event. For their part, all MSA pass holders will make themselves known to the Secretary of the Meeting to 'sign on'. Apart from their appointment as an Official of the event, the holder will not have any Official duty nor have the authority to intervene in the running of the event.

The MSA Pass, which remains the property of the MSA, will show the year of validity, carry the name and photograph of the holder and will not be transferable.

6. 'Officers' are defined as current members of the Motor Sports Council, current Directors and Executive Staff of the MSA.

Stewards [Appendix 2]

7. The Stewards of the Meeting act as the second judicial body at any event, and are responsible for hearing and adjudicating upon any Appeal against a decision by the Clerk of the Course or other Official. They are also responsible for the forwarding to the MSA of any fines or protest fees collected.

8. Stewards should be thoroughly experienced in motor sport and of those appointed by an organising club, at least one must be a person whose motor sporting activity is not confined to that club alone and who is not an Official of that club.

9. The Stewards must have no executive duties in connection with the organisation of a meeting and are responsible only to the MSA. In a meeting comprising several events there may be different Stewards for each event. If the MSA appoints a Steward of the Meeting, that Steward (or the Senior Steward if more than one is appointed) will act as chairman of the Stewards of the Meeting. At all times the Stewards of the Meeting should act through the Clerk of the Course.

10. There must be three (and no more) Stewards at every meeting, one of whom should be MSA-appointed. If three are not available, suitable people must be co-opted by the existing Steward(s). In the absence of an MSA-appointed Steward, the senior Club Steward will assume his duties. Exceptionally, at Clubman Road/Navigation Rallies and Clubman or National B Autotests, Trials or Cross Country events, there must be a minimum one Steward.

11. Copies of all regulations, notices, etc. must be provided by the organising club for the use of Stewards as far as possible in advance of the event. The Stewards must satisfy themselves that the conditions of the Permit (and track licence if appropriate) are complied with and have the power to withdraw a Permit in the event of non-compliance.

12. Organisers should make available a private room for the Stewards' discussions and should arrange for a meeting of the Stewards prior to the start of an event so that any issues may be discussed.

13. Stewards must initiate investigations into any incident or breach of Regulations they observe or is reported to them. They can act from the moment that documentation or Scrutineering commences until the deadline for any appeals has expired. They may adjourn the hearing of any appeals if required.

14. Stewards have authority to enforce compliance with the Regulations and to adjudicate on any Appeal arising during the meeting. In particular they can:

- Modify the Supplementary Regulations in exceptional circumstances [A 29]
- In the case of force majeure or for safety reasons, instruct the Clerk of the Course to postpone, abandon or stop an event or part of an event [except as provided for in G 23]. Any such instruction must be formally recorded. Provided that an event is run in more than one heat or part, these powers may, if thought fit, be exercised in respect of one heat or part
- Deal with any matter referred to them by the Clerk of the Course under the powers of 29, and if the offence is considered sufficiently serious impose further penalties under C(d)-23
- Alter the composition of or consolidate heats
- Authorise a re-run in the case of dead-heats
- Accept a correction made by a Judge [77-81]
- Inflict a Reprimand, Fine, Time or Position penalty, Exclusion or Suspension, but not Disqualification [C(d)-22]. Any such penalty and the points accruing must be recorded on the Competitor's licence record
- Amend the results of a competition [C(d)-30]
- Order the removal from the course and its precincts, or inflict a penalty, upon any Competitor or Driver who refuses to obey the order of a responsible Official
- Approve any request from the Clerk of the Course to modify the position of the starting or finishing line, or the course, to ensure the reasonable safety of Drivers or spectators, or to alter the programme if circumstances so require
- Order in writing on behalf of the MSA the impounding or sealing of a vehicle or equipment for as long as may be necessary for technical examination following an accident, or upon suspicion of non-compliance with the Technical Regulations
- Sign the Upgrade Cards of Kart competitors as may be required for upgrading a competition licence. The following conditions will need to be met before a signature may be given on Kart Upgrade Cards:
 - o A competitor must perform satisfactorily, throughout the day, at competitive speeds, and must not receive any adverse reports regarding his

driving. Competitors may not necessarily have completed the Final on the day

- o Not more than one signature per meeting
- o Kart Endurance events do not qualify for upgrading signatures
- o Tyro Kart events do not qualify for upgrading signatures

- In cases of force majeure, authorise a suitable Official who does not hold the correct licence to take over the duties of an absent Official.

15. The Stewards of a Meeting have another major function, to prevent unnecessary danger, and the MSA Steward has overriding authority in matters of safety. In this respect Stewards should always try and act as a body, unless there are overriding considerations of urgency. Any Steward who is forced to take individual action should inform his fellow Stewards and the Clerk of the Course as soon as possible. No Steward should commit any act or give any order except as required to execute his role.

16. As soon as possible after an event the Stewards, with assistance from the Clerk of the Course, must send a Stewards of Meeting Report [A 64] to the MSA giving particulars of:

- Accidents involving injury or damage to property
- Protests/appeals lodged and action taken
- Penalties imposed and any recommendations in such cases
- General comments on the organisation of the event and the exercise of their duties
- Any other relevant observations as to the conduct of the event
- Any notices of Intention to Appeal and appeal fees received in accordance with Section C(d) of the Regulations.

Championship Stewards

17. Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. They are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C(d)-6. (subject to the rights of appeal provided for in Section C(d)).

Championship Co-ordinators

18. Championship Co-ordinators are responsible for liaison with the Championship Stewards and between the Championship Organiser, the event Organisers and the Competitors, as well as for the distribution of all relevant information.

Secretary of the Meeting

19. The Secretary of the Meeting is responsible for the organisation of the Meeting in terms of all material and notices required. This includes all paperwork prior to the event, acceptance of entries, allocation of numbers, Competitors' 'signing-on' sheets and Licence examinations, as well as the submission of items

required under A 64 to the MSA after the event. The Secretary must be present throughout practise and the competition itself to assist in the correct running of the meeting and should maintain a list of novice Drivers [27, G 13].

20. Competitors who fail to produce the necessary documents to prove their eligibility for a meeting should be reported by the Secretary to the Stewards of the Meeting as detailed in 27. For Clubman and National B status Events (other than Race, Stage Rally or Kart*), a properly completed and signed licence application form (including a passport photograph) together with the appropriate fee can be accepted instead of a Competition Licence.

21. *Competitors 17 years of age and under who have just completed their ARKS test may also produce a completed application (including a passport photograph) and payment in lieu of a Competition Licence. All applications accepted in lieu of a Competition Licence must be forwarded by the Secretary directly to the MSA Licences Department within 48 hours of receipt, confirming that they have been accepted at the event [C(a)-51].

22. The Secretary shall:

- Have available a current copy of the Motor Sports Yearbook (with amendments, if any)
- Post on the Official notice board all bulletins, Permits, authorisations, times and results
- Be responsible for sending to the Stewards prior to the meeting all appropriate documents, including a copy of the SRs
- Be responsible for receiving any Protests or Appeals from Competitors, noting time of receipt, and as quickly as possible pass Protests to the Clerk of the Course and Appeals to the Stewards of the Meeting
- Protests or Appeals may also be received by the Assistant Secretary, the Clerk of the Course or his deputy. Protests received by the Assistant Secretary or Deputy Clerk of the Course must be passed to the Clerk of the Course as quickly as possible, and Appeals to the Stewards of the meeting
- Ensure that publicity for the event is arranged (after A 8 has been complied with) to ensure that the general public are aware of the meeting. If an event is cancelled the appropriate media services in addition to the MSA and MSA Steward(s) must be advised.

23. All documents and programmes issued for an event must contain information as required by A 27, and all results bulletins etc should be marked with the date and time of issue.

24. The Secretary of the Meeting must liaise with the Chief Timekeeper to confirm the proposed timetable for the meeting. If the meeting is scheduled to last more than nine hours from signing on, prior notice must be given to Senior Officials, so that they can make appropriate arrangements for the relief of their teams.

The Event Director

25. The Event Director (Race Director, Rally Director etc) is the Official appointed at major international meetings by the organising committee (or the MSA) who is responsible for the overall planning of the

meeting, for maintaining the timetable (including non-sporting aspects) and for compliance with FIA and MSA prescriptions and protocol.

The Clerk of the Course [A(a)-7]

26. The Clerk of the Course has overall responsibility for the general conduct and control of an event from the opening date for receiving entries to the time when any protests and appeals have been dealt with. He must be present throughout practise and the competition. The MSA may require certain Clerks of the Course to be licensed Officials.

Responsibilities

27. The responsibilities of the Clerk of the Course will be:

- Ensure that all regulations are complied with and that all necessary equipment is available
- Keep order in conjunction with the Officials appointed with special responsibility for public security
- Ensure that all Officials are provided with the information necessary to carry out their duties
- Ensure the appropriate Officials are at their posts and report accordingly to the Stewards of the Meeting before any event commences
- Ensure that the conditions of any Permit and Track Licence have been fulfilled before the start of practice or competition, and report accordingly to the Stewards of the Meeting. Before doing so (and except in the case of Rallies and Classic Reliability Trials) the Clerk (or Deputy) must inspect the course and its installations. Any proposals to vary the manning or equipment levels must receive specific written approval from the Stewards of the Meeting before the event can commence
- **Make arrangements with the Secretary to satisfy himself and the Stewards that all Drivers, co-Drivers and Entrants are in possession of the appropriate Competition Licences/Medical Certificates and Club Membership cards [19]. Except as provided for in 20, any Competitor who cannot produce the necessary documents to prove eligibility at an event may not be allowed to start except with the agreement of the Stewards and on payment of a fine. In such cases the Clerk of the Course must ensure that the indemnities required by A 33-36 have been signed**
- Arrange for all cars to be routed to the Scrutineering area or Parc Fermé (as appropriate)
- Ensure that every accident or incident involving a competing vehicle is reported to the Stewards of the Meeting and the Chief Scrutineer, and that the Chief Medical Officer is informed if any Competitor is injured. The Competitor's Medical Certificate/Licence should be returned to the MSA if the Chief Medical Officer considers it appropriate
- Ensure that any vehicle which is to give a performance demonstration or take part in a high-speed parade has been examined and approved by the Chief Scrutineer, and that the Driver has 'signed-on'
- Ensure that every vehicle carries the proper

identification marking in accordance with the programme

- Ensure that the correct Driver is in each vehicle and Marshal the vehicles as necessary
- Send the vehicles to the starting line in the right order, personally start all races or delegate this responsibility to a competent Official who will start all scratch races throughout the meeting, except in the case of force majeure
- Advise the Stewards of the Meeting any proposal to modify the programme
- Collect the reports of the Timekeepers, Scrutineers, Technical Commissioners, Pit Observers, Driving Standards Observers and Judges of Fact, together with any other Official information effecting the results
- Prepare or arrange for the Secretary of the Meeting to prepare a statement of the information necessary to enable the Stewards of the Meeting to complete their report [16]
- Relieve from duty any Official or Marshal who the Medical Officer considers as possibly unfit by reason of health, consumption of alcohol or drugs
- **Ensure that any driver of a Safety Car during a Race (n.b. not including the driver of any car controlling a formation lap), is a suitably experienced circuit driver who should have or had previously held a Competition Licence [G 19]**
- Deal with any Protests from Competitors
- [19, C(a)-29, G 13]. Sign competition licence Upgrade Cards (except in respect of Kart Races). As a guide, the following conditions will need to be met before a signature is given:
 - o A Competitor must perform satisfactorily at competitive speeds and must not receive any adverse reports regarding his driving
 - o In races up to 10 laps the Competitor must be classified as a finisher. In some cases, particularly where a race includes several classes of widely differing performances, a Competitor need not complete the full distance of the race
 - o In races over 10 laps the must complete at least 10 laps
 - o There must be at least 10 starters
- o A high-speed trial will qualify as a race for the purposes of signing of Upgrade Cards
- o Not more than two signatures (one per race) per Competitor may be given at any one car race meeting [C(a)-29]
- o If a Clerk of the Course refuses to sign a Upgrade Card, the Competitor concerned may Appeal to the Stewards as provided for in Section C(d)
 - Notify the landowner and the Local Environmental Health Officer of any injury requiring overnight hospitalisation incurred during the meeting
 - Stop a race in accordance with G23 [14]
 - Authorise the use of flashing yellow warning lights when these are controlled from Race Control [A(a)-29]

28. Additional duties and responsibilities can be detailed in the Specific Regulations.

Powers

29. The Clerk of the Course acts as the sport's first judicial body. The Clerk or his Deputy, except in very serious cases, have the power to impose penalties in accordance with C(d)-6 (excluding Suspension and Disqualification), and the following:

- Exclude from the results of practice or competition, or prohibit from competing, any Competitor or Vehicle that has been reported unsafe or ineligible
- Penalise any Driver reported for not complying with flag signals
- Penalise any Competitor reported for being in contravention of the General Regulations or SRs
- Exclusions can be enforced either by displaying a Black Flag during a race, or after interview at the end of the competition or practice
- Penalise a Competitor found guilty of breaching C(d)-1(e). This does not preclude the Competitor also being reported to the Stewards of the Meeting for further penalties under C(d)-23.
- Penalise any Competitor found guilty of abusive language or behaviour or physical assault or threat of physical assault. This does not preclude the Competitor also being reported to the Stewards of the Meeting for further penalties.
- Impose a time penalty of up to 10 seconds for competitions of 30 miles or less or up to one minute if over 30 miles, upon any Competitor in a race meeting who he considers has gained an unfair advantage (whether inadvertently or not). This regulation does not preclude such a Competitor being reported to the Stewards for alternative penalties. In untimed Kart Races, this penalty may be replaced by a position penalty [C(d)-13].
- Impose a fine as detailed in Appendix 3.13.7(ii) on any Competitor who fails to attend, or who reports late at, a scheduled Drivers' briefing, or on any Driver who has not raced at the circuit before and who fails to report for a pre-practice briefing [G 13]
- All driving penalties applied must be recorded on the Driver's Competition Licence Record
- All exclusions, penalties or fines must be reported by the Clerk of the Course personally to the Stewards of the Meeting. Fines must be handed to the Stewards for onward transmission to the MSA.

Timekeepers and Handicappers

30. Timekeepers and Handicappers are appointed and licensed annually by the MSA from people holding the relevant annual MSA appointments (except for National B or Clubman non-speed competitions when this requirement only applies if specifically imposed on the MSA Organising Permit).

31. All are subject to an annual performance review and their appointment can be revoked at any time. They should have no connection with any particular trader or manufacturer who might benefit in any way from the result of any competition at which they officiate.

32. Timekeepers can only officiate in accordance with their appointed grade and using the appropriate

certified equipment and procedures relevant to a particular event. All Special Stage Rallies must have an MSA-licensed Scrutineer.

33. The Chief Timekeeper is responsible for the employment, and conditions of employment, of staff. The organising club must provide all necessary information and is responsible for meeting all approved costs of the Officials and for providing adequate facilities for them to carry out their duties.

34. The Chief Timekeeper can employ other suitably experienced assistants, but lay assistants cannot give final approval for the participation of any vehicle.

Timekeepers

35. The minimum Permitted grade of Timekeeper in charge at any event is given in the accompanying table. The principal duties of Timekeepers are to:

- Report personally to the Chief Timekeeper at the start of an event
- Use appropriate certified equipment for the type and grade of event and for the authenticity of the results produced
- Register appropriate times for the competition, and any other times required by the Clerk of the Course, sign the timing reports and pass them to the Chief Timekeeper
- Send their original time sheets to the Clerk of the Course, the Stewards of the Meeting or the MSA, if requested
- Communicate any times or results only to the Clerk of the Course, the Stewards of the Meeting or in accordance with their instructions.
- Prepare and sign a report relating to timing and send it with all necessary supporting documents to the Clerk of the Course (or to the MSA in the case of a record attempt)
- Act as Judge of Fact in respect of timing matters at Race and Speed events. If there is no Chief Timekeeper at Kart Race meetings, the Chief Lap Scorer will be a Judge of Fact in respect of laps completed and finishing order.

36. At Speed events Timekeepers must NOT accept responsibility for ensuring the course is clear in order to Permit the next Competitor to start. The Clerk of the Course must appoint a Starter whose duty it shall be to notify the Timekeeper when the course is ready for the next Competitor [26-30].

Timing Requirements

37. Times recorded using manually-operated equipment should be rounded to the nearest 0.1 of a second. The accuracy of automatically-operated equipment will be as classified. Where times are not to be published, speeds should be given to the nearest mile per hour and no minimum standard of equipment applies.

38. When calculating average speeds, the result should be consistent with the accuracy of time and distance measured, and must be rounded down at all times.

39. Standing Start Speed Events:

- For Hill Climbs and Sprints, timing is only Permitted up to an accuracy of 0.1 or 0.01 seconds

- For vehicle-activated timing, the alignment for start time must relate to a specific part of the vehicle having moved forward 100mm from rest. The Permitted tolerance for this alignment is $\pm 50\text{mm}$ or $\pm 5\text{mm}$ for times rounded to 0.1 sec or 0.01 seconds respectively
- For Hill Climbs, Sprints and record attempts, the Chief Timekeeper will arrange for an appointed Timekeeper to be positioned at the start line to ensure that each vehicle is correctly aligned before being Permitted to start
- Where timing is actuated by a light beam, only cars fitted with a timing strut will have their times recorded [I 67]
- For Speed Events (except Drag Races) the light beams must be set parallel to, and between 280mm and 430mm above the road surface. The light beam at the finish must be set at the same height as the start beam. Competitors must be positioned at the start so that the part of the car that will break the beam is 100mm behind it
- For Speed Events (except Drag Races) the Course Clear/Closed signal must be separated from any other signal
- The Course Closed signal must be red and, if it is a light, must be fitted with at least two bulbs. The Course Clear signal must be green and be activated in accordance with 36.

Alignment Lights

40. Where alignment lights are used, they must be in a separate housing and can be of any colour except red or green. When course conditions require, a repeater of the Course Clear signal can also be incorporated in this housing

Autocross and Rallycross Events

41. The start of timing should be synchronised with the starting signal, and not activated by a light beam

Rallying Events

42. Where times are recorded to the nearest minute, a timepiece with an accuracy validated against BBC or Telecom Time is Permitted [H 9.23]

Timing Equipment

43. All timing equipment used at any MSA Permit event must have a licence plate attached, and proof of current certification must be available at all times. For Stage Rallies, the Chief Timekeeper must provide the MSA Steward (or send to the MSA within seven days) a standard report form listing the certificate numbers, serial numbers and names of the suppliers of the clocks being used.

44. Any Laser equipment must have MSA approval before use. Adequate warnings must be displayed that a laser beam is being used, and precautions taken to prevent any person looking directly into the beam.

Handicappers

45. There shall be an MSA-licensed Handicapper in attendance throughout any event where results depend on a handicap. After entries have closed, the

Handicapper shall prepare the handicaps in accordance with the SRs, which should state if any handicap is to be varied following a performance made in a previous event at the same meeting.

46. In the case of a handicap race where the handicap is applied at the start, the starter must be a Timekeeper.

Scrutineers and Technical Commissioners [C(d) 33-43]

47. Technical Officials are appointed and licensed annually by the MSA from people holding the relevant MSA appointments (except for National B or Clubman non-speed competitions where this requirement only applies if specifically imposed on the MSA Organising Permit).

48. The Chief Scrutineer is responsible for the employment, and conditions of employment of staff. The organising club must provide all necessary information and is responsible for meeting all approved costs of the officials and for providing adequate facilities for them to carry out their duties.

49. The Chief Scrutineer can employ other suitably experienced assistants, but lay assistants cannot give final approval for the participation of any vehicle.

50. Scrutineers are responsible for checking the mechanical state of vehicles both in regard to compliance with all Regulations and in the interests of safety [C(a)-60-61].

51. There must be a Chief Scrutineer present at all events and not less than one Scrutineer for every 45 vehicles entered for the event. All Scrutineers must report to the Chief Scrutineer at the start of a meeting. The Chief Scrutineer can be nominated by the MSA, who may also appoint other Officials for specific duties in connection with vehicle eligibility. In other instances the organising club is responsible for appointing these Officials.

52. The maximum time allowed for scrutiny is 10 vehicles per hour per Scrutineer. Scrutineers will signify acceptance of a vehicle by issuing a label showing details of the event. For MSA Scrutineers the label must bear the MSA logo. The label must be attached to the vehicle for the duration of the event [C(a)-60-61]. When a Scrutineer rejects a vehicle, details must be put in writing with a copy, timed and signed by the Competitor, retained by the Scrutineer. The decision of a Scrutineer may be overruled by the Stewards of the Meeting in the course of adjudicating on a properly registered Appeal.

53. At all events the Chief Scrutineer must supply a written report to the Clerk of the Course covering all vehicles examined, giving reasons for any rejections. MSA-appointed Scrutineers and Technical Commissioners must report any findings to the Chief Scrutineer and Clerk of the Course, with a copy direct to the MSA.

54. In particular, Scrutineers shall:

- Make inspections at any time at the request of the Organisers, the MSA, the Clerk of the Course, Chief Scrutineer or Technical Commissioner
- Use only such measuring instruments as may be specified by the MSA

- Communicate Official information only to the Clerk of the Course, the Stewards of the Meeting or the MSA

- Prepare and sign the reports of their inspections and pass them to the Clerk of the Course and the MSA, as appropriate

- Attend two out of three annual Seminars to maintain their appointment [see Section B(e)].

55. The Chief Scrutineer (and any Deputy) shall remain on duty throughout an event. Every Scrutineer responsible for approving a vehicle shall remain on duty until that vehicle has completed the competition (including any post-competition scrutineering periods), or until released by the Chief Scrutineer.

56. The SRs for meetings or International events being run to Appendix J of the FIA's International Sporting Code will require the Entrant to make available at all times a copy of the Homologation Papers appropriate to the type of vehicle participating.

Scrutineers Groups

57. Chief Scrutineers can instruct Trainee Scrutineers to assist as part of their on-the-job training. Scrutineers can sign for cars in their own right, and can assist more senior grades at any meeting

- National B Scrutineers can take charge of scrutineering at events up to National B status, including race meetings

- National A Scrutineers can take charge of scrutineering at events up to National A status

- International Scrutineers can take charge of scrutineering at any type of event up to International status, including FIA Championship events.

Technical Commissioners

58. Technical Commissioners are empowered to check the eligibility of vehicles for compliance with any Technical Regulations and to undertake any measurements or examinations required.

Eligibility Scrutineers

59. Eligibility Scrutineers, whose names should be published, can be appointed for certain Formulae for which Technical Commissioners have not been specified. They must be licensed Scrutineers and must always work in conjunction with the Chief Scrutineer or Technical Commissioner with regard to Judgements of Fact. If required to undertake measurements that require stripping of a vehicle, they must be licensed to do so. Measurements which can be performed without stripping may be undertaken by a licensed Scrutineer.

60. Eligibility Scrutineers appointed to International Rallies can carry out, or request to be carried out, any stripping and dismantling that may be needed.

61. Codes of Practice are provided for both Technical Commissioners and Eligibility Scrutineers. Technical Commissioners and licensed Eligibility Scrutineers are considered members of the Technical Commission.

Environmental Scrutineers

62. Environmental Scrutineers are appointed by Organisers (and occasionally the MSA) for all Rallies

involving cars built after 1941 and for other events using the public highway. Their main function is to use sound meters or other means to check sound levels of all cars (including Course Cars) at Scrutineering and during the event, and report excessive levels. The duties of an Environmental Scrutineer may be combined with that of a Driving Standards Observer as detailed in 83-86.

63. To assist Owners and Organisers the MSA has set up an Auditing Inspectorate of Environmental Inspectors who are licensed to attend events and carry out measurements in conformity with C(b)-23.

64. All Environmental Scrutineers have the authority to refuse a start or withhold Time Cards or route information where Competitors are considered to have made excessive noise. They may also bar Course Cars from an event.

65. Before the start of a Rally, a Sound Test must be conducted in accordance with C(b)-23, using either the 0.5m or 2.0m test, as decided by the Environmental Scrutineer. Road Rallies should use the 2.0m test wherever possible. At all other events the Organiser and Chief Scrutineer can appoint an Environmental Scrutineer. Organisers should liaise with the landowners as appropriate. No protest or appeal can be made against the decision of an Environmental Scrutineer.

66. The name of the Environmental Scrutineer should either be given in the Final Instructions or posted on an Official notice board at signing-on before the start of Scrutineering.

67. Environmental Scrutineers must provide a full written report, to the Clerk of the Course as soon as possible before publication of provisional results. Details of any penalty applied by the Environmental Scrutineer must be included in the published results.

68. The SRs or the Final Instructions for the event should carry a reminder that a sound test will be carried out.

69. The minimum requirements for Sound Meter Standards are as follows

- Type 1 or 2 Instrument (to be calibrated regularly)
- International Standard IEC 651
- British Standard BS 5969
- Range 70–120 dB(A)
- Weighting 'A'

- Time Constants Fast/Slow
- Maximum 'Hold' recommended.
- Calibrators to comply with BSEN or IEC 60942 Class 2.

Pit Observers

70. The Pit Observers and Marshals must:

- Report to the Chief Pit Marshal at the start of the meeting and act on his orders
- Report immediately to the Chief Pit Marshal any infringement of the Regulations by a Competitor
- Submit their reports at the end of the event to the Chief Pit Marshal.

Race Observers and Flag Marshals

71. Observers are the eyes and ears of the Clerk of the Course and occupy Posts along the course allocated to them by the Chief Observer. They are responsible for the efficient operation of their Post team, but should not personally become involved in dealing with incidents.

72. Upon taking up their Post, Observers should report to the Clerk of the Course on its levels of equipment and manning. They must pass on to the Post team any instructions received from the Chief Observer and ensure that all watches are synchronised with Official Timekeeper's.

73. Observers should immediately report to the Clerk of the Course by telephone or radio all incidents that occur on their section of track, including the time of occurrence. They are responsible for advising the Clerk of the Course as to whether a race should be stopped.

74. Any vehicle stopping in their sector should only be moved if the Observer (or their Deputy) is satisfied this can be done without unreasonable risk to Marshals. If not, the Observer should immediately report to the Clerk of the Course that the vehicle cannot be moved.

75. At the end of each competition or practice (or as required) all Observers must give the Clerk of the Course a written report covering all incidents or accidents in their sector. These should include the time the incident occurred, the identities of all people and vehicles involved, and full details of the incident.



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76. Race Observers are also responsible for the use of flashing yellow warning lights when the control of these lights is from their Post [A(a)-29].

77. Flag Marshals are appointed to give flag signals to Competitors and may also act as Observers.

Judges of Fact

78. Judges (of Fact) may be appointed by an organising club, the MSA or (with MSA approval) a Regional Association to adjudicate on any factual occurrence or question of eligibility at an event. No protest or appeal can be made against a Judge in relation to any statement of fact, which must be accepted as a fact unless later corrected by him (with the approval of the Stewards of the Meeting).

79. A Judge's decision must not constitute a statement of results, and Judges are not empowered to impose penalties, as they will not necessarily have taken into account any prevailing conditions.

80. Except for events where any part takes place on the public highway, Judges must report to the Clerk of the Course for any necessary action to be taken. (See 65 for procedures on Rallies and other events.)

81. The SRs for an event will specify the facts to be judged and the specific Officials who will judge them. In particular:

- The Chief Scrutineer of an event and members of the Technical Commission are considered Judges in respect of Vehicle Eligibility [C(d)-33-43]
- Environmental Scrutineers and Officials in charge of Sound Meters are considered Judges in respect of Sound.

82. The use of cameras or similar equipment to facilitate a Judge's decision is allowed, but only if the equipment is under the control of the Organisers. In such cases the Judge can delay a decision until the evidence is obtained.

Driving Standards Observers [F 22, H 13, H 38, H 141]

Non-Race Observers

83. Driving Standards Observers can be appointed by Organisers, the MSA or (with MSA approval) a Regional Association for all events wholly or partly held on the Public Highway. Their function is to monitor driving standards, including noise and speed levels, and report driving likely to bring the sport into disrepute. They are empowered to inform Competitors that they will be penalised in accordance with the Regulations, which can include withdrawal from the event. No protests or appeals can be made against their decisions.

84. Driving Standards Observers must provide a full written report, to the Clerk of the Course as soon as possible before publication of provisional results. Details of any penalty applied by the Observer must be included in the published results.

85. The names of any Observers should either be given in the Final Instructions or posted on an Official Notice Board at signing-on not less than 30 minutes before the first car is due to start [H 9.25].

86. The SRs for the event should state that Driving Standards Observers are being appointed.

Race Observers [G 18, G 93-95]

87. The Organisers or the MSA can appoint MSA-licensed Driving Standards Observers to monitor driving standards at all grades of Race meetings. Any MSA-licensed Race Clerk of the Course is automatically considered an MSA-licensed Driving Standards Observer.

88. The names of the Driving Standards Observers should either be given in the Final Instructions or posted on the Official notice board not less than 30 minutes before the start of the first practice session.

89. All Driving Standards Observers should provide a full written report on any adverse driving standards to the Clerk of the Course as soon as possible, with copies made available to adjoining Observers' posts as appropriate.

Marshals

90. An adequate number of competent Marshals must be on duty throughout any event, allocated to locations and duties appropriate to their individual experience and training. Marshals appointed to control spectators or Competitors should be on duty at least half-an-hour in advance of the expected time of arrival.

Declarations and Understandings

91. All Officials and Marshals at an event must identify themselves by signing on in order to obtain Personal Accident Insurance cover. They must also sign the following undertaking:

'I agree to act in an Official capacity at this meeting and in consideration of this the organising club(s) have effected for my benefit a Personal Accident Insurance Policy for death or benefits as prescribed more specifically by the MSA. I have been given an opportunity to read the General Regulations of the Motor Sports Association and, if any, the Supplementary Regulations for this event and agree to be bound by them.

'I declare that I am physically and mentally fit to carry out my duties and that I will inform the Organisers immediately should any change in my condition occur which I have reason or ought to have reason to believe would affect my ability to carry out my duties. I acknowledge that I understand the nature and type of competition and that as an Official, I may be exposed to the potential risk inherent in motor sport and I will undertake my duties with their associated risks with due and proper regard for my safety and that of others.

'Further, I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the event are insured against loss or injury caused through negligence. I declare that I am not suffering from any infirmity or physical disability likely to affect the performance of my duties as an Official of the event.'

'I hereby agree to abide by the MSA Child Protection Policy and Guidelines.'

92. All Officials, Marshals and members of the media must be identified by armbands, tabards or badges

Officials (B)

[A 76] which are not transferable. They undertake their duties at their own risk and must go no nearer the course than is essential to perform their duties. No Official under the age of 18 should be given duties that require them to be outside an enclosure, unless under the direct supervision of an experienced adult Official. Organising clubs should refrain from using any person under the age of 16 for any duty that may place them in a position of danger. Organisers should be in possession of the addresses of all Marshals and Officials. Any person under the age of 18 signing-on as laid down in 91 must produce a letter of agreement from a parent or legal guardian.

93. Accredited members of the Media (who must be at least 18 years of age) must sign the following undertaking:

'I declare that I am over 18 years of age and agree to act, at all times, in accordance with the instructions of Officials of the event. I further declare that I am physically and mentally fit to carry out my function and that I will inform the Organisers immediately should any change in my condition occur which I have reason or ought to have reason to believe would affect my ability to carry out my function.'

'I acknowledge the nature and type of the competition and that while undertaking my duties I may be exposed to the potential risk inherent in motor sport and that I will undertake my function with its associated risks with due and proper regard for my safety and that of others. I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the event are insured against loss or injury through their negligence.'

'I hereby agree to abide by the MSA Child Protection Policy and Guidelines.'

Commentators

94. The commentator is not regarded as an Official of the meeting but must nevertheless ensure that any comment made should not imply that a regulation has been broken, or that action should be taken against a Competitor or Official. Official statements must only be issued under the authority of the Clerk of the Course.

Medical Arrangements

95. All doctors attending motor sport meetings as medical officers must be fully registered with the General Medical Council, members of a recognised medical defence organisation and covered by insurance for work outside a hospital. Doctors must be aware that they are expected to provide themselves with the equipment the see necessary for the proper performance of their duties.

96. It is recommended that Doctors should wear readily identifiable (preferably red) protective overalls or tabards. The backs should display the word Doctor.

97. Full details of equipment required and duties of Medical personnel are given in Section A(b). The Anti-Doping Control Official, in conjunction with the Clerk of the Course and the Stewards, may carry out spot checks on Competitors or Officials, to ascertain whether they are using drugs or alcohol [A 60(m)].

Officiel d'Honneur

98. Officials who have completed their active service to motor sport may be invited by the MSA to become an Officiel d'Honneur. This will entitle them to various privileges and their advice may be called upon to make optimum use of their wealth of experience.

Table number 35

Event Status	Race	Kart	Speed incl. Records	Stage Rally
International	International Race		International Speed	International Rally
National 'A'	National Race Timekeeper	Timekeeper Kart	National Speed Timekeeper	National Rally Timekeeper
National 'B'	National Race Timekeeper	Timekeeper Kart	National Speed Timekeeper	* National Rally Timekeeper
Clubman	National Race Timekeeper	Timekeeper Kart	Timekeeper Speed	* National Rally Timekeeper

* Includes Timekeepers proposed by Regional Associations and approved by the MSA but only when manual timing is used. When automatic timing is used minimum grade is National Rally with Certificate of Competence from timing equipment manufacturer.