MOTORSPORTS ASSOCIATION UK

SPORTING REGULATIONS

The rulebook of the MSA Amateur Series

Version 1.0

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Board of Director of Officials & Marshals

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ISSUE AND APPROVAL

PART A — GENERAL PROVISIONS

1. Authority and Scope

1.1 Motorsports Association UK (“the MSA”) is the governing body for all motorsport run under its name on Roblox.

1.2 These Sporting Regulations (“the Regulations”) govern every event, session and official activity organised or sanctioned by the MSA, including the MSA Amateur Series.

1.3 By submitting an entry, accepting an appointment, or taking part in any MSA activity, a Competitor, Driver, Official or Member accepts the Regulations in full and agrees to be bound by them.

1.4 Where any other MSA document conflicts with the Regulations, the Regulations shall prevail.

1.5 Supplementary Regulations (“SRs”) may be issued for a single event or for the Series. SRs apply in addition to the Regulations.

1.6 Not knowing the Regulations is not a defence.

1.7 Any question concerning the Regulations shall be directed to kingsnake365, or, in his absence, to xboxformula1.

2. The Spirit of the Regulations

2.1 The Regulations exist to provide fair, safe and enjoyable competition. They are to be read and applied in that spirit.

2.2 At this stage of their development the Regulations do not cover every situation which may arise, and they are not intended to. Their spirit is nonetheless clear and binds every Member.

2.3 Conduct which is contrary to the spirit of the Regulations may be penalised under Section 20 or Section 22 even where no specific Regulation addresses it. A Member may not rely on the absence of a Regulation as permission.

2.4 A Member who follows the wording of a Regulation but defeats its purpose has broken it.

2.5 Where the Regulations are silent, unclear, or produce a result plainly contrary to their purpose, the Officials shall decide the matter in the way that best serves fair and safe competition.

2.6 The Regulations are not a tactic. Protests, appeals and technical points brought to gain an advantage, rather than to put right something unfair, will be penalised.

3. Discretion of the Officials

3.1 Any provision of the Regulations may be waived, varied or disapplied in a particular case at the discretion of the Officials, with the approval of the Board.

3.2 A discretion exercised under 3.1 shall be recorded, published with brief reasons, and applies only to the case in which it is exercised. It does not create a precedent and does not amend the Regulations.

3.3 This discretion shall not be used to defeat the spirit of the Regulations under Section 2, or to allow conduct covered by Section 18.

4. Definitions

4.1 In the Regulations, the following expressions have the meanings given below.

4.1.1 "The Board" means the Board of Director of Officials & Marshals, the senior governing body of the MSA.

4.1.2 "Clerk of the Course" means the Official in overall charge of the running of an event.

4.1.3 "Stewards" means the panel appointed to adjudicate on incidents, protests and penalties, acting independently of the organisers.

4.1.4 "Race Control" means the collective body of Officials directing a session, headed by the Clerk of the Course.

4.1.5 "Official" means any person appointed by the MSA to a role at an event, including Marshals, Timekeepers, Rescue & Recovery crew and the Safety Car Driver.

4.1.6 "Officials' capacity" means acting as Clerk of the Course, as a Steward, or as a member of the Board.

4.1.7 "The National Court" means the independent tribunal described in Section 24, which is constituted separately from the MSA.

4.1.8 "Competitor" means the person or team in whose name an entry is made.

4.1.9 "Driver" means the Member who drives the car named on the entry.

4.1.10 "Member" means any person holding current MSA membership.

4.1.11 "The Series" means the MSA Amateur Series.

4.1.12 "Event" means a complete meeting, including briefing, practice, qualifying and race.

4.1.13 "Session" means any single period of running, whether practice, qualifying or race.

4.1.14 "Server" means the Roblox game instance in which a session is held.

4.1.15 "Incident" means any occurrence, or series of occurrences, involving one or more Drivers which is reported to or noted by Race Control.

4.1.16 "Exclusion" means the removal of a Driver from the results of a session or event.

4.2 All times stated in the Regulations are British time.

4.3 Words importing the singular include the plural, and the masculine includes all genders.

4.4 Headings and marginal numbering are for convenience only and form no part of the Regulations.

5. Amendment and Interpretation

5.1 Only the Board may amend the Regulations.

5.2 An amendment shall be published to the membership not less than twenty-four (24) hours before it takes effect, except that an amendment made on safety grounds may take effect immediately upon publication.

5.3 Every published version of the Regulations shall carry a version number and date of effect. The current published version is the only version in force.

5.4 An event already begun when an amendment takes effect shall be completed under the Regulations in force when it began.

5.5 Any question as to the meaning or application of the Regulations shall be referred to the Clerk of the Course, who may refer it to the Stewards. The ruling of the Stewards shall bind the parties for that event.

5.6 A ruling of the Board on the interpretation of the Regulations binds all Members until the Regulations are next amended.

PART B — MEMBERSHIP AND OFFICIALS

6. Membership

6.1 Membership of the MSA is open to any person who (a) holds a Roblox account in good standing, (b) is of good standing within the wider United Kingdom Roblox motorsport community, and (c) is not subject to a current MSA suspension or expulsion.

6.1.1 The Board may refuse or withdraw membership where a person is subject to a current sanction imposed by another recognised United Kingdom organisation, or where their conduct elsewhere would amount to a breach of Section 18 if committed within the MSA.

6.2 A Member shall maintain membership of the official MSA communications server and is responsible for reading notices published there.

6.3 A Member shall compete under one account only. Any additional account must be declared to the Board in writing before it is used in any MSA activity.

6.4 Competing under another person's account, or permitting another person to use an account entered in an event, is prohibited and shall be dealt with under Section 20.

6.5 Membership may be refused, suspended or withdrawn by the Board in accordance with Section 22.

7. Officials

7.1 Officials are appointed by the Board. The roles recognised by the MSA Volunteer Programme are Clerk of the Course, Stewards, Safety Car Driver, Marshals, Rescue & Recovery and Timekeepers.

7.2 Race Control is not a separate appointment; it is the collective term for the Officials directing a session.

7.3 Officials shall act impartially at all times. An Official who has an interest in the outcome of a session, including a team or personal connection to a Competitor, shall declare it to the Clerk of the Course and stand down from any decision affecting that Competitor.

7.4 No person shall act as Clerk of the Course or Steward at an event in which they are entered as a Driver.

7.5 The instructions of an Official given in the course of their duties shall be obeyed immediately.

7.6 The Stewards act independently of the organisers of the event and report to the Board.

7.7 An Official who fails to carry out their duties, or who acts partially, may be stood down by the Clerk of the Course and reported to the Board.

PART C — ENTRIES AND EVENT FORMAT

8. Entries

8.1 Entries shall be made on the official entry form published for the event and shall close at the time stated in the SRs.

8.2 An entry shall state the Driver, the account to be used, the class entered and the competition number requested.

8.3 Competition numbers are allocated by the organisers. A number allocated to a Driver for a season shall not be reallocated during that season.

8.4 The organisers may refuse an entry. A refusal shall be given in writing with reasons and may be appealed to the Board under Section 24.

8.5 A Driver who withdraws after the close of entries shall notify the organisers. A Driver who fails to attend without notice (a “no-show”) may be penalised under Section 20.

8.6 Where entries exceed the maximum grid stated in the SRs, a reserve list shall be kept in order of receipt.

8.7 A Competitor shall submit to the MSA the name of every Driver, and of every member of its team staff, before any session takes place. No person may drive or act for a Competitor until they have been so submitted.

8.8 Any change to a Competitor’s Drivers or team staff shall be submitted to the MSA within a reasonable time before the session to which it relates.

8.9 A change submitted late, or made during a session, shall be reviewed by the Officials on a case by case basis and may be accepted, accepted subject to conditions, or refused.

9. Eligibility and Conduct of the Entry

9.1 A Driver shall compete only under the account named on the entry.

9.2 Cars shall display the allocated competition number and shall comply with any livery or naming requirement in the SRs.

9.3 The use of exploits, scripts, modified clients, or any other means of obtaining an advantage not available to all Competitors is prohibited.

9.4 A Driver is responsible for the stability of their own connection. A Driver who disconnects may rejoin only with the permission of Race Control and shall rejoin in the position directed.

9.5 Every Competitor and Driver must be able to provide evidence to support or answer any Incident involving them. If a party has no evidence, the matter will be decided on the evidence available, and having none will not count in their favour.

9.6 For the purpose of 9.5, all Competitors and Drivers are strongly recommended to record every session and to keep the recording for not less than seven (7) days.

9.6.1 A Driver who cannot record may have a team member spectate the session and record on their behalf. A recording made this way carries the same weight as one made by the Driver.

9.6.2 Where an event is broadcast, footage from that broadcast may also be used as evidence. The MSA does not guarantee that broadcast footage exists or covers any particular Incident.

9.7 A Competitor is responsible for the conduct of its Drivers, its team staff and its guests, whether or not that person is a Member, and whether or not the Competitor knew of or approved the conduct.

9.8 Where a Driver or team member breaches 9.3, the Board may in addition impose a penalty on the team of which that person forms part, including a points deduction, exclusion from the Series, or the withdrawal of entry privileges.

9.9 A Competitor and its Drivers are treated as one. In most cases the actions of a Driver will be reflected on the team, and the actions of the team will be reflected on its Drivers.

9.10 Accordingly, the acts and omissions of any Driver, team member or guest of a Competitor may result in a penalty being imposed on one, several or all of the Drivers entered under that Competitor, whether or not the Driver penalised was involved in or aware of the conduct.

10. Event Format

10.1 An event shall consist of a Drivers' Briefing, practice, qualifying and one or more races, except where the SRs provide otherwise.

10.2 Attendance at the Drivers' Briefing is compulsory. A Driver who fails to attend shall start from the pit lane unless the Clerk of the Course directs otherwise.

10.3 The duration of practice and qualifying shall be stated in the SRs.

10.4 The starting grid shall be determined by the fastest lap set by each Driver in qualifying. Where two Drivers set identical times, the Driver who set the time first shall take the higher position.

10.5 Race distance shall be stated in the SRs as a number of laps or a duration.

PART D — RACE PROCEDURE

11. Assembly, Grid and Start

11.1 Drivers shall be present in the server by the time stated in the SRs. A Driver not present when the session is locked shall not take part.

11.2 Drivers shall leave the pit lane and take up their grid position in qualifying order. Cars shall remain stationary on the grid.

11.3 The grid walk takes place while the cars are on the grid. Team staff, media and guests may be on the grid during this time.

11.4 When Race Control gives notice to clear the grid, everyone other than the Drivers shall leave it immediately and every Driver shall be back in their car at once. Any person still

on the grid after that notice shall bring a five (5) second time penalty on their Competitor.

11.5 The lights shall then go out and the green signal shall be given, at which point the formation lap begins.

11.6 During the formation lap a Driver shall not overtake the car in front and shall hold grid order. Overtaking on the formation lap shall be penalised under Section 20.

11.7 A Driver who holds up the formation lap excessively, or who falls unreasonably far behind the car in front, shall be penalised under Section 20.

11.8 At the end of the formation lap Drivers shall reform on the grid in their original positions.

11.9 When the last car has taken its position the start lights shall come on. The race begins when the lights go out.

11.10 A Driver whose car moves from its grid position before the lights go out commits a jump start and shall be penalised under Section 20.

11.11 Where the start is aborted, Race Control shall display the appropriate signal and the grid shall be re-formed. A Driver who caused the abort may be penalised.

11.12 A Driver starting from the pit lane shall remain stationary until the field has passed the pit exit and shall be released by a Marshal.

12. Safety Car and Virtual Safety Car

12.1 The Safety Car may be deployed on the instruction of the Clerk of the Course where conditions require the neutralisation of the race.

12.2 Deployment shall be signalled by the display of “SC” boards, yellow flags and, where fitted, the yellow light panels. The Safety Car shall run with its lights illuminated.

12.3 From the moment of deployment, overtaking is prohibited except where a car is directed to pass by a Marshal or by the Safety Car Driver, or where a car is in the pit lane.

12.4 Drivers shall reduce speed, close up in formation and drive without erratic acceleration, braking or weaving.

12.5 Lapped cars shall be permitted to unlap themselves only where Race Control so directs.

12.6 The pit lane shall remain open under Safety Car conditions unless Race Control closes it. Where it is closed, a Driver entering the pit lane other than for a safety reason shall be penalised.

12.7 The withdrawal of the Safety Car shall be announced by Race Control. The Safety Car shall extinguish its lights on the lap it returns to the pit lane.

12.8 From the moment the Safety Car lights go out, the leader controls the pace. Overtaking stays banned until the leading car crosses the Start/Finish line, after which green flag conditions return.

12.9 Where an Incident can be covered without bunching the field, Race Control may instead deploy the Virtual Safety Car (“VSC”), also known as a full course yellow. Deployment is signalled by “VSC” boards and panels and announced by Race Control.

12.10 Under the VSC every Driver shall keep their speed below 70 km/h (50 mph) until the VSC ends. Overtaking is banned, except where a car is told to pass by a Marshal or is in the pit lane.

12.11 The end of the VSC shall be announced by Race Control, and green flag conditions return at the point stated in that announcement.

12.12 A Driver who overtakes under the VSC, or who exceeds 70 km/h (50 mph) while it is in force, shall be penalised under Section 20.

13. Suspension and Abandonment of a Race

13.1 A race may be suspended by the display of red flags and red light panels on the instruction of the Clerk of the Course.

13.2 On the display of the red flag, all Drivers shall immediately reduce speed, cease racing, refrain from overtaking and proceed to the pit lane as directed.

13.3 The order for the resumption of a suspended race shall be the order at the end of the last lap completed by the leader before the suspension.

13.4 Where a suspended race cannot be resumed, the result shall be taken at the end of the last lap completed by the leader before the suspension.

13.5 Where fewer than two (2) laps have been completed by the leader, no result shall be declared, the race shall be abandoned and no points shall be awarded.

13.6 Where a race is resumed, the remaining distance shall be that stated by Race Control before the resumption.

14. Finish, Results and Classification

14.1 The end of the race shall be signalled by the chequered flag shown to the leading car on completion of the race distance, and thereafter to each car as it crosses the line.

14.2 After taking the chequered flag, Drivers shall reduce speed, complete one further lap without racing, and leave the circuit as directed.

14.3 After the slowing down lap every Driver shall proceed directly to parc fermé, unless Race Control directs otherwise.

14.4 Cars in parc fermé shall be left as they finished. No work shall be carried out on a car, and no Driver shall leave parc fermé, until released by an Official. A Driver who leaves early or who ignores an instruction in parc fermé shall be penalised under Section 20.

14.5 Provisional results shall be published by the Timekeepers as soon as practicable after the finish.

14.6 Results remain provisional until the protest and appeal procedure in Sections 23 and 24 has been exhausted or the time limits in those Sections have expired.

15. Flags and Signals

15.1 Flag signals may be given by Marshals with flags, by light panels, or by both. Both have equal authority and shall be obeyed without question.

15.2 The following signals apply.

15.3 Flag signals exist to protect Drivers, Marshals and Rescue & Recovery crews. Infringements of flag signals are treated as serious safety offences and shall be penalised at the upper end of the tariff. No warning need be given before a penalty is imposed, and a racing incident defence is not available.

15.4 Under yellow flags a Driver shall clearly slow down and shall not overtake. Under double yellow flags a Driver shall slow down further and be ready to stop. A lap time showing no loss of speed in that sector is enough on its own to prove an offence.

15.5 A Driver shown the blue flag shall hold their line and maintain a predictable speed so that the overtaking car may pass safely. The Driver being lapped shall neither brake unexpectedly nor move off the racing line, and shall not be required to leave the circuit or concede the corner.

Signal	Meaning
Green	The circuit is clear. Racing conditions apply.
Yellow	Danger ahead. Slow down clearly, no overtaking, be ready to change direction or stop.
Double yellow	Great danger ahead. Slow down a lot, no overtaking, be ready to stop. The track may be blocked.
“SC” board or panel	Safety Car deployed. Slow down, no overtaking, close up behind the Safety Car.
“VSC” board or panel	Virtual Safety Car (full course yellow). Keep below 70 km/h (50 mph). No overtaking.
Red	The session is suspended. Cease racing, no overtaking, proceed to the pit lane.
Blue	A faster car is about to lap you. Hold your line, keep a predictable speed and let it past.
White	A slow-moving vehicle is on the circuit ahead.
Yellow and red striped	The track ahead is slippery — oil, water or rain.
Black and orange disc	Your car is damaged and must come to the pit lane.
Black with white diagonal	A warning for unsporting behaviour. The next step is the black flag.
Black	You have been excluded. Return to the pit lane immediately and report to the Clerk of the Course.
Chequered	The session has ended. Reduce speed and complete the lap without racing.

15.6 Failure to obey a flag signal shall be penalised under Section 20.

16. Pit Lane

16.1 The pit lane speed limit shall be stated in the SRs and applies from the pit entry line to the pit exit line at all times the circuit is open.

16.2 Drivers shall not cross the pit entry or pit exit line in either direction.

16.3 A car shall be released from its pit box only when it is safe to do so. The Competitor is responsible for an unsafe release.

16.4 Work on a car shall be carried out only in the box allocated to it.

16.5 Where the SRs require a pit stop, the stop shall be completed within the window stated. Failure to complete a required stop shall result in Exclusion.

16.6 Drivers shall obey the instructions of Pit Lane Marshals at all times and shall give way to a car on the fast lane.

PART E — CONDUCT

17. Driving Standards

17.1 A Driver shall at all times drive in a manner which is safe, sportsmanlike and appropriate to the conditions.

17.2 Racing room shall be left at all times. A Driver shall not force another Driver off the circuit.

17.3 A Driver defending a position may make one change of direction. Returning to the racing line thereafter is permitted, provided that racing room is left to any car alongside.

17.4 An overtaking Driver shall have a significant portion of their car alongside the car being overtaken by the apex of the corner in order to be entitled to racing room.

17.5 A Driver who leaves the circuit shall rejoin at the first safe opportunity, without gaining an advantage and without endangering another Driver.

17.6 Track limits are defined by the white lines bounding the circuit. A Driver exceeding track limits with all four wheels gains no advantage; a third such instance in a session shall result in a warning, and each instance thereafter in a penalty under Section 20.

17.7 A Driver shown the blue flag shall hold their line and allow the faster car to pass, in accordance with 15.5.

17.8 Deliberate contact, retaliation, blocking a recovery, or driving against the direction of the circuit shall be penalised under Section 20 and carries Penalty Points under Section 21.

17.9 A Driver whose car is stranded, beached or otherwise unable to continue shall remain with the car and shall not reset, respawn or leave the server. The Driver shall await the instructions of the Marshals or the Rescue & Recovery crew, and shall follow them.

17.10 A Driver who resets, respawns or leaves in breach of 17.9 shall receive four (4) Penalty Points. No time penalty is applied. A genuine disconnection is not a breach of 17.9, and the Driver shall report it to Race Control at the first opportunity.

17.11 In determining fault in an Incident, the Stewards shall classify it as (a) a racing incident, (b) an Incident for which a Driver was predominantly to blame, or (c) an Incident for which a Driver was wholly to blame, and shall penalise accordingly.

18. Conduct of Members

18.1 Members shall treat Officials, Competitors and spectators with respect at all times, whether at an event, in the communications server, or elsewhere in connection with the MSA.

18.2 Abuse, harassment, discrimination, threats and deliberately offensive language are prohibited.

18.3 A Driver shall not argue with a Marshal or Official on track or in the pit lane. Any dispute shall be raised afterwards through the procedures in Part F.

18.4 No Member shall pretend to be an Official, or give instructions as though they came from Race Control, unless appointed to do so.

18.5 Conduct which brings the MSA into disrepute, including the publication of misleading clips or accusations against Officials, shall be dealt with under Section 22.

18.6 Drivers and team staff shall make themselves available for a reasonable number of media interviews when requested by the MSA or by an accredited media outlet.

18.7 Any concern regarding the welfare or safety of a Member, in particular a younger Member, shall be reported to the Board without delay and shall not be handled in public channels.

PART F — INVESTIGATIONS, PENALTIES AND APPEALS

19. Investigation of Incidents

19.1 An Incident may be noted by Race Control during a session and announced as “under investigation”.

19.2 The Stewards may investigate an Incident during the session or after the finish, whether or not a protest has been lodged.

19.3 In reaching a decision, the Stewards may consider timing data, Marshals’ reports, Race Control logs and recordings submitted by any party.

19.4 A Driver summoned by the Stewards shall attend. Failure to attend without good reason is itself an offence.

19.5 A Driver may be represented at an interview or investigation by a member of their team. Where a Driver is so represented, the Driver is bound by what is said on their behalf, and it shall not afterwards be argued that the representative was not the Driver and therefore could not know the facts.

19.6 A Driver shall be given the opportunity to be heard before a penalty is imposed, except where a standard in-race penalty is applied under Section 20.

19.7 Decisions shall be published with brief reasons.

20. Penalties

20.1 The following penalties are available: warning; reprimand; time penalty; drive-through penalty; stop/go penalty; grid penalty; Exclusion from a session or event; Penalty Points under Section 21; suspension from one or more events; and referral to the Board under Section 22.

20.2 A decision imposing a penalty shall be signed by not fewer than three (3) persons acting in an Officials’ capacity, being any combination of the Clerk of the Course, the Stewards and the Board. A penalty which is not so signed is of no effect.

20.3 The requirement in 20.2 does not apply to a standard in-race penalty applied by Race Control during a session, which shall be confirmed in the published decision after the session.

20.4 A time penalty shall not be served during the session. Every time penalty shall be added to the Driver’s total race time and applied to the published results.

20.5 A penalty may be suspended for a stated period or for a stated number of events. Where the Driver or Competitor commits a further offence within that period, the suspended penalty takes effect in addition to any penalty imposed for the further offence.

20.6 The standard tariff is set out below. The Officials may impose a lesser or greater penalty, or a different number of Penalty Points, where there are mitigating or aggravating circumstances, and shall state their reasons for doing so.

20.7 A penalty takes effect immediately unless the decision directs otherwise or the Board directs otherwise under Section 24.

Standard penalty tariff

Offence	Standard penalty	Penalty Points
Jump start	5-second time penalty	1
Anyone other than the Driver still on the grid after the clear notice	5-second time penalty	0
Overtaking on the formation lap	10-second time penalty	2
Holding up the formation lap excessively	5-second time penalty	2
Exceeding track limits (after warning)	5-second time penalty per instance	0
Failing to slow under yellow flags	10-second time penalty	4
Overtaking under yellow, Safety Car or VSC	20-second time penalty	6
Exceeding 70 km/h (50 mph) under the VSC	10-second time penalty	4
Failing to stop or slow for a red flag	Exclusion from the race	8
Failing to hold your line under blue flags	10-second time penalty	3
Exceeding the pit lane speed limit	20-second time penalty	2
Unsafe release from the pit box	10-second time penalty	2
Causing a collision (predominantly to blame)	10-second time penalty	2
Causing a collision (wholly to blame)	20-second time penalty	4
Rejoining the circuit unsafely	10-second time penalty	2
Blocking a recovery or driving against the direction of the circuit	Exclusion from the race	6
Failing to obey an Official	30-second time penalty	4
Failing to complete a required pit stop	Exclusion from the race	4
Leaving parc fermé without being released	10-second time penalty	2
Missing the Drivers' Briefing	Pit lane start	0
No-show without notice	Exclusion from the next event entered	2
Resetting or leaving a stranded car without permission	Penalty Points only	4
Deliberate contact or retaliation	Exclusion from the race	8
Frivolous or vexatious protest or appeal	Reprimand	2
Abuse of an Official or Member	Referral to the Board under Section 22	8

Offence	Standard penalty	Penalty Points
Use of exploits, scripts or a modified client	Exclusion and referral to the Board	12
Competing under another person's account	Exclusion and referral to the Board	12

21. Penalty Points

21.1 Penalty Points are recorded against a Driver's record and are cumulative.

21.2 Penalty Points expire at the end of the championship season in which they were incurred. They are not carried into the following season.

21.3 The totals below take effect automatically as each threshold is reached, in addition to the penalty imposed for the offence itself.

21.4 A Driver shall be notified of their Penalty Points total in the published decision.

Effect of Penalty Points

Points reached	Effect
4	A formal warning is recorded against the Driver.
8	A ten (10) place grid penalty at the next event entered.
12	Suspension from the next event entered.
16	Suspension from the next two (2) events entered.
20	Referral to the Board, which may suspend the Driver for the remainder of the season.

22. Discipline

22.1 Where the conduct of a Member falls within Section 18, or where a Member is alleged to have breached 6.4 or 9.3, the matter shall be referred to the Board.

22.2 The Board may suspend a Member pending the determination of a disciplinary matter.

22.3 The Board shall put the allegation to the Member in writing, allow a reasonable opportunity to respond, and determine the matter on the evidence.

22.4 The penalties available to the Board are: warning; Penalty Points; suspension of membership for a stated period; exclusion from the Series; and expulsion from the MSA.

23. Protests and the Submission of Evidence

23.1 A protest (a complaint) challenges something that has happened — an Incident, a breach of the Regulations, or a result. An appeal under Section 24 challenges a decision which has already been made. A Competitor who disagrees with an Incident lodges a protest; a Competitor who disagrees with a penalty appeals it.

23.2 A protest may be lodged by a Competitor affected by the matter protested.

23.3 A protest shall be lodged in writing on the official form with the Clerk of the Course within ninety (90) minutes of the end of the session to which it relates. A protest lodged after that time will not be accepted, except in extreme circumstances and at the discretion of the Officials.

23.4 A protest shall identify the Regulation alleged to have been breached and the evidence relied upon.

23.5 Further evidence in support of, or in answer to, a protest may be submitted until midnight (23:59) on the day of the session.

23.6 Evidence submitted after the deadline in 23.5 may be admitted at the discretion of the Officials where exceptional circumstances are shown.

23.7 All evidence submitted in any protest, investigation or appeal shall be treated as public and may be published with the decision, unless the Board agrees otherwise before it is submitted.

23.8 Decisions on protests and investigations shall be published by 11:00 on the day following the session.

23.9 Where publication under 23.8 is delayed, every subsequent deadline in the Regulations shall be extended by the period of the delay, and the extended deadline shall be stated in the published decision.

23.10 A protest found to be frivolous, vexatious or made in bad faith shall itself be penalised under Section 20.

24. Appeals

24.1 A Competitor against whom a penalty or decision has been made may appeal.

24.2 Notice of appeal shall be given in writing by 19:00 on the day following the publication of the decision appealed against, subject to any extension under 23.8.

24.3 An appeal shall be made to the Board in the first instance.

24.4 The Board may set aside the penalty, vary it, or substitute a different penalty. The purpose of this stage is to allow a penalty which clearly should not have been applied to be removed quickly and without formality.

24.5 Where the Board is satisfied that the penalty was correctly applied, it shall refer the appeal to the National Court, which is wholly independent of the MSA.

24.6 The National Court may confirm, vary or set aside the decision. Its decision is final and binding on all parties.

24.7 An appeal does not suspend the penalty unless the Board or the National Court so directs.

24.8 An appeal found to be vexatious shall itself be penalised under Section 20.

24.9 Every Competitor is reminded that the right of appeal to the National Court is open to them and that the MSA will not penalise a Competitor for exercising it.

24.10 Where the National Court finds that an appeal, or the manner in which it was brought or conducted, was excessive, abusive or otherwise improper, it may refer the matter back to the MSA, and the Board may impose a penalty for abuse of process under Section 20 or Section 22.

25. The MSA Amateur Series

25.1 The Series is the championship of the MSA. Points are awarded in each race of the Series in accordance with the table below.

25.2 One (1) point shall be awarded to the Driver who takes pole position.

25.3 One (1) point shall be awarded to the Driver who sets the fastest lap of the race, provided that Driver is classified in the top ten.

25.4 Where a race is suspended and not resumed, points shall be awarded according to the proportion of the scheduled race distance completed by the leader, as set out in the reduced points table below.

25.5 Where the race is abandoned under 13.5, no points shall be awarded.

25.6 Equality of points shall be resolved in favour of the Driver with the greater number of first places, then second places, and so on; and if still equal, in favour of the Driver achieving the highest placing first in the season.

25.7 A Driver excluded from an event shall score no points in that event.

25.8 A Driver serving a suspension under Section 21 or Section 22 shall score no points for the events missed.

Championship points

Position	Points
1st	25
2nd	18
3rd	15
4th	12
5th	10
6th	8
7th	6
8th	4
9th	2
10th	1
Pole position	1
Fastest lap (classified in the top ten)	1

Reduced points — race suspended and not resumed

Distance completed by the leader	Points awarded
Fewer than 2 laps	No points awarded; the race is abandoned
2 laps up to 25% of the scheduled distance	6 – 4 – 3 – 2 – 1 to the first five
25% up to 50%	13 – 10 – 8 – 6 – 5 – 4 – 3 – 2 – 1 to the first nine
50% up to 75%	19 – 14 – 12 – 9 – 8 – 6 – 5 – 3 – 2 – 1 to the first ten
75% or more	Full points as the table above

26. Commencement

26.1 The Regulations take effect on the date stated on the cover and remain in force until amended or replaced under Section 5.

Issue and Approval

These Regulations are issued as Version 1.0, Issued 3 October 2026, and take effect on that date. They are issued under the authority of the Board of Director of Officials & Marshals and signed on its behalf below.

XboxFormula1
MSA UK Chairman
Date: 03/10/2026

kingsnake365
Director of Officials & Marshals
Date: 02/10/2026

SimplyBeario
MSA UK Deputy Chairman
Date: 02/10/2026

The Board
Approved by resolution of the Board
Date: 03/10/2026

The National Court
Noted as the independent appeal body under Section 24
Date: 02/10/2026