MOTORSPORTS ASSOCIATION UK

QUICK START GUIDE

The MSA Amateur Series — the key things every driver and team member needs to know

READ THIS FIRST

This guide is a summary. It is not the rulebook. It may be wrong, out of date, or miss something that matters to your case. Where this guide and the Sporting Regulations disagree, the Regulations win every time.

Questions: kingsnake365, or xboxformula1 if he is away

Full rules: MSA Sporting Regulations v1.0

RECORD EVERY SESSION

The burden of proof is on you — see page 2

THE BURDEN OF PROOF IS ON YOU

RECORD OR CLIP EVERY SESSION

No evidence means no case. It is that simple.

It is your job to prove it

- If you report an incident, you prove it.
- If you are accused of one, you disprove it.
- Officials decide on the evidence in front of them.

Having nothing does not help you

- If you cannot provide evidence, the matter is still decided.
- Having none will not count in your favour.
- "I had no clip" is not a defence.

What to do

- Record or clip every session you take part in.
- Cannot record? A team member can spectate and record it for you — that counts the same.
- Broadcast footage may also exist, but never count on it.
- Keep it for at least 7 days and send clips by 23:59 on the day.

Teams too

Teams carry the same burden as drivers. A team that cannot back up what it says is in the same position as a driver who cannot.

FLAGS AND SIGNALS

Flags and light panels mean the same thing. Flag offences are treated seriously — you can be penalised without a warning first.



Green
Track clear. Race on.



Yellow
Danger ahead. Slow down clearly. No overtaking.



Double yellow
Big danger. Slow a lot, be ready to stop. No overtaking.



SC board
Safety Car out. Slow down, no overtaking, close up behind it.



VSC board
Full course yellow. Keep below 70 km/h (50 mph). No overtaking.



Red
Session stopped. Slow down, no overtaking, go to the pit lane.



Blue
A faster car is lapping you. Hold your line and let it past.



White
Slow vehicle on track ahead.



Yellow and red stripes
Slippery track — oil, water or rain.



Black and orange disc
Your car is damaged. Come to the pit lane.



Black and white diagonal
Warning for unsporting driving. Black flag is next.



Black
You are excluded. Return to the pit lane.



Chequered
Session over. Slow down, no racing on the lap back.

HOW A RACE DAY RUNS

1. **BRIEFING**
   Compulsory. Miss it and you start from the pit lane.

2. **PRACTICE**
   Length set in the event regulations.

3. **QUALIFYING**
   Your fastest lap sets your grid slot.

4. **GRID AND FORMATION LAP**
   Line up, grid walk, clear the grid, formation lap, reform, lights out. See the next page.

5. **START**
   Move before the signal and it is a jump start.

6. **RACE**
   Safety Car, VSC and red flags all mean no overtaking.

7. **CHEQUERED FLAG**
   Slow down, one lap back to the pits, no racing.

8. **PARC FERMÉ**
   Go straight to parc fermé unless Race Control says otherwise. Leave the car alone and wait to be released.

9. **RESULTS**
   Published as provisional. They only go final once the protest and appeal windows close.

THE GRID AND THE FORMATION LAP

This is the order of events from leaving the pits to the race starting.

1. **LEAVE THE PITS**
   Line up on the grid in qualifying order and stop in your box.

2. **GRID WALK**
   Team staff, media and guests are allowed on the grid.

3. **GRID CLEARED**
   When Race Control says clear the grid, everyone but the driver goes at once and you get straight back in the car. Anyone left there costs the team 5 seconds.

4. **LIGHTS OUT, GREEN**
   The formation lap begins.

5. **FORMATION LAP**
   No overtaking the car in front. Overtaking is 10 seconds and 2 points. Dawdling or dropping well back is 5 seconds and 2 points.

6. **REFORM ON THE GRID**
   Take your original position again and stop.

7. **LIGHTS ON**
   Once the last car is in place the lights come on.

8. **LIGHTS OUT**
   The race is on. Moving before they go out is a jump start.



LIGHTS ON — GET READY



LIGHTS OUT — RACE ON

ON-TRACK RULES THAT CATCH PEOPLE OUT

Leave racing room

- Never force another car off track.
- Defending: one change of direction only.
- Be properly alongside by the apex to claim the corner.

Track limits

- All four wheels over the white line is off track.
- Third time in a session = warning.
- Every time after that = a time penalty.

Blue flags

- Hold your line and keep a predictable speed.
- Do not brake suddenly or jump off the racing line.
- You do not have to leave the track or give up the corner.

If you get stuck

- Stay with your car. Do not reset, respawn or leave.
- Wait for marshals or recovery and do what they say.
- Breaking this: 10 seconds and 4 penalty points.
- A real disconnection is fine — tell Race Control.

Pit lane

- Speed limit applies from pit entry to pit exit.
- Do not cross the entry or exit line.
- Your team is responsible for an unsafe release.

Contact

- Racing incident, mostly your fault, or all your fault.
- Deliberate contact: excluded and 8 penalty points.

PENALTIES AND PENALTY POINTS

Time penalties are never served during the race — they are added to your total race time afterwards. Penalty points stack up and wipe at the end of the season.

EXAMPLES ONLY
This is not a fixed price list. The officials apply whatever penalty fits the offence, and it may be lighter or heavier than anything shown here.

TYPICAL PENALTIES

OFFENCE	TYPICAL PENALTY	POINTS
Jump start	5 sec	1
Track limits (after warning)	5 sec	0
Not slowing for yellow flags	10 sec	4
Overtaking under yellow, SC or VSC	20 sec	6
Going over 70 km/h under VSC	10 sec	4
Ignoring a red flag	Excluded	8
Not holding your line under blue flags	10 sec	3
Pit lane speeding	20 sec	2
Holding up the formation lap	5 sec	2
Overtaking on the formation lap	10 sec	2
Collision — mostly your fault	10 sec	2
Collision — all your fault	20 sec	4
Resetting a stuck car	Points only	4
Deliberate contact	Excluded	8
Abusing an official or member	Board	8
Exploits or hacking	Excluded	12

WHAT PENALTY POINTS DO

Penalty point totals below are automatic.

4 points — Formal warning on your record

8 points — 10 place grid penalty next event

12 points — Banned from the next event

16 points — Banned from the next two events

20 points — Board referral — possible season-long ban

IF YOU WANT TO COMPLAIN OR APPEAL

Keep a recording of every session. If you cannot prove what happened, the decision is made on whatever evidence exists — and that will not be in your favour.

Protest = a complaint

- About something that happened: an incident, a rule break or a result.
- Lodged within 90 minutes of the end of the session.

Appeal

- About a decision already made, such as a penalty.
- Lodged by 19:00 the next day.

END OF SESSION
The clock starts here.

+90 MINUTES
Last moment to lodge a protest. Later only in extreme cases.

23:59 SAME DAY
Last moment to send extra evidence. Late evidence only in exceptional cases.

11:00 NEXT DAY
Decisions published. If they are late, every later deadline moves by the same amount.

19:00 NEXT DAY
Last moment to appeal a penalty.

WHERE AN APPEAL GOES

The Board
Can scrap or change a penalty quickly.

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National Court
Fully independent of the MSA. Its word is final.

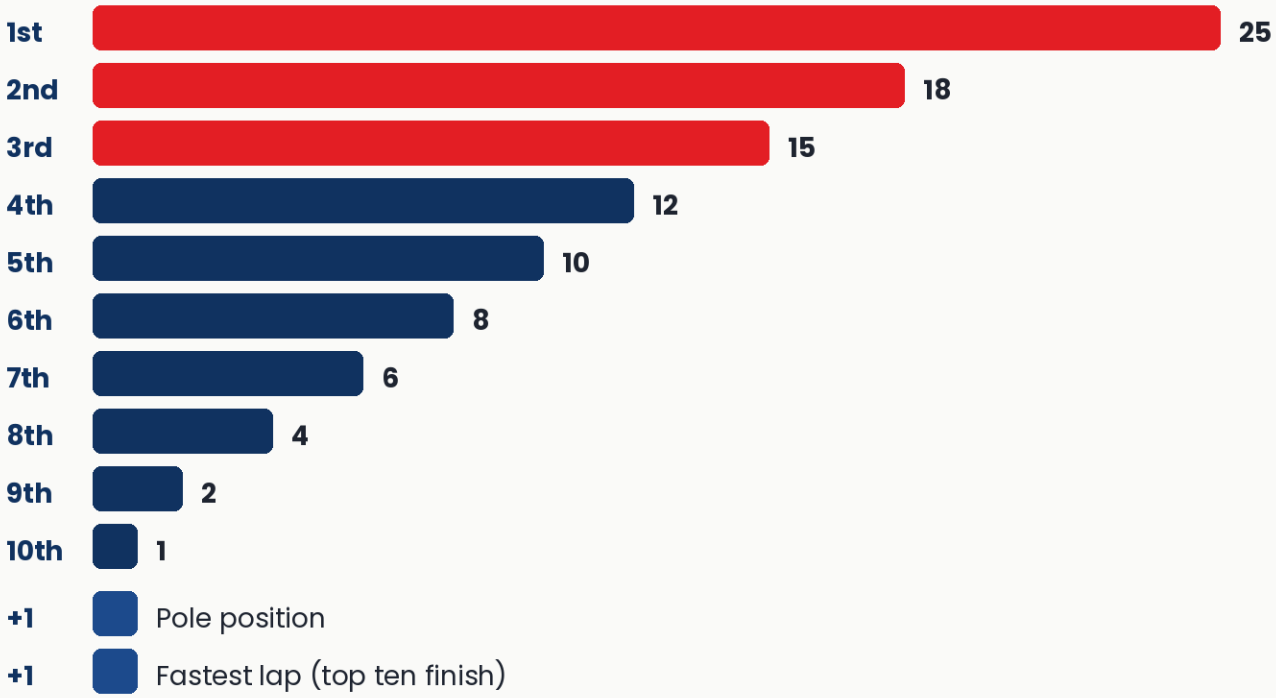
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Done
Result stands and goes final.

Using the National Court is your right and you will never be penalised for it. But an appeal that is abusive or way over the top can be sent back to the MSA for a penalty.

POINTS AND TEAM RESPONSIBILITY

CHAMPIONSHIP POINTS



IF A RACE IS STOPPED AND NOT RESTARTED

Under 2 laps	No points — race abandoned
Up to 25%	6-4-3-2-1 to the top five
25% to 50%	13-10-8-6-5-4-3-2-1 to the top nine
50% to 75%	19-14-12-9-8-6-5-3-2-1 to the top ten
75% or more	Full points

You and your team are one

- What a driver does reflects on the team, and what the team does reflects on its drivers.
- A penalty can land on one, several or all drivers in a team — even ones who knew nothing about it.
- Teams answer for their drivers, staff and guests.
- Hacking or exploits by anyone in a team can mean a team-level penalty from the Board.
- Every driver and staff member must be submitted to the MSA before any session.