**MSA Motor Sports Council approves immediate rule change for Safety Roll-Over Structures**

At the latest meeting of the Motor Sports Council, which took place at the Royal Automobile Club on Tuesday 8th March 2011, it was unanimously agreed to implement immediate changes to Regulations K1.3.1 and K1.3.5, which cover the Technical Specifications of Rollcages.

Following a National Court judgment last September, the Technical Advisory Panel was asked to review the regulation.  The Technical Advisory Panel confirmed to the Motor Sports Council that as front hoop failure was a possible risk where multiple bends appear in ROPS members, an additional Windscreen Pillar Reinforcement must now be fitted in these circumstances.  This change takes immediate effect and competitors are advised to ensure that all vehicles are fully compliant with the new regulations before any future event. Should further advice be required, competitors are encouraged to speak to the MSA Technical Department or an MSA-registered Scrutineer.

Rollcentre Racing offers a universal kit for updating existing roll cages.

Note that the section of the front leg immediately above the floor mounting need not be vertical but the mounting is not to be readward of the forward most point of the ROPS, noting that any tubular members going forward from the front leg into the engine or luggage compartment are not considered for these purposes as being part of the ROPS.

Remember that the regulations allow for the upper section of the front leg to follow the shape of the windscreen pillars. A Windscreen Pillar Reinforcement is only required if there is more than one bend additional to the one where the tube creases to follow the windscreen pillar.

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**MSA new regulations in detail**

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This change takes immediate effect and competitors are advised to ensure that all vehicles are fully compliant with the new regulations before any future event. Should further advice be required, competitors are encouraged to speak to the MSA Technical Department or an MSA-registered Scrutineer.

**The revised regulations are as follows:**

K1.3.1. Main, Front and Lateral Rollbars. K1.3.1. These frames or hoops must be made in one piece without joints. Their construction must be smooth and even, without ripples or cracks. The vertical part of the main rollbar must be as straight as possible and as close as possible to the interior contour of the bodyshell. The front leg of the front rollbar or a lateral rollbar must be straight, or if it is not possible, must follow the

windscreen pillars and have only one bend ~~with its lower vertical part~~ unless a windscreen pillar reinforcement [K1.3.5(e)] is fitted.

The mounting foot must not be rearward of the foremost point of the rollbar.

Where the main rollbar forms the rear legs of a lateral rollbar (see drawing K6), the connection to the lateral rollbar must be at roof level. To achieve an efficient mounting to the bodyshell, the original interior trim may be modified around the safety cage and its mountings by cutting it away or by distortion. However, this modification does not permit the removal of the complete parts of upholstery or trim. Where necessary, the fusebox may be relocated to enable a rollcage to be fitted.

**K1.3.5. Optional Reinforcement of Rollcage**

(e) Windscreen Pillar Reinforcement  A tube the upper end of which must be less than 100mm from the junction between the front (lateral) rollbar and the longitudinal (transversal) member and the lower end less than 100mm from the front mounting foot of the front (lateral) rollbar, as shown in drawing K62.  See diagram left.

The tube may be bent on condition that it is straight in side view and that the angle of the bend does not exceed 20°.

The full update is available to view on the [**MSA Website**](http://www.msauk.org/uploadedfiles/pdf/safetyroll-overstructures.pdf)