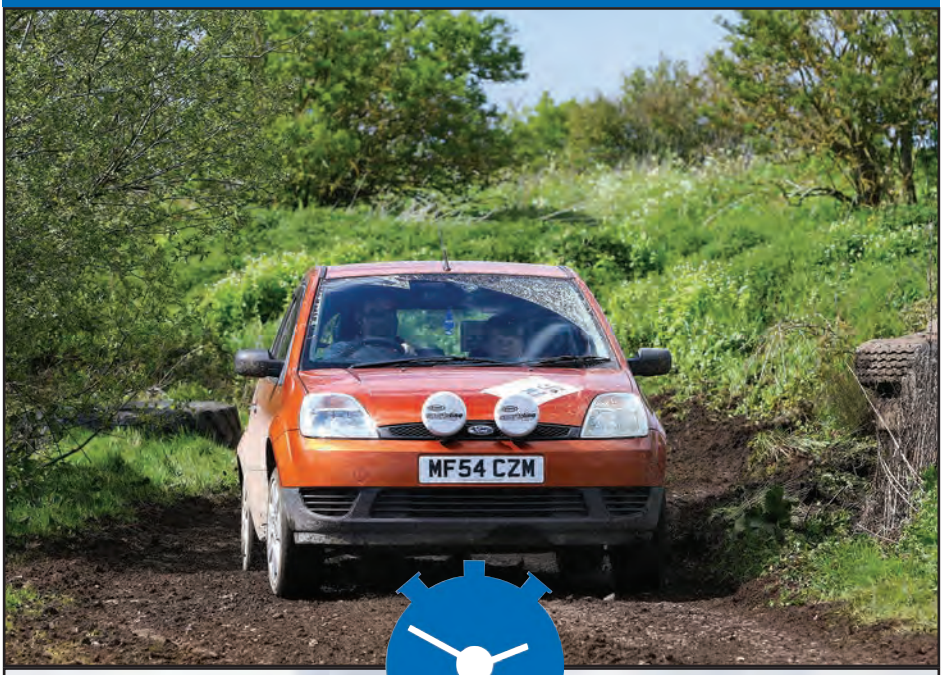
Specific Regulations for Rallying (R)



(R) Rallying

Regulations Applying to All Rallies

1.1. Any Competition traversing a highway in England, Wales or Scotland is subject to the provisions of the Motor Vehicles (Competitions and Trials) Regulations. Applications to run such events must be made to the Competition Authorisation Office (CAO) at Motorsport UK House, or in the case of Scotland to the Royal Scottish Automobile Club. Details of the authorisation procedure are available from either organisation.

1.1.1. In addition a Motorsport UK Permit must be obtained for all events before they are run.

1.1.2. The Permit and the CAO Authorisation numbers must be shown in all Final Instructions.

1.1.3. Deleted.

1.1.4. Motorsport UK Permit applications must be made in accordance with D.4.1 prior to the CAO Authorisation being granted.

1.1.5. The Permit itself is validated only when authorisation has been granted.

1.1.6. Clubs must not allow a new Organiser to organise any event without there being strict checks by experienced people concerning compliance with these Regulations.

1.1.7. Organisers of Interclub and higher status events must have sufficient previous organisational experience.

1.1.8. Motorsport UK will appoint a Safety Delegate to all Multi- Venue Stage Rallies and any other Stage Rally, including Rally Time Trials, where Motorsport UK deems it appropriate to do so.

1.1.9. The use of the public forest estates managed by Natural Resources Wales, Forestry and Land Scotland, and Forestry England, must have been approved by Motorsport UK. Permission must be applied for by an annually specified date, prior to the Forestry year (which runs 1 January - 31 December).

1.1.10. No contact should be made with NRW, FLS or FE respectively before receiving approval from Motorsport UK or its appointed Forestry Liaison Officer.

National Courses

1.2. The selection of any route for a Competition is subject to Motorsport UK approval. In requesting approval a detailed itinerary must be submitted giving the exact distances to be covered. Where appropriate, The Motor Vehicles (Competitions and Trials) Regulations must be complied with in all respects.

International Courses

1.3. When the projected route of an event traverses the territory of other ASNs, the Organisers (through Motorsport UK) must obtain the consent of all ASNs through whose territories the route may pass.

1.3.1. The selection of roads to be used, and a detailed itinerary with expected speeds and distances, must be approved by the ASN concerned.

1.3.2. Motorsport UK may impose specific restrictions on the number or character of events that traverse any foreign territory.

Other Events

1.4. Certain events also qualify for a Permit or Exemption Certificate (D.4.5 or D.5.1) provided they meet Motorsport UK Regulations for organising Rallies.

1.4.1. Deleted.

Upgrading of Events

1.5. For a Rally to be considered for upgrading to Interclub status of a similar format, it must be observed as a Clubman event and have a minimum of 25 starters, unless special Motorsport UK dispensation has previously been agreed.

1.5.1. For upgrading to National Stage Rally there must have been a minimum entry of 50 as a Interclub event of a similar format to that proposed, for two consecutive years preceding first time application. Thereafter the minimum entry must not be less than 50 in one of two consecutive years.

1.5.2. Upgrading to an International Stage Rally will be at the discretion of the Motorsport UK.

Duties and Responsibilities of Clerks of the Course

2.1. Along with duties detailed in G.5, the Clerk of the Course should ensure compliance with the following:

2.1.1. The organisation and Regulations for the event must meet the requirements of the relevant Statutory Instruments.

2.1.2. Reasonable precautions must be taken in the selection of route, time of day, control of spectators and any other relevant factors to avoid inconvenience to the general public.

2.1.3. The Organisers must familiarise themselves with the medical and ambulance facilities along the route.

2.1.4. Effective public relations work must be carried out (3.1).

2.1.5. In farming areas, event details must be sent to the appropriate County Secretary of the National Farmers' Union and any similar National bodies.

2.1.6. The appointed CAO Route Liaison Officer (RLO) for each of the Counties and National Parks through which the route passes must be consulted about the draft route at least three months before the event date and before submission to the CAO. This is particularly important when special public relations work in sensitive areas is required.

2.1.7. The Route Liaison Officer must also be consulted as above in respect of Single Venue Stage Rallies, and all other rallies whether using the public highway or not.

2.1.8. The RLO may:

- Request the sight of all paperwork relating to the event, including PR sheets.

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. Text shown in red indicates a new or amended regulation for 2020.

- Request the CAO to suspend authorisation, or Motorsport UK to suspend the Permit, until the route or the effectiveness of the PR work in his area has been confirmed.
- Require the Clerk of the Course to order re-routes as appropriate, to avoid areas of special concern.
- Exercise discretionary judgement on where competitive sections may be run and their length, and withhold agreement to the route if not satisfied with any aspect of the organisational standards or route planning.
- Require the Clerk of the Course to order additional technical restrictions on vehicles as appropriate in their area, with the approval of Motorsport UK.

2.1.9. Private property of any description must not be used without written permission from the landowner or authorised agent.

2.1.10. The necessary permission from Highway Authorities must be obtained in respect of all Footpaths, Bridleways and Restricted Byways that are used or crossed, and any conditions laid down must be adhered to. In particular, these locations must be adequately marshalled by Officials who are well briefed and properly identified. One Official must be appointed for each such section to ensure that the event is seen not to inconvenience unduly members of the public. The Official must have a good working knowledge of the Rights of Use applying to the Section. Alternative routes for other Rights of Way users must be signposted. Warning Notices (D.31.1.2, D31.1.4 and D.31.1.5) as appropriate and the Safety Code should also be on display in all such areas.

2.2. No person may drive more than 200 miles continuously without relief, and there must be a prescribed rest period of at least one hour for each Driver at intervals of not more than 200 miles.

2.2.1. Any event that runs for more than 14 hours must, unless previously agreed by Motorsport UK, have a rest halt of at least two hours.

2.3. Wherever Competitors are on a public highway they must be controlled by a pre-determined speed schedule, unless they are allowed to complete the event in their own time.

2.3.1. This schedule must not require or encourage drivers to exceed any statutory limits where imposed,
or be considered dangerous or unreasonable in regard to prevailing traffic conditions and the nature of the route.

2.3.2. No time or speed schedule must be imposed which requires or encourages competitors, while using a highway open to the public, to achieve an average speed between any two points that exceeds the following limits (33.1):

(a) 30mph for cars in the case of all highways other than motorways. For sections run on minor roads under 4m wide during daylight hours (07.00 to 22.00 hrs) the average speed may not be greater than 20mph unless agreed by the RLO.

(b) 60mph for cars in the case of motorways.

(c) 25mph in the case of any vehicle subject to a speed limit (such as vans).

(d) 20mph for cars on neutral sections (except on M, A or B class roads).

(e) In addition there must be no bonus for exceeding the specified average. Competitors must be given in advance all the information necessary to enable them to calculate the speed that they are being asked to average (11.2.1).

2.3.3. *The Organisers may establish a check at any point for the purpose of observing maintenance of a set speed and/or time schedule and/or route, provided that competitors are advised of these checks in the SRs and are given all the necessary information to enable compliance.

2.3.4. Where Competitors are going onto a highway from private ground, every practicable precaution should be taken to avoid depositing mud or soil on the highway.

2.3.5. The use of gated roads should be avoided if practicable, but if competitors are to traverse a gated road, adequate arrangements must be made to ensure that all gateways are manned by Marshals who will ensure that no competitor is required to open a gate, and that all gates are closed after the Competition.

2.3.6. Occupiers of land adjacent to the road must be advised before the Competition.

2.3.7. Except when used as special stages, the use of single track roads should be avoided if practicable during daylight, but if competitors are to traverse such roads the speed set must be lowered as appropriate.

2.3.8. Those sections of an event involving difficult navigation by means of map references or a detailed route card must be scheduled so that no competitor is traversing minor roads during the busy morning or evening hours, unless the required average speed is not more than 20mph.

2.4. Controls must be sited at places where there is adequate room for Officials' and Competitors' cars to stop without affecting non-rally traffic.

2.4.1. Controls must be sited at least 500m from occupied houses, except where written approval has been obtained from the occupants.

2.4.2. All controls must be clearly identified at the roadside (9.2).

2.4.3. Controls at which Competitors are required to stop for the purposes of recording a time, and which are on the public highway, must not be less than two miles from any similar control.

2.5. Competitors must be provided with all necessary regulatory information at or before their starting time.

2.5.1. Competitors must be started on the road sections of a Rally at intervals of one minute and will leave the start in numerical order, unless the SRs specify a longer time interval or a different order.

2.5.2. On Road Rallies, reverse seeding is not Permitted.

2.6. After a rally has started, the Organisers will not accept any claim from Competitors concerning either Force Majeure or baulking (24.6). Nevertheless the Clerk of the Course may disqualify any Competitor proven to have unreasonably baulked another.

2.6.1. Wherever possible the event route should be checked for damage immediately before and after the event.

2.6.2. The Safety Delegate, Stewards and Observers (as appropriate to the event) must be supplied with a complete marked map of the route before the date of the event, and must also be supplied with a set of all instructions and route cards, etc that are issued to Competitors and Officials as soon as they are available.

2.6.3. Competition Licences should be signed proving that the holders completed the event without adverse report. Signatures may be obtained by both the Driver and the Navigator or Co-Driver.

2.7. The Chief Timekeeper appointed for the event is responsible for issuing timing equipment and ensuring that the Marshals are competent to use it.

2.7.1. The Chief Timekeeper must be able to deal with operational problems affecting timing equipment.

2.7.2. Any section of an event that is timed to less than one minute must be timed by certified equipment, digital clocks to Motorsport UK specification R(O/I),R or E/B, recording clocks printing to seconds, or automatic apparatus.

2.7.3. All Official clocks or watches must be set to GMT/BST time.

2.7.4. Any Official timepiece timing to the minute that is not within 15 seconds of GMT/BST time, or any Official timepiece timing to the second that is not within five seconds of GMT/BST time, will be disregarded.

2.8. If competing cars or service vehicles are required to carry any identification markings, the name of the organising Clubs must be incorporated, except in Single Venue Stage Rallies confined wholly to private property.

2.8.1. All Official bulletins, Permits and authorisations, times and results (unless issued in accordance with D.26.1.2) must be published on an Official Notice Board whose location has been notified to competitors (G.3.2, G.11.2.2, 6,3).

2.8.2. At events where there are Classes for designated groups or categories of car, suitable arrangements to undertake eligibility checks should be available before the Competition or at its conclusion.

Any event with a class or classes exclusively for historic vehicles as defined by 49 (Historic Special Stage Rallies) must appoint a Historic Grade Eligibility Scrutineer. Events with a class or classes exclusively for historic vehicles as defined by 19 (Historic Road Rally Cars) may be required to appoint a Historic Grade Eligibility Scrutineer at the discretion of Motorsport UK.

2.9. All the vehicles, including Course/Safety Cars, must comply with the relevant Technical and Safety Regulations.

2.9.1. Checks may be carried out both before and during an event.

2.9.2. The Chief Scrutineer must be available throughout the event to ensure that the Technical Regulations are complied with.

2.10. When the Motorsport UK Safety and Medical Radio frequencies (81.575 and 81.5375MHz FM) are to be used, they must be operated in accordance with Ofcom and Motorsport UK licensing requirements (24.3.3). Operational Guidelines for the use of the Motorsport UK Safety and Medical Radio frequencies are issued to all Radio Licence Holders, and the Radio Marshals Handbook is published on the Motorsport UK website.

Public Relations

3.1. Public Relations work must be undertaken by Organisers on all events using the Public Highway in accordance with the current legislation and as follows:

3.1.1. Consult with the Route Liaison Officers before starting PR work. If the RLO requires additional PR work in sensitive areas, this must be undertaken.

3.1.2. Be diplomatic, positive and clear about the legal aspects of route authorisation. If the event is run in England or Wales do not intimate that it is authorised by the Police.

3.1.3. Avoid asking for 'authorisation' or 'permission' from house-holders – it invites unnecessary difficulties.

3.1.4. All PR must be by responsible members of the Organising Club or of a Local Club.

3.1.5. The work should be completed to allow enough time to undertake a re-route should this prove necessary.

3.1.6. All PR letters must be checked by the RLO and must indicate who is the Organiser (with a contact address, including email, and phone number), the date of the event, in which direction it is travelling, and the approximate time of passing.

3.1.7. Special consideration should be given to householders with pets or livestock.

3.1.8. Where an Organiser is intending to publish a guide to the route or specific locations for spectators to see the event, ensure that:

(a) Householders within 500m of any specifically advised location have been effectively PR'd without difficulty and these areas are marshalled.

(b) The information issued contains warnings of locations that spectators must avoid (blackspots, sensitive areas, etc).

(c) Ensure that each PR crew prepares reports on each visit and these are available to the Clerk of the Course and the Stewards on the day of the event, and to the RLO on request. Special note must be made about problem areas for the benefit of future events, and these reports must be passed on to RLOs.

(d) Contact should be made with local Police before and immediately after all events.

3.2. Rallies with Special Stages, including Single Venue Stage Rallies must comply with Charts, Appendix 1, 3(a) and 3(b).

Sound Testing

4.1. Before the start of a Competition all Competitors' cars and those Officials' cars that are expected to follow a substantial part of the route must pass a sound test.

4.1.1. This test must be conducted by an Environmental Scrutineer using a sound meter as prescribed in the Technical Regulations (J.5.17, G.10.1 to G.11.2).

4.1.2. Any car reading over 98dB(A) in this test will be prohibited from starting, (except in Special Stage Rallies where a level of 100dB(A) is Permitted) unless the SRs specify lower levels.

4.1.3. All measurements refer to the 0.5m test (J.5.16). Wherever practical the 2.0m test should be used for road rallies.

4.1.4. For cars of Periods A to D there is a waiver from the requirement to use a sound meter on daytime events, but Driving Standards Observers for sound must be appointed.

4.1.5. The Organisers must make arrangements for a suitable testing site to be available and ensure that adequate personnel are appointed.

4.1.6. A further sound test of the same vehicles must be made on any road sections, and these should be manned by a Driving Standards Observer and/or Judge (8.1, 8.3, 24.7, 24.8, G.7.8, G.11.2) qualified to carry out their duties by experience.

4.1.7. The DSO have the authority to stop any car until it complies with relevant sound regulations (G.11.1).

Competitors' Regulations

5.1. Competing cars must comply with the appropriate Technical Regulations (18-20, 46-49, and Section J).Commercial vehicles are not permitted in rallies except in accordance with J.5.20.6 and where the time schedule is set to a lower average speed compliant with MV(C&T)R. (2.3.2(c)).

5.1.1. *Competitors and vehicles must report for the start and for scrutineering at the times stated in the SRs or risk being disqualified or forfeiting their starting position.

5.1.2. At the time of scrutineering, Entrants, Drivers and Co-Driver or Navigators must produce for approval their Competition Licence and/or Club Membership Card, the name and address of their insurers covering any part of the event on the Public Highway (D.12.3.6) and an Entrant's licence.

5.1.3. Competitors on Historic Road Rallies must also present the DVLA registration document of their vehicle as proof of its period authenticity. If the registration document is not sufficient verification, written authorisation from Motorsport UK (or an MSA/ Motorsport UK/FIA identity form) must be presented.

5.1.4. Any Competition Licence holder who Permits the unauthorised presence at any time of any vehicle on a known or former Special Stage or on private property including land owned or managed by the Defence Infrastructure Organisation, Natural Resources Wales, Forestry and Land Scotland, the Forestry England or DAERA Forest Service NI will be disqualified from any related event and referred to the MSC National Court.

Necessary Licences

5.2. A Competitor must hold a current valid RTA licence appropriate to their vehicle in an event.

5.2.1. Both Driver and Co-Driver or Navigator must hold and produce a valid Competition Licence for those rallies specified in the 2020 Chart of Minimum Acceptable Licences as requiring a Competition Licence.

5.2.2. Competitors must hold and produce a valid Club Membership Card for all events of Interclub status or less.

5.2.3. If the Entrant is neither the Driver, Co-Driver or Navigator, they must hold and produce a valid Entrant's Licence (2020 Chart of Minimum Acceptable Entrant's Licences).

5.2.4. To upgrade a Competition Licence, refer to H.15.2 or the notes accompanying the Licence application form.

Minimum Ages

5.3. Drivers must be at least 17 years old and hold a full RTA Licence for all Rallies.

5.3.1. Navigators (non-Drivers) on Rallies without Special Stages must be at least 12 years old, and 16 years old on rallies with Special Stages.

5.3.2. No person under 16 years of age may be carried during a Rally with Special Stages.

5.3.3. Exceptionally for Single Venue Stage Rallies taking place on a venue that is currently, or was previously, a licensed Race, Speed or Kart circuit, or any airfield type venue (disused or not), the minimum age for the Navigator is 14 years of age.

The Crew

5.4. Those people occupying any car will be collectively referred to as its crew.

5.4.1. Each car must carry at least one Passenger (as Navigator or Co-Driver) as well as the Driver.

5.4.2. Except in accordance with official approval or instructions, the persons carried at the start must not be varied during the event.

5.4.3. Only the nominated Driver and Co-Driver listed on the Official entry form can drive during a Competition, unless the SRs specify otherwise.

5.4.4. No-one is allowed to travel other than in a proper seat.

5.4.5. No competing vehicle can carry more than one physically disabled person, whose participation must be authorised by H.12.

Numbers (J.4)

6.1. Any means of identification fixed for the Competition must be removed when a Competitor retires, is disqualified from, or completes the event.

6.1.1. On Road rallies, rally plates (if required by the Organisers) must be displayed at the front or rear of the car and on, or just below, the rear nearside window.

6.1.2. For Endurance Road Rallies rally plates must be displayed at the front or rear of the car and 2 x numbers for each rear side window which shall be 15cm high with a stroke width of at least 15mm, coloured orange or yellow and may be reflective. These numbers shall be in place at the top of the rear side windows.

6.1.3. On Special Stage Rallies the organisers will specify in the SRs how competitors must display their allocated competition number as follows:

(a) In accordance with J.4 or,

(b) Front door panels must measure 67cm long by 17cm high including a 1cm white surround. This panel shall comprise of a 15cm x 15cm competition number box which shall always be at the front of the panel. When the number is greater than 99, the box width may be increased.

Numerals may be reflective yellow (PMS 803) of height 14cm and stroke width 2cm on a matt black background. In addition to the above 2 x numbers for each rear side window which shall be 20cm high with a stroke width of at least 25mm, a minimum separation not less than 25mm and coloured yellow or orange and which may be reflective. These numbers shall be in place at the top of the rear side windows.

6.1.4. The numbers must be in position before the car is presented for scrutineering and will be subject to approval as to the position, legibility and size.

6.1.5. The timekeepers may decline to record the time of any car whose competition numbers are not readily apparent.

6.1.6. On Multi-Venue Stage Rallies rally plates must be displayed at the front and rear of the car. On Single Venue Stage Rallies front and rear plates are at the organiser's discretion.

Instructions to Competitors

6.2. Along with D.4.3 the SRs for the event must clearly state:

6.2.1. The type of Rally (Road, Navigational, Stage, etc) that is being organised, and if there will be Standard Sections, Special Stages, Regularity sections or other types of test.

6.2.2. When details of the route or any test or stage will be issued.

6.2.3. Any maps required (including their scale and issue reference) and any modification of 25.9.

6.2.4. In any dispute concerning mileages, these shall be calculated according to 1:50,000 OS maps (or equivalent local maps).

6.2.5. The type of timing to be used.

6.2.6. A reminder of which sub-sections of the Technical Regulations apply.

6.2.7. Whether or not cars are required to be taxed and insured for use on the public highway (46.1.1).

6.2.8. Whether servicing is Permitted, and if so the manner in which service vehicles will be identified.

6.2.9. Any information which is required in order to comply with 2.3.3.

6.3. No oral instruction to Competitors during an event will be valid if this affects the route, the time schedule or the layout or performance of a stage or test.

6.3.1. Any instruction concerning these aspects must be displayed as an Official notice at least 30 minutes before the first car is due to start, or issued in writing to each Competitor who must acknowledge receipt in writing (D.8.1.4, G.11.1).

Specific Regulations for Road Events

Road events will be organised in accordance with 1 to 6 where appropriate, and the following regulations;

7.1. The following definitions apply:

Road Rally

7.1.1. A Rally in which Competition on the Public Highway does not qualify for an alternative category and in which marking for maintaining a time schedule forms a substantial part of the Competition.

Historic Road Rally (16.4)

7.1.2. As above, but participation is limited to cars complying with the appropriate Technical Regulations for Historic Category 1, 2, 3 and 4 Road Rally Vehicles.

Navigational Rally (16.1)

7.1.3. A rally designed to test the navigational skill of the crew.

Veteran Rally (or Run)

7.1.4. A Rally or Run restricted to vehicles built before 1st January 1919.

THE ROAD TRAFFIC ACT 1988/91

From 1 July 1992, the offences of dangerous, careless and inconsiderate driving of a mechanically propelled vehicle on a road (sections 1, 2 and 3 of the Act as amended by the Road Traffic Act 1991) also apply to a public place. The extension of road traffic law to public places has important consequences for those who take part or organise events involving motor vehicles in fields, parks or other areas where the general public is admitted either free of charge or on payment of an entrance fee.

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

The Royal Automobile Club Motor Sports Association Ltd is an 'Authorising Body' under these Regulations.

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

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

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

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

Copies of the Road Traffic Act 1988 and 1991 and The Motor Vehicles (Off-Road Events) Regulations 1995 are available online at www.legislation.gov.uk

Attention is drawn to Royal Automobile Club Motor Sports Association Ltd Regulation D6.

Vintage Rally (or Run) (16.2)

7.1.5. A Rally complying with one of the above categories and restricted to vehicles built in Periods A to D. The category must be indicated in the title of the event (i.e. Vintage Twelve Car Rally, etc).

Economy Rally (16.2)

7.1.6. Designed to assess the fuel economy of Competitors' cars and in which the overall results are based on the relative fuel consumption of the vehicles.

Twelve Car Rally (16.3)

7.1.7. A Rally that complies with one of the above categories and which falls within the provisions of automatic authorisation under the Motor Vehicles (Competitions and Trials) Regulations (where applicable). The category must be indicated in the title of the event (ie Economy Twelve Car Rally, etc).

Navigational Scatter Event

7.1.8. A navigational event where there is no Competition on the public highway and which falls within the provisions of automatic authorisation under the Motor Vehicles (Competition and Trials) Regulations (where applicable).

Targa Road Rallies

7.1.9. Targa Road Rally. A schedule timed rally where the principal competition comprises the competitor's performance on Special Tests.

All Events

7.2. Classic Trials, Road Safety Events, and any other form of event that uses the Public Highway must comply with the following:

7.2.1. They must not include any Special Stages.

7.2.2. Except for Road, Targa and Navigation Rallies, they must not include any Special Tests.

7.2.3. Competitors must not carry any form of Intercom (ie any method of voice amplification) or any radio transmitting device. Exceptionally, mobile telephones are Permitted if the SRs specifically allow them. Failure to conform will be penalised as 13(p).

7.2.4. No regular assistance organised in advance may be used by Competitors in Rallies defined in 7.1 inclusive, except when Permitted in the SRs for Vintage or Veteran events.

7.2.5. No assistance may be expected from the Organisers.

7.2.6. Competitors are responsible for ensuring that they are supplied with fuel, oil, water, etc, even though the Organisers may advise on where these supplies may be obtained.

7.2.7. A car may not be moved other than by its own power except:

(a) By a ferry.

(b) By outside means for a minimum distance necessary to extricate it from difficulty.

(c) By gravity.

(d) By its crew.

7.2.8. Competitors are strongly recommended to carry a First Aid Kit, high visibility vests or jackets and, where appropriate, a torch.

7.2.9. The use of in car cameras is forbidden. Organisers may not sanction, encourage or facilitate the filming of events taking part on the public highway.

Duties and Responsibilities of the Clerk of the Course (D.25.1, H.31.1.1)

8.1. Judges may be appointed to adjudicate on:

8.1.1. Failure to stop at Stop or Give Way signs.

8.1.2. Failure to comply with the requirements of a test.

8.1.3. False starts on tests or standard sections.

8.1.4. Unauthorised use of auxiliary lights.

8.1.5. Unauthorised possession of recorded notes, radio equipment or intercom (7.2.3).

8.1.6. Unauthorised servicing.

8.1.7. Excessive sound.

8.1.8. Violation of out of bounds areas.

8.2. Regional Associations must be advised by event Organisers at least two months before all Road Rallies, including Navigation and Historic Road Rallies, take place within their area.

8.2.1. Regional Associations may appoint a Driving Standards Observer (G.11.1 to G.11.2).

8.2.2. All other events may appoint their own Driving Standards Observers (G.11.1 to G.11.2).

8.3. Driving Standards Observers will adjudicate on:

8.3.1. Excessive vehicle sound including exhaust, induction and transmission sources (observed during the event).

8.3.2. Excessive speed.

8.3.3. Driving in a manner likely to bring motor sport into disrepute.

8.3.4. Compliance with special restrictions, eg Quiet Zones.

8.4. Any Competitor driving at an excessive speed, recklessly or in a manner likely to bring motor sport into disrepute, or convicted of any driving offence committed during an event, may be disqualified.

8.5. Checks operated by Judges or DSOs need not be manned for the whole period during which Competitors may report and may operate on a random basis.

8.5.1. The Official in charge of any control or check may mark or withhold a Competitor's Route Card or Time Card if a vehicle has suffered damage to its exhaust system.

8.5.2. All Timekeepers will be Judges concerning time recorded.

8.5.3. For Road Rally Events (as defined by Permit), the Chief Scrutineer must be appointed from the list of Motorsport UK Technical Officials (NAT).

Route

9.1. The only route information that may be given out before the Competitors' due start time will be information regarding Quiet Zones, Black Spots, Rejoin Points and Neutral Sections. Exceptionally, for Road, or Historic Road Rallies, and only if the SRs Permit, other route information may be given in advance for those parts of the route that take place between the hours of 07.00 and 22.00.

9.1.1. The location of all Stop and Give Way junctions along the route must be issued to Competitors along with clear instructions as how they must treat them (9.1.3).

9.1.2. Organisers must identify any other junction at which Competitors are required to stop.

9.1.3. Competitors must Stop before entering any road protected by a Stop sign or a Give Way sign where that part of the event is held between 22.00 and 07.00 hrs. Failure to comply will be penalised as in 13(q), 9.1.1.

9.1.4. Exceptionally, with the specific permission of the RLO, Give Way signs in Quiet Zones may be negotiated according to the Highway Code. Any such junctions must be advised to Competitors in advance.

9.1.5. Only 1:50,000 scale OS maps may be used.

9.1.6. The only information that can be added to the OS map as sold is:

(a) Highlighting numbers, words and legends printed on the map within the confines of the outer printed grid numbers.

(b) Highlighting and repeating grid lines and numbers, and marking adjacent map numbers outside the of the outer printed grid numbers.

(c) Information provided by the Organisers of the event.

9.2. The onus of following the correct route rests with the Competitor who must visit controls and checks in the order set out in the Time Card or Route Card, unless otherwise specified.

9.2.1. Any control is considered to extend for 50m around the actual point at which Officials are making their records, unless clearly visible signs are displayed to define a different area.

9.2.2. The direction of approach to a control or check will be specified by the route information. Approaching a manned control from any other direction, or visiting a control or check more than once, will involve a penalty.

9.2.3. No private road must be used by Competitors unless specific permission to do so has been given by the Organisers.

9.3.1. Quiet Zones. Any Quiet Zone in a Standard or Regularity Section must be monitored by a Driving Standards Observer.

9.3.2. The end of a Quiet Zone should be indicated by an end of QZ Board.

Types of Section

10.1. The following terminology and restrictions apply to all Rally sections.

10.1.1. No other title or description will be valid.

10.1.2. No section will have a Flying Finish time control.

10.1.3. No section will have any award for Competitors who equal or improve upon the section time schedules or record the fastest times or least penalties on any sections.

10.1.4. At the start of any Section or Special Test held in whole or in part on private property the organisers must provide a Medium Spill Kit.

Standard Sections

10.2. A Standard Section may not use the same stretch of road more than once, nor include any intermediate Time Controls. Where a Standard Section is timed to the second it must not:

(i) Pass through any area that has more than 20 occupied dwellings within 300m radius of the route, unless written agreement is given by all the householders within that area and Motorsport UK has given its permission.

(ii) Join or cross any A-class road (except where there is a manned control at which competitors must stop at the junction) or start on or use an A-class road for more than 200m continuously.

(iii) Start the first car before 23.59hrs, and the last car, including any lateness, must finish 1/2 hour before sunrise.

(iv) Include any area or point where competitors are required to observe special restrictions as to their driving behaviour, except for observing signs warning of natural hazards. Quiet Zones or other restrictions are specifically forbidden.

10.2.1. Organisers may erect signs warning of natural hazards.

10.2.2. Standard Sections must not include any road with a 30 or 40mph limit without the express permission of the RLO.

10.2.3. Standard Sections must not require competitors to average more than 30mph.

10.2.4. If timed to less than a minute, Standard Sections must not use any private property, other than Footpaths and Bridleways and Restricted Byways, for which approval has been granted by the landowner and the Highway Authority.

Neutral Sections

10.3. A Neutral Section must be used to take competitors through a PR-sensitive or densely populated area.

10.3.1. It must be completed by Competitors without the use of auxiliary lighting, except as permitted by law in conditions of poor visibility. Organisers must remind Competitors of this requirement in their SRs.

10.3.2. Neutral Sections must not:

(a) Be timed to less than one minute.

(b) Permit Competitors to make up time on the public road.

(c) Have any lateness penalty applied, except for Maximum Lateness.

(d) Have an average speed of more than 20mph, except on M, A or B-class roads.

Regularity Sections

10.4. *The locations of the Start and Finish of Regularity Sections must be given to Competitors in advance.

10.4.1. Each Regularity Section must contain at least one Intermediate Time Control, the location of which must not be given to Competitors in advance.

10.4.2. Competitors must be advised in writing before entering such a section whether they are required to stop at Intermediate Time Controls, which should be identified by a control board.

10.4.3. Adherence to the time schedule in a Regularity Section will be assessed by comparing the time of arrival at any Intermediate Time Control or the Finish Time Control with the time of arrival at the immediate preceding Time Control. Timing, whether or not the car is required to stop, will be at the moment of the car entering the Time Control area.

10.4.4. Penalties (which must be specified in the SRs) will be imposed for stopping within sight of but outside the control area of any Intermediate Time Control and the Finish Time Control.

10.4.5. Competitors will not be required to maintain an average speed in excess of 30mph.

10.4.6. May only be included in the following rallies as defined by Permit; Historic Road, Endurance Road, Targa Road, Navigation, Veteran, Vintage and Economy.

10.4.7. Consistency Test. May only be run under a Historic Road Rally Permit and at a venue with a current Motorsport UK Track Licence. Written Motorsport UK approval must be obtained for any Consistency Tests by submitting detailed diagrams and written explanations of their format and finishing procedures, before the event.

Transport Sections

10.5. A Transport Section is used to transport Competitors between other types of section where the route is not PR sensitive or densely populated.

10.5.1. These Sections must not be timed to less than one minute nor less than four miles in length and must not have any lateness penalty applied, other than for maximum lateness.

10.5.2. They must comply with 12.7.

10.5.3. If using roads where a 30mph or 40mph limit is in force, a lower average speed must be imposed depending on the proportion of restricted roads in the section.

Special Tests

10.6. Written Motorsport UK approval must be obtained for any Special Tests by submitting detailed diagrams and written explanations of their format and finishing procedures, before the event.

10.6.1. These tests must be designed so that no Competitor can be expected to exceed an average speed of 30mph (40mph for Endurance Road Rallies).

10.6.2. No benefit must accrue to any Competitor who exceeds this speed.

10.6.3. Test finishes must be arranged so that there can be no possibility of a Competitor completing a test whilst a previous Competitor blocks the Finish.

10.6.4. Flying finishes are not Permitted.

10.6.5. Vehicles must comply with 18 or 19 as appropriate or 20 for Endurance Road Rallies.

10.6.6. Passengers may not be carried in the rear seats of open cars.

10.6.7. Rallies with Special Tests may not permit vehicles of commercial type, such as vans/pickups (J5.20.6).

Controls

11.1. Controls, checks and test sites must open at least 15 minutes before the due time of arrival of the first car, and close 30 minutes after the due time of arrival of the last car, unless the SRs specify otherwise.

11.1.1. *The SRs will specify what penalties will be applied for stopping within sight of any control and for early or late arrival at any control on a Regularity Section.

11.1.2. If at any control or check due to be operated by Officials, the Officials are not present during the whole period when the competitors may report, all performances at that point will be ignored in compiling the results (except as provided for in 8.5).

11.1.3. All performances will also be ignored if a control or check is not sited at the location specified in Official documents.

11.1.4. The onus of ensuring that all the information required is clearly and legibly recorded at the appropriate time and place rests with the competitor.

11.1.5. Should any entry on a Time Card not be legible or not appear authentic, it can be considered not to have been made.

11.1.6. Organisers must refer to Marshals' check sheets in case of doubt.

11.2.1. If there is a discrepancy between the time allowance shown by the Organisers on a Time Card and that shown on any other document, the Time Card value will be taken to be correct, unless previously amended in an official bulletin.

11.2.2. It is an offence for any Competitor to continue in an event until the information required by 2.3.2 is provided.

Types of Control or Check

Route Check

11.3. An unmanned check to prove a Competitor's adherence to the correct route.

11.3.1. Proof of passage will entail the Competitor recording the symbols from a Code Board that must be placed facing oncoming Rally Cars.

11.3.2. The Code Board will be not less than 315 sq cm and will show not more than five black numbers or letters (or a combination of both up to a maximum of seven) and be the right way up on a contrasting background.

11.3.3. The size of the letters and numbers will be not less than 7.63cm with a minimum of 1.27cm stroke width.

Passage Control

11.4. A manned control established to prove a competitor's adherence to the correct route.

11.4.1. It cannot be located less than 500m from any other manned control.

11.4.2. The only information permitted to be recorded is the Marshal's signature or stamp and the authentication of the records held by the competitor.

Time Control

11.5. A manned control established to record the time of a competitor who must come to a stop for the purpose.

11.5.1. It can additionally record the direction of approach and departure of the competitor.

11.5.2. The only other information permitted to be recorded by the Marshal is the authentication of the records held by the competitor.

11.5.3. These records, to be valid, must be signed by the Marshal with the Competitor not being required to make any entry on the Time Card.

Main Time Control

11.6. Organisers may designate certain Time Controls (11.5), such as Start Controls and Restart Controls, as Main Time Controls (MTCs).

11.6.1. Competitors failing to visit or reporting outside their maximum lateness at MTCs will be considered to have retired.

11.6.2. Early or late arrival or departure will be penalised in accordance with 13(e) or (f).

11.6.3. An example of all Official boards must be on display at documentation for the event.

PUBLIC HIGHWAY EVENTS

All motoring competitions held on the public highway, including motorcycle events, are governed by the Motor Vehicles (Competitions and Trials) Regulations 1969 (as amended). Under this legislation The Royal Automobile Club Motor Sports Association is the authorising body for England and Wales.

Scotland is handled in a similar fashion, albeit with a different system of processing, by RSAC Motorsport Ltd.

Although certain events are automatically authorised under the legislation, in particular events involving no more than twelve competing vehicles, or those with no set route or timing on the public highway, all organisers should ensure that they are acquainted with the terms of the legislation prior to running any event for cars or motorcycles on the public highway. The official title of the document for England and Wales is Statutory Instruments 1969 No. 414 Road Traffic as amended and are available online at www.legislation.gov.uk.

The organiser of any event which requires Authorisation under the legislation must make an application to the relevant office between two and six months before the planned date of the event, on an official application form (Form E404) which must be accompanied by duplicate tracings, or emailed in a digital format, taken from the current 1:50,000 scale O.S. maps in the case of England and Wales, showing the public highway route and detailing the control points and time schedule planned for the event. The minimum period of two months has to be rigorously enforced .

On receipt, applications are checked for compliance with the legislation and also with a rationing system which is designed to limit the number of events using a particular section of road in a given period. A certain level of public relations work is required as a condition of the Authorisation being issued, this being designed to limit the impact of events on local residents.

The authorising body sends the details of acceptable events to the Police Forces and National Parks involved with the route and will require action to be taken by organisers in response to any observations they may make about the event.

Organisers are also required to contact local representatives, the Route Liaison Officers, and gain their approval for the planned event. Before the granting of the actual Authorisation (Form E406) a fee will be required, as the departments are designed to be self-financing rather than a drain on central Government finances. Events are Authorised for a fixed maximum number of starters, using a quoted mileage of previously advised route on the public highway.

When the Royal Automobile Club was originally appointed as the sole authorising body for the system of statutory control, it was understood that they would be acting for this purpose independently to their other interests and would necessarily be required to deal on a non-discriminatory basis with applications, whether from recognised clubs, clubs not recognised or individuals. Any additional controls which for their own purposes they might wish to exercise in regard to their clubs would evidently have to be kept separate from the statutory control system itself

The General Regulations of Motorsport UK are not taken into account by the CAO, therefore the fact that Authorisation has been issued for an event does not necessarily mean that the event complies with Motorsport UK General Regulations.

For application forms, details of fees and any further information:

England and Wales
Competition Authorisation Office
Motorsport UK House
Colnbrook SL3 0HG
Tel: 01753 765075
Fax: 01753 682938
www.motorsportuk.org
cao@motorsportuk.org

Scotland
RSAC Motorsport Ltd
PO Box 3333
Glasgow G20 2AX
Tel: 0141 946 5045
Fax: 0141 946 5045
www.rsacmotorsport.co.uk
email: jcl@rsacmotorsport.co.uk

Timing

12.1. All sections must be timed according to the requirements of Scheduled Time by watches that read to correct GMT/BST time of day.

12.1.1. Deleted.

Definitions for Scheduled Timing

12.2. *Standard Time* is the time of day a notional Competitor number zero would be due at any control or check.

12.2.1. *Scheduled Time* is the actual time of day each Competitor is required to be at any specific point.

12.2.2. Scheduled Time can be calculated for any point by taking a Competitor's Competition number, multiplying by the time interval between Competitors at the start, and adding the result to the standard time at that point.

12.2.3. *Delay Allowance* is an allowance free of penalty granted to specific Competitors following a delay under the instructions of an authorised Official of the event. Any Delay Allowance must be recorded in writing on the Competitor's time card by that Official.

12.2.4. *Due Time* is the time a Competitor is due at any control or check inclusive of any previous lateness.

12.2.5. *Penalised Time* is the difference between Due Time and an earlier or later arrival time.

12.2.6. *Penalty Free Lateness* allows a Competitor late at one control to be an equivalent amount late at a succeeding control without incurring further penalty.

12.2.7. *Outside Total Lateness (OTL)* is the point where a Competitor is considered not to have visited a control or check being more than 30 minutes past the Scheduled Time (including any delay allowance), unless the SRs specify a different period.

12.3. The time of arrival at or departure from a control other than intermediate and final controls of Regularity Sections (where 10.4 apply), will be the time at which the Time Card is presented by the Competitor concerned, providing all crew members and cars are within the control area.

12.4. Exceptions to 12.3 are:

12.4.1. In the event of a competing car obstructing other Competitors through being halted or unduly slowed down near a control, the Officials may instruct the Driver to proceed and may then record the time as the time when this instruction is given.

12.4.2. In the event of a Competitor presenting a Time Card to Officials at a time when the car is outside the control area, the Officials have discretion as to whether or not to make a record on the Time Card.

12.4.3. The onus of presenting the Time Card rests with the Competitor.

12.5. The time of reporting at controls will be recorded to the preceding whole minute when penalties are imposed per minute (for example nine minutes 59 seconds will be recorded as nine minutes.)

12.5.1. When a penalty is imposed for timekeeping error of less than one minute, the time will be recorded to the preceding second.

12.5.2. Where a control at the end of a section timed to the second also forms the start of a section timed to the minute, the time of departure will be considered as being the same as arrival, but ignoring any seconds.

12.6. The Organisers can require any Competitor who is late to reduce their lateness by either foregoing or reducing any period of time provided for remaining at a control or official halt.

12.6.1. Competitors may themselves reduce lateness without penalty in the following ways, providing the Section is not defined as Neutral (10.3) and unless either forbidden to do so by the SRs or if by so doing they commit a breach of 12.7.

(a) By reporting at any control following one at which a penalty was applied for lateness at any time not earlier than Scheduled Time.

(b) By missing a Control or Controls. The Competitor will be penalised in accordance with 13(a) or 13(b) for every control missed. On rejoining the route at a control at the end of Standard Section, the Competitor will be permitted to restart without further penalty at any time between their original Scheduled Time and their Maximum Permitted Lateness in relation to their original Scheduled Time. If the rejoining control is at the end of a Neutral Section, and the Competitor has missed the control at the beginning of a Neutral Section, they will only be Permitted to restart without further penalty at their Official corrected time based on the time of arrival at the last control visited within maximum lateness.

(c) If the need arises for an Organiser to extend Maximum Permitted Lateness, this can only be done at a point on the route at which Competitors are required to report to avoid disqualification. Maximum Permitted Lateness can then only be extended for the following part of the route and cannot be applied retrospectively for earlier sections.

These provisions are subject to standard condition 4 of the Motor Vehicles (Competitions and Trials) Regulations where applicable.

12.6.2. No Penalty Free Lateness or official delay allowance that has been either reduced or foregone as Permitted by 12.6 can be reclaimed. However, this does not exclude fresh claims based on new circumstances.

12.7. A Competitor found to have traversed a distance greater than four miles between two consecutive time controls in less than three-quarters of the time specified by the Official time schedule will be penalised in accordance with 13(l). In calculating the penalty, any fraction of minute will be ignored. The ¾ rule does not apply to sections of less than 8 minutes scheduled duration.

This does not preclude the organisers providing specific sections for time recovery.

For example:

12.7.1. In a nine minute section, a penalty is imposed if a Competitor completes a section in less than six minutes.

12.7.2. In a 10 minute section – seven minutes.

12.7.3. In an 11 minute section – eight minutes.

12.7.4. In a 12 minute section – nine minutes.

12.8. Times will be recorded to whole minutes unless the SRs state otherwise.

12.8.1. Any portions of the event to be timed to seconds will be clearly indicated in the Route or Time Cards.

12.8.2. Any timing to less than one minute will be recorded on equipment as detailed in 2.7.

12.8.3. Competitors will be timed by the Official timepieces in the charge of Officials, unless the SRs state that watches carried by the Competitors can be used.

12.9. *If Competitor's own watches are used, they must be of a size and type to enable the dial to be read clearly and must be sealed.

12.9.1. The requirements for sealing watches must be stated in the SRs.

12.9.2. The Organisers may reject any watch that cannot be satisfactorily sealed or read.

12.9.3. If any sealed watch varies from official time by more than one minute, the competitor concerned will be timed by Official clocks from then on, unless the SRs make provision for the replacement or re-setting of the watch concerned.

Penalties

13. See Appendix 1, Chart 13.

Documentation

14.1. All documentation issued by the Organisers have the same force as the SRs. Along with the requirements of D.8.1, the Route Card or Time Card must specify the following:

14.1.1. A description of each section (Standard, Neutral, Transport, Regularity, etc) (10).

14.1.2. The time allowed to traverse the route between each time control, and all the information necessary to enable Competitors to comply with 2.3.2.

14.1.3. What information the Organisers require to be recorded and the places at which these records will be made (11), except as provided for in 2.3.3.

14.1.4. Which checks will be manned by Officials, except checks established in accordance with 2.3.3.

14.1.5. Which portions of the route will be timed to less than one minute.

14.1.6. Any 'out of bounds' areas to be respected.

14.1.7. The areas where the Organisers require Competitors to observe special driving restrictions (ie Quiet Zones, etc).

14.1.8. The order in which controls and checks must be visited.

Results

15.1. To be classified as a finisher, a Competitor must report to all Main Time Controls and, unless otherwise stated in the SRs, at least two-thirds of the controls listed in the Route Card or Time Card.

15.1.1. They must also report to the final control, if not an MTC, within the maximum lateness specified, with the same crew in the same car in which they started.

15.1.2. Competitors at the conclusion of their competition must sign a declaration to the effect that they have not been involved in any incident that may have caused damage to persons or property, or alternatively give details of any such incident. Non-compliance will be penalised in accordance with 13(q) and must be reported to Motorsport UK for further disciplinary action.

15.1.3. Competitors who retire will be required to submit a form to the Secretary of the Meeting within 72 hours of the event. Failure to return a form may result in a fine of up to £100.

15.1.4. Vehicle damage in relation to 13(q) will be considered as being any tear or indentation exceeding 50mm in depth occurring to the external surfaces of the coachwork or its accessories (excluding windscreens, windows, lamps, and bumpers) above the horizontal plane at the wheel centre.

15.2. Competitors will start with zero fails and/or marks. Classification will be made from competitors who have incurred the least number of fails.

15.2.1. Competitors who have incurred an equal number of fails will be classified by reference to total marks lost.

15.2.2. In the event of a tie, the competitor who has completed the greater portion of the competition from the Start, including tests (if any), without penalty (or if both incurred penalty at the same point, with the lesser penalty) will be judged the winner, unless another method of resolving ties is specified in the SRs.

Additional Regulations for Specified Types of Event

16. Certain types of event are granted certain waivers (16.2.3) from the requirements of 3 as follows:

Navigational Rallies

16.1. These must comply with the following in addition to the above:

16.1.1. Classes must be based on the ability of Competitors: for example, masters, experts, non-experts and novices.

16.1.2. They must not include any vehicle Classes, whether by capacity or by group.

16.1.3. With the exception of Novice Crews (as defined in SRs) only the following information may be issued to a competitor before their due start time;

Rejoin Points, Main Time Controls, Blackspots and the location of the Finish.

16.1.4. Information in a sealed opaque envelope is not considered as issued until the envelope is opened.

16.1.5. With the exception of Novice Crews (as defined in SRs), no more than 15% of the Time Controls may be issued to competitors as Rejoin Points.

16.1.6. Rejoin Points may only be located at the end of Neutral Sections.

16.1.7. Cars must comply with 18.3.3., 18.5 and 18.6.

Economy or Vintage Rallies

16.2. These must comply with the following:

16.2.1. Penalties for both early or late arrival must be imposed at all controls. These penalties must be at least as great for early arrival as late arrival.

16.2.2. Other than for Regularity Sections and Special Tests they must not have any section timed to less than one minute.

16.2.3. Subject to compliance with the above, Economy, Navigational or Vintage Rallies will be required to carry out Public Relations work in accordance with 3.

Twelve Car Rallies

16.3. These must comply with the following:

16.3.1. They must be run according to the requirements of an Economy, Navigational or Vintage Rally, and be described in this way in the Supplementary Regulations.

16.3.2. Any section defined as Standard (10.2) may not be timed to less than one minute.

16.3.3. They must not form part of any championship other than one restricted to bona fide members of the organising Club.

16.3.4. A Route Liaison Officer must be consulted. If the RLO requires additional PR work in sensitive areas this must be completed to their satisfaction.

16.3.5. They must not be scheduled to run between 18.00 hours on a Saturday and 07.00 hours on a Sunday, unless written permission has been given by the RLO and advised to Motorsport UK.

16.3.6. They should normally be run mid-week and in the early evening.

16.3.7. Twelve car rallies that do not meet these requirements are not permitted.

Historic Road Rallies

16.4. These must comply with the following:

16.4.1. Classes must be based on the ability of Competitors (masters, experts, non-experts, and novices).

16.4.2. Additionally it is permitted to sub-divide these Classes by vehicle cubic capacity and/or age.

16.4.4. PR work in accordance with 3.1 must be carried out.

16.4.5. Written Motorsport UK approval must be obtained for any special tests. Detailed diagrams and written explanations of their format and finishing procedures must be submitted. These tests must be designed so that no competitor can be expected to exceed an average speed of 30mph. No benefit should accrue to any competitor who exceeds 30mph. Test finishes must be arranged in such a way that there can be no possibility of a competitor completing a test whilst a previous competitor blocks the Finish area.

***Navigational Scatter Events**

16.5. These must comply with the following:

16.5.1. Deleted.

16.5.2. The SRs should clearly define the nature of the event and specify all navigational equipment required.

16.5.3. An estimate of the mileage likely to be covered should be included in the SRs.

16.5.4. The points to be visited must be placed so that there is no single obvious route.

16.5.5. Competitors should have a completely random choice concerning order of visit and must not be required to visit more than 75% of the points listed.

16.5.6. They must be planned in such a way that the Competitors have ample time to attempt to visit the required number of points.

16.5.7. The majority of the points should not be readily accessible without leaving the car. The car should be an incidental means of transport between the various points.

16.5.8. There should be no element of timing on the Public Highway, although Competitors may be required to finish by a specified time.

16.5.9. PR work must be carried out according to 3.1.

Targa Road Rallies

16.6. Targa Road Rallies must comply with the following;

16.6.1. Not include any Standard Sections.

16.6.2. Regularity Sections may be included.

16.6.3. Classes must be based on the ability of Competitors (masters, experts, non-experts, and novices), and may be sub-divided by vehicle cubic capacity and/or age.

16.6.4. Special Tests must comply with 10.6.

Exemption of Permit Events

Road Safety Events

17.1. These must comply with the following:

17.1.1. They should not have a route which exceeds 150 miles on the Public Highway, except in special circumstances.

17.1.2. The marking system on the road section must only be in respect of observance of the law or the Highway Code.

17.1.3. They should not have any timing on the road sections other than that necessary to determine the duration of the Competition.

17.1.4. If any tests of driving ability are included, they should not exceed 100m in length.

17.1.5. If timed tests are included, the speed of the vehicles must not be the sole determining factor, and at least an equal number of untimed tests must also be included.

17.1.6. All tests, whether timed or untimed, should include an element of manoeuvring skill or judgement on the part of the driver in addition to testing the capabilities of the vehicle.

17.1.7. The title of the event must clearly indicate its connection with road safety.

Treasure Hunts

17.2. These must comply with the following:

17.2.1. No merit must attach to being the first to arrive at the Finish or at any other point.

17.2.2. Competitors must not be required to arrive at any point other than the Finish at or by a specific time.

17.2.3. Where an overall time limit is set for the event, it must be possible to win without exceeding an average speed of 10mph from Start to Finish.

17.2.4. Competitors must not be required to travel more than 100 miles on a highway, or to perform any task or solve any problem that is likely to inconvenience or offend any one not taking part in the event.

Veteran Car Rallies (or Runs)

17.3. These must comply with the following:

17.3.1. If they are run in accordance with 17.3.2 and 17.3.4, it will be exempt from the PR requirements of 4 and Public Relations work need only be undertaken by prominent advertising in the area of the route.

17.3.2. They must allow Competitors to set their own average speeds subject to a maximum average of 24mph between Start and Finish (or Rest Halt).

17.3.3. They must have no intermediate timing points between the Start and Finish (or Rest Halt) and must have only passage controls along their route.

17.3.4. Competitors' route instructions should be given in the form of descriptive notes only.

Economy Runs

17.4. If held on or using private land, Economy Runs must obtain Motorsport UK permission before any public announcement is made.

Technical Regulations

18. In addition to complying with Section J all cars competing in Road Rallies must comply with the appropriate part of the following:

Body

18.1. Bodywork must represent the manufacturer's original profile and may include any optional extras available directly from the manufacturer.

18.1.1. Bumpers must be fitted.

18.1.2. Paintwork must be one colour or manufacturer's original colour scheme. No primer is to be visible.

18.1.3. Vehicles must not have wheel arch extensions, unless fitted by the manufacturer as a standard item to the body shape.

18.1.4. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. This trim will include headlinings, inside door panels, carpets and rear seats.

18.1.5. Front seats may be improved or replaced.

18.1.6. The trim, including the rear seat may be cut to allow the fitting of a safety cage.

18.1.7. If equipped with a non standard fuel tank it must be separated from the driver/passenger compartment by a protective bulkhead of non-flammable material preventing the passage of fluid or flame.

18.1.8. Full harness seat belts may be fitted.

18.1.9. Guards may be fitted beneath the vehicle to provide protection from damage.

Engines and Transmissions

18.2. Vehicle engines must have:

18.2.1. *A maximum of* four cylinders.

18.2.2. *A maximum of* two carburettor chokes (two single or one double).

18.2.3. *A maximum of* one camshaft per bank of cylinders.

18.2.4. Engines with more than one camshaft per bank of cylinders may be used providing that they were originally fitted with fuel injection and that the fuel injection system complete with plenum chamber and throttle body is retained unmodified.

18.2.5. For diesel and petrol engines under 1500cc actual capacity, forced induction is permitted providing that the complete original induction system is retained unmodified, other than the replacement of the air filter element.

18.3.1. Fuel injection may be fitted where it was standard equipment by the manufacturer for that engine type and where the original plenum chamber and throttle body is retained for that engine type.

18.3.2. A standard Wankel unit will be considered as three cylinders – twin Wankel units are prohibited.

18.3.3. Engines must comply with the silencing levels G.11.1, J.5.17 and 4.1 and have induction air filter elements fitted that ensure the vehicle complies with noise regulations J.5.17.

18.3.4. Only H shift pattern manual transmissions are permitted. The gear lever must remain the only means of changing gear unless an alternative method was originally fitted by the vehicle manufacturer as standard. Automatic transmissions are permitted provided that they are in their original configuration as fitted by the manufacturer to that specific vehicle model.

18.3.5. The number and location of the driven wheels must remain as original to the model of car.

Wheels and Tyres

18.4. Wheels and tyres are free but must fit within the standard unmodified wheel arch.

18.4.1. Vehicles must be fitted with tyres that are always legal for use on the public highway.

18.4.2. Deleted.

18.4.3. Vehicles must have all spare wheels securely fastened in position and must not be fitted with spiked or studded tyres or any non-skid attachments, other than chains if permitted by SRs.

Electrical Systems

18.5. Vehicles must have a maximum of four forward facing beams, as well as side and indicator lights, unless further restrictions are specified in SRs.

18.5.1. Light pods are not permitted.

18.5.2. A headlamp must provide the main beam and dipped beam functions.

18.5.3. An auxiliary lamp provides a beam other than that provided by the headlamp. With the exception of cars built before 1st January 1947 the maximum width of the lamp body of any auxiliary lamp must not exceed 222mm.

18.5.4. A headlamp may consist of a single reflector with a dual filament bulb, or separate reflectors each with single filament bulbs providing the functions of main beam and dipped beam separately. This will be considered as equivalent to a single dual filament headlamp unit. Lamp units comprising two reflectors where one is fitted with a dual filament bulb will be considered as a combined headlamp and auxiliary lamp. In this instance therefore no additional auxiliary lamps may be fitted.

18.5.5. Auxiliary lamps unless fitted as standard equipment using gas discharge or LED technology are not permitted and gas discharge or LED headlamp units may not be retro fitted.

18.5.6. Auxiliary lights must not be used in neutral sections except in poor visibility as permitted by law.

18.5.7. Where more than four beams are fitted as standard, only four may be used and the remainder must be rendered unusable for the duration of the event.

18.5.8. Vehicles must have all lights fitted and used according to motor vehicle lighting regulations.

18.5.9. External navigational or Marshal lights are not permitted.

18.5.10. For events taking place wholly between half an hour before sunrise and half an hour after sunset 18.5, 18.5.7, and 18.5.9. do not apply.

Miscellaneous

18.6. The vehicle must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use regulations (especially regarding brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings and windscreens).

18.6.1. Vehicles may not use racing style numbers, nor have any advertising except for event sponsor decals which must be incorporated within the rally plate.

18.6.2. They should be equipped with an effective method of stopping fuel supply, operable by the Driver when normally seated (the ignition switch would normally cover this requirement) and must use pump fuel as defined in Nomendature and Definitions.

18.6.3. Brakes are free but must comply with Construction and Use Regulations. A hydraulic handbrake is permitted where a functioning mechanical system is also present. The hydraulic handbrake lever shall operate in an arc not exceeding 50 degrees from the horizontal.

18.6.4. Deleted.

18.6.5. Where an event includes any Section or Special Test held wholly or in part on private property all vehicles must carry a Small Spill Kit complying with J5.20.13. Recomended for events held wholly on the public highway.

18.6.6. For Road Rallies, Navigation Rallies and Targa Road Rallies held between 07.00 and 22.00hrs 18.1.2, 18.5, 18.5.1, and 18.5.9 do not apply. 18.6.1 is relaxed to permit advertising not exceeding 1250 sq cm in total.

Historic Road Rally Cars

Series Production Cars

Note: In this section the term MODEL refers to all variants of the same family of cars. To avoid misunderstanding, competitors are advised to obtain a copy of the appropriate manufacturer's documentation as to the standard specification of the car.

19.1. *Historic Road Rally Cars* are categorised in the following periods. A car will be dated by the specification presented and not necessarily by the date of build or registration:

19.1.1. *Historic Category 1 Road Rally Cars.* Cars of a specification valid before 1 January 1968 and compliant with 18.1.1 (except Sports Cars which need not be fitted with bumpers), 18.1.6, 18.3.3, 18.4, 18.5, 18.6 and 19.5.

19.1.2. *Historic Category 2 Road Rally Car.* Cars of a specification valid between 1 January 1968 and 31 December 1974 and compliant with 18.1 to 18.6 inclusive (see also 19.5).

19.1.3. *Historic Category 3 Road Rally Cars.* Cars of a specification valid between 1 January 1975 and 31 December 1981, compliant with their FIA Group 1 or 3 homologation papers, or be a Series Production Car, and comply with 18.1 to 18.6 inclusive (see also 19.5).

19.1.4. *Historic Category 2 and 3 Road Rally Cars* are permitted to use matt black bonnets and wing tops subject to 19.3.

19.1.5. *Historic Category 4 Road Rally Cars.* Cars of a specification valid between 1 January 1982 and 31 December 1985, compliant with their FIA Group A or N homologation papers, or be a Series Production Car, and comply with 18.1 to 18.6 inclusive (see also 19.5)

Cars homologated in FIA Group A are permitted provided they are in standard production specification, the only modifications permitted (see also 19.3.) are to dampers, springs and brake friction material. Individual cars will only be accepted after receiving Motorsport UK approval. (R19.5.2.)

19.1.6. FIA Appendix K to the International Sporting Code: Historic Road Rally Cars fully compliant with the current FIA Appendix K categories T(Touring Car/Group1/Group N) and GT(Grand Touring Cars/Group 3) only. Cars must have been issued with a valid FIA Historic Technical Passport (HTP) or Historic Regularity Car Pass (HRCP), be in compliance with this document and the current FIA Appendix K at all times.

19.2. Deleted.

19.2.1. Deleted.

Permitted Modifications

19.3. Only period modifications used in rallying on the particular make and model of car are Permitted for Historic Road Rally Cars.

19.3.1. Modifications are only allowed if they were available before 1 January 1968 in the case of Historic Category 1 Road Rally Cars, before 1 January 1975 in the case of Historic Category 2 Road Rally Cars, and only homologated modifications before 31 December 1981 in the case of Historic Category 3 Road Rally Cars or 31st December 1985 in the case of Historic Category 4 Road Rally Cars.

19.3.2. Roof vents are only permitted subject to the above.

Recommended Classes

19.4. Along with the mandatory requirements of 16.4.1, classes can be introduced based on capacity and/or age of vehicle.

19.4.1. It is recommended that they be the same as for Historic Stage Rallies.

19.5. Certain waivers may be available for Historic Road Rally Cars entered in Road Rallies and Rallies with Special Tests solely for vehicles manufactured before 1 January 1942.

19.5.1. Motorsport UK may also grant discretionary waivers for Historic Road Rally Cars complying with R19.1 in respect of 18.2 as appropriate, for Road Rallies and Rallies with Special Tests held between 07.00 and 22.00hrs, providing an Historic Grade Eligibility Scrutineer is appointed.

19.5.2. Application for these waivers should be made to Motorsport UK by the organisers of the specific event, giving full details of the waivers sought.

19.5.3. Any such waivers will be exclusive to an individual Motor Club and the nominated event.

19.5.4. Exceptionally, Motorsport UK may grant a written dispensation to use non-original parts, parts from a different model, or parts from a later period, provided that the use of these parts does not confer an advantage in either performance or reliability. Motorsport UK will give consideration to written requests from Competitors who are unable to source vital components.

Engine

19.6. Forced induction is Permitted if by means of a mechanically driven supercharger, or by an exhaust driven turbocharger if fitted as original equipment by the vehicle manufacturer.

19.6.1. Such cars will be classified as having an engine capacity increased 70%.

19.6.2. Induction air filter elements must be fitted that ensure the vehicle complies with noise regulations J.5.17.

19.6.3. Exceptionally, and with the permission of the Chief Scrutineer, those cars for which 5,000rpm is inappropriate may be tested at 3/4 of maximum rpm.

Wheels, Tyres and Brakes

19.7. Vehicles must always be fitted with tyres that are legal for use on the public highway.

19.7.1. The size of the wheel may not differ from that originally fitted by more than 10% on nominal diameter, and by 1 inch (25.4mm) on nominal width. The resultant track measurement must not differ from the original by more than 1 inch.

19.7.2. Rims must not exceed 6 inches.

19.7.3. The minimum diameter permitted is 15 inches, unless a smaller diameter was fitted as original equipment.

19.7.4. The tyre section, as marked on the side wall in millimetres or inches, must not differ by more than 1 inch (25.4mm) from that originally fitted.

19.7.5. The fitting of tyres with an aspect ratio of less than 65% is prohibited.

19.7.6. The fitting of a dual master cylinder, or any other type of device providing a simultaneous action on all four wheels and divided action on two wheels, is permitted, provided the original brake pedal and pivot point are used and they cannot be adjusted to affect brake balance by either the Driver or the Co-Driver when normally seated in the car.

19.7.7. A hydraulic handbrake is permitted where a functioning mechanical system is also present. The hydraulic handbrake lever shall operate in an arc not exceeding 50 degrees from the horizontal.

19.7.8. For Cars in Categories 2, 3 or 4, 19.7.2. and 19.7.5. do not apply where OE specification wheels are wider and tyre sections are less than those specified therein.

Miscellaneous

19.8. Vehicles must not use racing style numbers, nor carry advertising other than event sponsor decals. Pump fuel must be used as defined in Nomenclature and Definitions.

19.8.1. Where an event includes any Section or Special Test held wholly or in part on private property all vehicles must carry a Small Spill Kit complying with J5.20.13. Recommended for events held wholly on the public highway.

19.9. Standard Production Cars compliant with 19.1.3 and 19.1.5 must comply with 19.3 to 19.8.1 inclusive and the following regulations:

19.9.1. *Body (External).* No changes or additions may be made to the side or plan silhouettes to that offered by the manufacturers in either standard form or manufacturer's optional extra form. The replacement of any body panel with one constructed of different material from that fitted by the manufacturer is prohibited. Front and rear bumpers must be retained and be of the same dimensions and constructed of the same material as those fitted by the manufacturer

The fitting of any form of additional wheel arch extension is prohibited.

19.9.3. *Engine.* The engine fitted must in all respects conform to that fitted by the manufacturer for the model of vehicle.

To ensure oil and/or fuel are not deposited on the public highway sumpguards and tankguards may be fitted. It is permitted to fit a guard or guards to the silencing system that must retain at least the same number of silencer boxes and expansion chambers as catalogued for the car.

19.9.4. *Transmission.* The gearbox shall be that as fitted to the model of vehicle. Changes to the gearbox or final drive ratio other than those permitted by 19.3.1. are prohibited.

Endurance Road Rally

20.1. These vehicles must comply with 18.1 to 18.6 and the following:

20.1.1. Standard production specification engines limited to 1400cc naturally aspirated petrol, 2000cc naturally aspirated diesel, and 1400cc forced induction diesel are permitted.

20.1.2. The exhaust system is free but must retain the original exhaust manifold.

20.1.3. Where originally fitted with a catalytic converter, the standard part must be retained.

20.1.4. The transmission must be as originally fitted to the model of vehicle.

20.1.5. Any changes to the gearbox or final drive are prohibited.

20.1.6. The suspension type and mountings must remain the same as that fitted by the manufacturer.

20.1.7. The shock absorbers may be of any make and may be uprated from standard.

20.1.8. Adjustable spring platform struts are permitted. The mounting method and position must remain as specified by the manufacturer.

20.1.9. Springs are free but must retain their original location.

20.1.10. Bushes may be changed for similar polymer materials, but rose-joints or similar metal joints are prohibited.

20.1.11. Vehicles must be fitted with rollover protection to Section K, Appendix 2, Drawing 1 and seat belts to K.2.1.2 point. Sun roofs must either be fitted with safety film to J.5.20.8 or comply with Q.19.14.6.

20.1.12. Brake fluid, pads and linings, and stone protection are free.

20.1.13. For daylight Endurance Road Rallies it is Permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer's make or model, or the name of the event, or a recognised Motor Club, or a registered national charity, provided that this does not affect the Driver's view.

20.1.14. Must use tyres from Tyre List IV.

20.1.15. All vehicles must carry a Small Spill Kit complying with J5.20.13.

SPECTATE SAFELY!

ARI NEEDS **YOU** TO

Be alert!
Always expect the unexpected
Stay at the designated spectator areas
Remember that in an accident anything can happen
Always follow the instructions of the marshals
Your safety – Your life

ONLY A SAFE RALLY IS A GOOD RALLY

#AriNeedsYou RALLY FUTURE motorsportuk.org

Specific Regulations for Special Stage Rallies

21. Special Stage Rallies will be organised in accordance with 1 to 6 where appropriate, the following regulations and the Motorsport UK Stage Rally Safety Requirements which are published on the Motorsport UK website;

Definitions

Special Stage Rally

22.1. A Rally containing Special Stages joined by linking sections that may use the Public Highway.

Special Stage

22.2. A section of a Rally on roads or land for which the event has exclusive access, or on public roads closed by Government legislation specifically permitting closure for motor sporting purposes, where the marking for maintaining a time schedule forms a part of the Competition.

Single Venue Stage Rally

22.3. A Special Stage Rally which uses parts of stages more than four times during any day of the event.

Historic Special Stage Rally

22.4. As 22.1 and 22.3 above, but participation is limited to cars complying with the appropriate Technical Regulations for Historic or Post-Historic Special Stage Rally Vehicles.

Rally Time Trial (44)

22.5. A Single Venue Stage Rally run over a Stage not greater than 4 miles in length.

Duties and Responsibilities of the Clerk of the Course

23.1. For all Special Stage Rallies the Clerk of the Course must be licensed by the Motorsport UK (G24).

23.1.1. Applicants will only be considered if they have been appointed by an organising club entitled to run such events.

24.1. The Clerk of the Course must ensure compliance with the following:

24.1.1. Deleted.

24.1.2. Deleted.

24.1.3. All other motor sporting users of venues to be used as special stages must be notified of arrangements for using the venue.

24.1.4. Competitors must be seeded numerically in order of anticipated performance, with the first competitor having the best performance potential, unless Motorsport UK has given prior approval to the contrary.

24.1.5. The Chief Scrutineer must be appointed from the list of Motorsport UK Technical Officials.

24.1.6. That a Safety Plan is produced in accordance with the Motorsport UK Stage Rally Safety Requirements and that all officials involved in the running of the event are aware of the plan and where appropriate have received training.

24.2.1. A Stage Commander should be appointed for every stage, with the responsibility for ensuring that the stage complies with the regulations and that an adequate number of marshals are appointed.

24.2.2. Marshal locations should be selected so as not to place them in areas where they may be exposed to significant risk.

24.2.3. In allocating individual Marshals to specific locations, care should be taken to ensure that less experienced Marshals are accompanied by experienced colleagues.

24.3.1. An Event Safety Officer must be appointed, who is experienced in the current operation of special stages and who understands the potential of Rally cars in differing weather conditions.

24.3.2. The Event Safety Officer must be assisted by a Spectator Safety Officer who is responsible for specific arrangements to accommodate spectators in suitable areas, to prevent their accessing other areas and to make suitable access facilities for spectators' use.

They will ensure that;

(a) There should be a copy of the Safety Code on display at all entrances where the public are likely to enter, and in areas considered to be hazardous, including escape routes and prohibited areas.

(b) All and any publication giving event information, online or in print, whether published for spectators or officials, must include a copy of the Safety Code.

24.3.3. The Event Safety Officer is responsible for ensuring that there are effective arrangements to supplement the general marshalling strength organised by the Stage Commander as follows:

(a) There must be pre-determined arrangements available to every Stage Commander for summoning appropriate emergency services, via rendezvous points if necessary, to the scene of an incident.

(b) At each stage, unless the complete route is visible from the Start or Finish areas, there must be provision of an effective radio communications network, operated through a nominated Controller under the direction of the Clerk of the Course, linking Officials at Start, Finish and intermediate points with Rescue and Medical Services. The frequency must be secure from misuse and be either the Motorsport UK Safety Frequency or a privately licensed frequency to Ofcom Regulations. The Controller must be experienced in the use of radios and in controlling a network, and must ensure the disciplined use of the radios. Where the Motorsport UK Safety Frequency is used, the Radio Controller must hold a valid Motorsport UK Radio Controllers Licence.

Notes on radio procedure are available from Motorsport UK.

24.4. Written instructions on the operation of stages, prepared in accordance with the Motorsport UK Stage Rally Safety Requirements, must be made available to all Officials and Marshals. These must clearly establish:

24.4.1. That the number of cars to be sent through any Stage before the Competition shall be in accordance with the Motorsport UK Stage Rally Safety Requirements.

24.4.2. The crew of each Safety Car must have specific duties, based on the current Motorsport UK Safety Car Roles and Responsibilities.

24.4.3. No stage must start until the Motorsport UK Safety Delegate, or subsequent designated Safety Car crew where applicable, has confirmed that it is ready for Competitors and that the Marshals have all spectators on the stage under their control and direction (36.5).

24.4.4. There must be no movement of any vehicle or of the rescue services once the stage has opened without the specific approval of the Stage Commander, and then only after suspending the stage and being satisfied that it is cleared of competing cars.

24.4.5. On any special stage where extreme circumstances make it necessary to neutralise the competition e.g. where spectator safety is compromised, or to authorise the movement of non-competing or rescue vehicles, the system of Red Flags must be in place. These should be located at mid stage rescue points, all locations where a rescue/emergency vehicle may re-enter the stage following a shortcut and at each mandatory Radio Point (29.5). Red Flags will be displayed at all mandatory Radio Points preceding the incident, only on the specific instruction of the Clerk of the Course or Stage Commander.

Red Flags must be prominently displayed (held out steady not waved) by a designated marshal who MUST wear a marshals' tabard.

Red Flags shall measure a minimum of 60cm x 70cm.

(i) Competitors who have been shown a Red Flag will be given a notional time for the stage.

(ii) The time of the deployment of the Red Flags will be recorded and notified to the Clerk of the Course.

(iii) No flag other than a Red Flag may be deployed at any point along the route of the special stage.

24.4.6. Deleted.

24.4.7. Under no circumstances will any car be allowed to drive in the reverse direction of the stage.

24.4.8. Detailed emergency procedures and equipment which must be made available by the Event Safety Officer.

24.4.9. The priorities in dealing with an incident are to deal first with those who are injured (whether Competitor, Official or spectator) by removing them in a suitable vehicle if it appears prudent to do so, and then to deal with the vehicles if they constitute a hazard to the continued running of the stage or to property.

24.4.10. No Competitor will be Permitted a re-run of a special stage (25.6.6).

24.4.11. The system of ensuring that Competitors are positively monitored and checked through a stage must be explained. Organisers may either use numbered stage Time Cards or note the previous Competitor's Competition number with the next Competitor to leave the Start.

24.4.12. All non-competing vehicles must be parked in an appropriate place at least 30m from a road used as a Special Stage, between a point before the Start control and a point 100m beyond the Finish stop control.

24.4.13. Non-competing cars required solely for purposes of safety may be parked at any place designated appropriate by the Stage Commander and/or Event Safety Officer.

24.4.14. Any road that may form an escape between the start and stop controls must be kept clear and unobstructed for a distance of at least 100m, bearing in mind the potential approaching speed of Competitors.

24.4.15. The location of any competing car that fails to complete the stage must be reported to the Stage Commander.

24.4.16. The information required by the Clerk of the Course to consider 24.5 is available if the stage is interrupted or stopped for any period of time.

24.4.17. Reasonable precautions must be taken to protect private property situated adjacent to any stage against damage.

24.5. Should the normal running of a Special Stage be stopped after the passage of one or more Competitors for any reasons whatsoever, and it proves impossible to allow other Competitors to cover the stage competitively, the Clerk of the Course may give to each crew which has not been able to cover the stage in the normal manner a notional time corresponding to the slowest time set up to the moment of interruption.

24.5.1. If it appears that the slowest time represents a complete anomaly, the next slowest time may be retained (and so on until the 5th slowest time).

24.5.2. However, no crew that is totally or partially responsible for stopping a stage may benefit from this measure. If they finish the stage, they will be given the time that they actually set even if this is greater than the time awarded to other crews.

24.5.3. In the case of an event being permitted to seed Competitors in reverse order of anticipated performance, the Clerk of the Course may give Competitors a notional time corresponding to the fastest time set at the moment of interruption, or apply the next fastest time (up to the 5th fastest time) if the fastest time represents a complete anomaly.

24.6. The Clerk of the Course has discretionary powers to impose a penalty in accordance with 32.2(gg) or 32.13(gg) on any Competitor who causes or is part of a serious blockage on a Special Stage, whether intentionally or otherwise, if their actions prevent any other Competitor from completing the stage competitively. The Clerk can also impose further penalty under C.2.1 as appropriate.

24.7. Judges may be appointed to adjudicate on:

24.7.1. Failure to comply with 25.5.

24.7.2. Failure to comply with 25.6.

24.7.3. False starts on Special Stages.

24.7.4. Unauthorised use of auxiliary lights.

24.7.5. Unauthorised possession of pace notes, radio equipment (25.1, 25.9).

24.7.6. Unauthorised servicing.

24.7.7. Unauthorised smoking.

24.7.8. Sound.

24.7.9. Violation of out of bounds areas.

24.7.10. Violation of the regulations regarding crash helmets, seat belts or flame retardant overalls.

24.8. Driving Standards Observers may be appointed to adjudicate on:

24.8.1. Excessive vehicle sound (observed during the event).

24.8.2. Excessive speed.

24.8.3. Driving in a manner likely to bring Motor Sport into disrepute.

24.9. Checks operated by Judges or DSOs need not be manned for the whole period during which Competitors may report, and may operate on a random basis.

Organisers should include in their SRs the following:

24.9.1. *Judges and/or DSOs will be appointed to report on sound levels. Excessive sound will include instantaneous occurrence of noise such as that produced by backfiring caused by anti-lag systems. The penalty for excessive sound may go as far as disqualification.*

24.10. Any Competitor driving at an excessive speed, recklessly, or in a manner likely to bring Motor Sport into disrepute, or convicted of any driving offence committed during the event may be disqualified.

24.10.1. The Official in charge of any control or check may mark or withhold a Competitor's road book, or Time Card if the vehicle concerned has suffered damage to its exhaust system.

24.11. The Clerk of the Course can appoint Officials empowered to search Competitors and their vehicles for unauthorised Pace Notes (25.9).

24.11.1. There should be two such Officials, one male to check male Competitors and one female to check female Competitors.

24.12. An organiser may permit the supply of subjective route notes. This must be stated in the SRs and the subjective route notes must be prepared by a Motorsport UK registered supplier.

Competitors

25.1. Competitors and their associated service vehicles and personnel may only fit or use radio transceiving equipment and frequencies that are licensed according to Regulations issued by Ofcom.

25.1.1. They must not use or carry any radio transmitting device that operates on, or interferes with, the Motorsport UK licensed Frequencies.

25.1.2. Contravention of these regulations will be penalised in accordance with 32.2(p) or 32.13(q).

25.2. Competitors must present at scrutineering a valid Motorsport UK Competition Car Log Book/Vehicle Passport obtainable from Motorsport UK Scrutineers by appointment (46.1.3).

25.3. In conjunction with scrutiny of the car, Drivers' and Co-Drivers' crash helmets, FHR Devices, and overalls must be produced for approval.

25.3.1. All crew members must wear a crash helmet bearing a Motorsport UK approval sticker (K.10.1 to K.10.3.1) and a safety belt throughout any Special Stage.

25.3.2. The crew must also wear flame resistant overalls homologated to either FIA 8856-2000 or FIA 1986 Standard. Attention is drawn to (K.9.1.2 and K.9.1.5 to K.9.3).

25.3.3. The crew must also wear FIA approved FHR Devices, fitted in accordance with K10.4.

25.3.4. Competitors are strongly recommended to carry a First Aid Kit.

25.4. Competitors must carry an A4-size white board with a red SOS on one side and black OK on the other (letters to be a minimum of 12cm high with a minimum stroke width of 1.5cm), with means to secure them on display for oncoming competitors.

25.4.1. In the case of an accident where urgent medical attention is required, the red SOS sign should be displayed as quickly as possible to alert following cars and aid any helicopter attempting to assist.

25.4.2. Any crew that sees a red SOS sign displayed on a car, or sees a major accident where both crew members are inside the car but not displaying the SOS sign, must immediately and without exception stop to give assistance.

25.4.3. All following cars must also stop and the second car arriving at the scene must inform the next radio point.

25.4.4. Subsequent cars must leave a clear route for emergency vehicles.

25.4.5. The Clerk of the Course may award a discretionary time to any Competitor delayed in such circumstances.

25.4.6. Any crew which is able to but fails to comply with the rule will be reported to the Clerk of the Course who may impose penalties.

25.4.7. In the case of an accident where medical intervention is not required, the OK sign must be clearly shown to following vehicles, and to any helicopter attempting to assist. If the crew leave the vehicle, the OK sign must be left clearly visible to other Competitors.

25.4.8. Any crew failing to comply will be subject to a penalty at the Clerk of the Course's discretion.

25.4.9. Competitors who misuse the SOS or OK signs will be penalised and may be reported to Motorsport UK for further action.

25.5. Drivers must conform to the Medical Requirements specified in H.10.

25.5.1. All Competitors must comply with any instructions in the Road Book concerning stopping at road junctions.

25.5.2. Failure to comply will be penalised as in 32.2(b) or 32.13(c).

25.5.3. Crew members must not smoke during any stage.

25.6. During a special stage, the prescribed route must be followed and any direction signs displayed are mandatory.

25.6.1. Competitors overshooting the Stop line at the end of any stage are forbidden to reverse back to the Control.

25.6.2. They are also forbidden to traverse any part of a Special Stage in the opposite direction to rally traffic.

25.6.3. Competitors must not voluntarily leave the prescribed route of a Special Stage without the express permission of the Stage Commander.

25.6.4. On passing a Red Flag displayed by a marshal wearing a marshals' tabard, the driver MUST immediately and significantly reduce speed as well as being prepared to stop at any time; at no time must they overtake any safety vehicle they encounter on the special stage route. The driver must then follow the instructions of any marshals and/or stage safety personnel and maintain this reduced speed until leaving the special stage.

Failure to comply with this rule will incur a penalty at the discretion of the Clerk of the Course.

25.6.5. They must not continue until advised to do so by an Official 24.4.4 and 24.4.5.

25.6.6. Competitors may only attempt a Special Stage once.

25.6.7. Re-runs are not Permitted (24.4.8).

25.7. When manual timing is to be used for a special stage, and following the Stage Start Marshal's instruction to a Competitor that they are next to start, the starting procedure is as follows:

25.7.1. The Marshal should give a loud verbal indication of 30 seconds, 15 seconds, 10 seconds and 5 seconds to go, and then count down orally each second 5-4-3-2-1-GO. Upon the signal GO a visual starting signal must be given, which will normally be the raising of a flag from the bonnet (not the windscreen). Any other visual signal to be used must be described in the event SRs.

25.7.2. When automatic timing is used, the SRs must detail the precise method which will be in operation, with a clear description of the countdown method and the signal to GO. Making a false start will be penalised in accordance with 32.2(e) or 32.13(f).

25.7.3. If an automatic method of recording a false start is to be used the false start detector should be placed between 30cm and 40cm in front of the actual Start Line and the method of use and implementation must be described in the event SRs. The timing system must be capable of recording the time that the car passes through the false start detector. These times must be made available to the organisers, with any competitors recording a false start reported to the Clerk of Course.

25.8. Stages where Competitors are required to start at intervals of less than one minute may dispense with the 30 seconds to go advance warning.

25.8.1. This revised procedure must be advised in the SRs.

25.8.2. Any crew refusing to start a Special Stage at the time and in the position allocated to it may be given a 10 minute penalty (32.2(d)or 32.13(e)) which may be extended as far as disqualification on the discretion of the Clerk of the Course, whether the special stage is run or not.

25.9. Unless specifically allowed by the SRs, the use of or possession of pace notes or any other means of giving a Competitor advice relating to the traversing of a Special Stage on a Multi-Venue Rally that has not been provided by the Organisers is forbidden (24.7).

25.9.1. On any Single Venue Rally taking place on a venue that is currently, or was previously, a licensed Race, Speed or Kart circuit, or any airfield type venue (disused or not), the use, provision or possession of such information, unless in accordance with 25.9.2. is prohibited and cannot be varied by the SRs.

25.9.2. This does not however preclude a crew from recording or annotating information during an event on the route instructions issued by the organisers for use later on in the same event.

25.9.3. Neither does it preclude the use of Ordnance Survey maps of 1:25,000 or 1:50,000 scale along with others that are specified in the SRs as being necessary to complete the route.

25.9.4. The only supplementary information that may be shown on the maps is information given by the Organisers (including route details).

25.9.5. Contravention will be penalised as in 32.2(q) or 32.13(r).

Route

26.1. The onus of following the correct route rests with the Competitor who must visit controls and checks in the order set out in the Road Book, unless otherwise specified.

26.1.1. No private road must be used by Competitors Unless specific permission to do so is given in the Road Book.

26.1.2. A control or check shall be considered to extend for 50m around the actual point at which Officials are making their records, unless clearly visible signs are displayed to define a different area.

26.1.3. If the direction of approach to, or departure from, a control or check is specified, non-compliance with the requirement, or passing the control or check when travelling in other than the specified direction, or visiting the control or check more than once, may involve a penalty.

26.1.4. Officials will be on duty at all controls. If at any control the Officials are not present during the whole period when a Competitor can report, all performances at that point will be ignored in compiling the results (except as provided for in 24.9, 32.2(l) or 32.13(m)).

26.1.5. All performances will also be ignored if a control or check is not sited at the location specified in Official documents.

26.1.6. The onus of ensuring that all the information required is clearly and legibly recorded at the appropriate time and place rests with the Competitor.

26.1.7. Should any entry on a Time Card not be legible or not appear authentic it may be considered not to have been made. Organisers may refer to Marshals' check sheets in case of doubt.

26.1.8. If there is a discrepancy between the time allowance shown by the Organisers on the Time Cards and that shown on any other document, the Time Card will be taken to be correct, unless previously amended in an Official bulletin.

26.2. It is not Permitted to define the route of a special stage by grid references or any other method requiring Competitors to choose their own route.

26.2.1. Any Flying Finish should be located at a point where cars can be expected to be travelling slowly as a result of a preceding bend or hazard.

26.2.2. The Flying Finish line must be at least 200m before the stop line which should be at least 100m before any public highway. Bad weather, slippery conditions and the potential speed of cars crossing the Flying Finish line may require these distances to be extended.

26.2.3. The area between the Flying Finish and the stop line should be free from bends, sharp or deceptive corners, or hazards such as gates, etc. This area is prohibited to spectators.

26.3. Officials should be clearly identifiable and wherever possible:

26.3.2. Be placed in sight of all signs and arrows, and at prohibited areas.

26.3.3. Be placed where the public are expected to arrive to watch the stage.

26.3.4. Have some pre-arranged system for warning spectators of the approach of cars.

26.3.5. Be under the control of a Sector Marshal if appropriate.

26.4. Where a Special Stage forms a continuous circuit, Competitors must not be required to complete more than two laps.

26.4.1. Organisers should allow at least 100m separation from the start of the stage before Competitors join other cars already on the stage.

26.4.2. On any stage rally which is not run under a Single Venue Stage Rally Permit, the maximum number of competitive passes in any one direction over any stage or any part of a stage is limited to four.

26.5. *Stage timing throughout an event will be to the preceding second if manual timing is to be used.

26.5.1. Automatic timing can be to the preceding 1/10th of a second, but only if the intention to do so is stated in the SRs.

26.5.2. The timing of any section should be recorded in a way that Competitors can verify its correctness. This must prohibit the 'setting back' of the section finish watch.

26.5.3. The only timing that can be considered is from the Standing Start to the Flying Finish line.

26.5.4. No Competitor may gain an advantage by exceeding the specified average speed.

26.5.5. The time based on this average shall be referred to as the Stage Bogey Time.

26.6. Competitors must not be started from any stage start at intervals of less than one minute, unless in accordance with the following procedures:

26.6.1. Starts of between 30 seconds and one minute interval are Permitted provided that the criteria below are met and that no undue difficulties are foreseen:

(a) The stage does not exceed a total length of four miles if on an unsealed or mixed surface, or eight miles if completely on a sealed surface.

(b) The stage has no split route and is neither a currently nor previously a licensed Race, Speed or Kart venue or airfield (disused or otherwise).

(c) No part of any stage traverses the same section of route during the running of that stage, or as part of another stage running concurrently.

(d) If the stage constitutes a continuous circuit, it must be less than one lap.

(e) Competitors have been seeded by the Organisers by performance in accordance with 24.1.4, without dispensation.

(f) Suitable timing arrangements have been made at the Finish line.

26.6.2. Authorisation for stages not covered above must be obtained in writing from Motorsport UK and will only be considered when the following information has been submitted:

(a) The individual stage name, number and location.

(b) The length of the stage.

(c) The type of surface (forest, tarmac, etc).

(d) The average width of the road.

(e) Diagram(s) of the venue showing stage routes and safety provisions.

(f) The number of times Competitors are attempting the stage.

(g) If the Competitors are attempting the stage more than once, the time interval between their first and second run, and the possibility of catching previous Competitors.

(h) Whether Competitors attempting their second run will be interposed with those still attempting their first.

(i) Whether the stage has a split route, and if so how far this is into the stage. On unsealed surfaces the stage must not consist of more than 21/2 miles of common route.

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(j) Whether extreme weather (eg heavy rain, dust, etc) will adversely affect a fair Competition.

(k) Competitors have been seeded by performance in accordance with 24.1.4, without dispensation.

(l) Suitable timing arrangements have been made at the Finish Line.

26.7. No practising or testing is Permitted on any Special Stage before any event unless specifically authorised by Motorsport UK.

26.8.1. Any access to any part of a stage, whether from a car park or through entrances, should be protected by warning notices as specified in D.31.1.1 and D.31.1.4 and is subject to the requirements of D.32.1.

26.8.2. There should be a copy of the Safety Code on display at all entrances where the public are likely to enter, and in areas considered to be hazardous, including escape routes and prohibited areas.

26.8.3. Deleted.

26.8.4. When an admission charge is made for public attendance or where significant numbers of the public are expected to attend suitable arrangements must be made by the organisers for dealing with the first-aid requirements of spectators.

26.8.5. Where the nature of the venue is such that it is either impractical to apply such precautions or access by the public cannot reasonably be controlled, then only a car park charge may be levied. Motorsport UK approval is not required when imposing this charge.

26.8.6. On events where there is a published programme, or where information is published which gives details of the location of special stages, a copy of the Safety Code for the guidance of spectators should be included.

26.9. Deleted.

26.9.1. Deleted.

26.9.2. Deleted.

26.9.3. Deleted.

26.10. Means of access onto the stage should be closed by barriers and signs sufficient to prevent any non-competing vehicle gaining access. Warning notices as detailed in D.31.1. should be displayed.

It should also be impossible for anyone on foot to get on to any stage through normal access roads or tracks without:

26.10.1. Being aware of it.

26.10.2. Having been seen by an Official.

26.10.3. Having seen a warning notice.

26.10.4. Having seen the Safety Code.

Types of Section

27. The following terminology and restrictions apply to all stage rally sections. No other title or description will be valid:

Road Section

27.1.1. Any section of the route of a Special Stage Rally (excluding control and service areas), whether on the public highway or not, which links Special Stages.

27.1.2. When on the public highway these sections must comply with 2.3.2.

27.1.3. Competitors must not use any auxiliary lights in road sections except in conditions of reduced visibility as permitted by law. Any forward facing lights, additional to the headlight system, sidelights and indicators, are considered to be auxiliary lights.

Special Stage

27.2.1. A section of a Rally on roads or land for which the event has exclusive access, or on public roads closed by Government legislation specifically Permitting closure for motor sporting purposes, where the marking for maintaining a time schedule forms a part of the Competition.

Special Stages

28.1. Unless approved in writing by Motorsport UK, Special Stages must not include any checks or controls or other requirements that might require or encourage Competitors to stop during the stage. Applications shall be made in accordance with 26.6.2.

28.1.1. Special Stages must be over a distance of not less than half a mile and no stage may exceed 20 miles in length without written permission from Motorsport UK.

28.2.1. If the stage is wholly on a sealed surface, no Competitor should be able to achieve an average speed of more than 75mph.

28.2.2. If the stage is run partly or wholly on unsealed surfaces, no Competitor should be able to achieve an average speed of more than 70mph.

28.3. Special Stages should not use any sections of a venue in opposite directions at the same time, unless there is at least a 15m separation between the two routes with a continuous barrier to prevent a car crossing.

28.3.1. Crossroads used twice must preserve this separation.

28.3.2. The barrier must consist of one or more of the following: tyres banded in threes, straw bales, earthbanks or similar immovable objects.

28.3.3. Motorway cones or blocking tapes are not suitable.

28.4. Special Stages should not use any currently or previously licensed Race, Speed or Kart circuit, nor any airfield (disused or not) unless Motorsport UK has specifically approved the stage layouts and safety precautions.

28.4.1. These Stages should also not be routed closer than 75m to any parked aircraft, unless there is a solid physical barrier at the edge of the course protecting the aircraft, and a gap of 45m from the barrier to the aircraft.

28.5. At the start of every Special Stage the organisers must provide a Medium Spill Kit.

Arrows and Signs

29.1. The correct route should be indicated to Competitors by arrows and signs, and by physical blockage of all but the correct road. These indications shall, wherever possible, be consistent with Appendix 1, Drawing number 29 and with the following:

29.1.1. Arrowing should be reduced to a minimum and placed only at junctions. Really acute bends or hazards, where a drastic reduction in speed is required, should be marked by a caution or bend sign. Arrows must not be used to define chicanes. A chevron board, Appendix 1 Drawing number 29.1.1, showing the entry to the chicane must be placed in the full view of Competitors. This board must have minimum dimensions of 76cm x 61cm.

29.1.2. Signs should be placed approximately 1.2m from the ground. Wherever possible arrows and signs should be of Day-Glo red or orange and should be easily visible to Competitors. To avoid confusion, multiple signs on one post should be avoided. Advance warning signs for junctions should be between 50m and 100m before the junction.

29.1.3. Two arrows should be visible on any junction, fixed so as to form a 'gate' through which Competitors will pass. Arrows may be angled to show the severity of the junction, indicated by one of four basic positions, vertical, horizontal, raised or lowered by 45°. An example of the method used must be shown to Competitors before the event.

29.1.4. A wrong direction should be indicated by a standard No Entry sign (a red disc with a white bar) and all but the correct road should be visibly blocked by means of tree trunks, brushwood, ropes, tape, etc, except as provided for in 29.1.5. Alternatively, and only for use on closed road stages, the No Entry Sign may be replaced by a Chevron Board and tape as shown in Drawing 29 (alternative).

29.1.5. In the case of wholly tarmac stages that are run on public roads closed for the purpose under Government legislation, the preceding regulations apply to all road junctions. However, it is not mandatory to block off private driveways unless through the layout of the stage the Organisers consider that they would constitute a hazard for Competitors. In these circumstances they should be blocked off with tape and at least a No Entry board displayed and notified as in 29.1.6.

29.1.6. Along with the arrows and signs displayed on the Special Stage, each Competitor must be issued with a Tulip diagram of each stage showing location or hazard numbers or letters, and indicating the intermediate mileages between junctions, danger spots or hazards and the direction to be taken.

29.1.7. For stages on airfield type venues it is permissible to substitute a detailed sketch diagram. This diagram must be approved by Motorsport UK before the event. This approval will constitute automatic permission to dispense with Tulip diagrams.

29.1.8. The warning signs for each location or hazard detailed in the sketch map or Tulip diagram must display the corresponding location or hazard number or letter.

29.1.9. Hazards should be indicated by a single exclamation sign between 50m/100m before the hazard.

29.2. Deleted.

29.2.1. Deleted.

29.2.2. Deleted.

29.2.3. Deleted.

29.2.4. Deleted.

29.3. If a section of road is used twice on stages where the route divides, or where two roads merge, the junction itself should be clearly marked by a white board at least 76cm x 61cm illustrating the junction.

29.3.1. Figures on this board should be at least 15cm high.

29.3.2. The junction should be preceded by a similar diagrammatic sign in advance of Motorway type count down boards with diagonal bands positioned approximately 100m and 200m before the junction.

29.3.3. Judges of Fact should be placed at any split junction to note and report for penalty any Competitor overshooting and reversing back against the route of rally traffic.

29.4. Where stage routes merge on a lapping stage, the angle between the two roads (prior to the common route) should be no more than 45° to each other, and on joining should run separately, but in parallel, for at least 100m before merging.

29.4.1. Signs will be shown to Competitors as follows. These signs should have a minimum size of 76cm x 61cm. See Appendix 1, Drawing number 29.4.1.

29.5. Radio Point signs as follows must be displayed at and before all designated Radio Points (24.4.5) detailed in the Road Book as issued to Competitors, other than at those locations signed in accordance with 29.4.1 (see Appendix 1, Drawing number 29.5).

Controls (2.4)

30.1. Controls will open 15 minutes before the due time of arrival of the first car, and close on the direction of the Clerk of the Course taking into account the due time of arrival of the last competing car.

30.1.1. The SRs may specify a different opening period.

30.1.2. The time of arrival at or departure from a control will be the time at which the Time Card is presented by the Competitor concerned, providing all crew members and car are within the control area.

Control procedures

30.2.

(a) The check-in procedure begins at the moment the car enters the time control area.

(b) The actual timing and entry of the time on the time card may only be carried out if the two crew members and the car are within the control area. Between entering the control area and the control, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.

(c) The check-in time shall correspond to the exact moment at which one of the crew members hands the time card to the appropriate marshal who will enter on the card the actual time at which the card was handed in, and nothing else.

(d) The target check-in time is the responsibility of the crew alone, who may consult the official clock.

(e) The crew will incur a penalty for early arrival if the car enters the control area before the minute preceding the target check in minute. The crew will not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check-in minute.

(Example: A car has left the previous stage finish at 11.04.40 on a section for which the target time is nine minutes. It is therefore due at the next time control at 11.13. It arrives at the yellow advance control board at 11.08, stopping before the yellow board. The car is permitted to enter the control area at any time after 11.12.00. The time card may be handed in at any time between 11.13.00 and 11.13.59, and a time of 11.13 will be recorded.)

(f) If it is found that a crew has not observed the rules for the check-in procedure, the marshal at the control must make this the subject of a written report to be sent to the Clerk of the Course.

30.2.1. The time of reporting at controls will be recorded to the preceding whole minute when penalties are imposed per minute (for example 09 minutes 59 seconds will be recorded as 09 minutes).

30.2.2. Where a control at the end of a section timed to the second (or to the second and part thereof) also forms the start of a section timed to the minute, the time of departure will be considered as being the same as arrival, but ignoring any seconds or parts thereof.

30.3. Exceptions to 30.2 are:

30.3.1. In the event of a competing car obstructing other Competitors through being halted or unduly slowed down near a control, the Officials may instruct the Driver to proceed and may then record the time as the time when this instruction is given.

30.3.2. In the event of a Competitor presenting a Time Card to Officials at a time when the car is outside the control area, the Officials have discretion as to whether or not to make a record on the Time Card.

30.3.3. At the end of a Rally or of any day of a Rally Competitors are allowed to check in in advance of their due time. This must be specifically authorised by the rally organisers in the SRs or an Official bulletin. Competitors arriving early must have their due time entered on the Time Card; those arriving later than their due time must have their actual time of arrival entered.

Timing

31.1. All Special Stage rallies may use either Target Timing or Scheduled Timing.

31.1.1. A Motorsport UK or Regional Association approved Rally Timekeeper must be appointed as a Chief Timekeeper for all stage rallies that use manual timing.

31.1.2. Stage rallies intending to use any form of automatic timing must appoint a Motorsport UK-approved Rally Timekeeper of National Rally or higher grade who holds a Certificate of Competence issued by the manufacturer of the equipment to be used.

31.1.3. Times will be recorded to whole minutes on all sections, except Special Stages which will be timed to the nearest preceding whole second, unless the SRs specify that timing will be to the nearest preceding 1/10th of a second (32.2(f) or 32.13(g)).

31.1.4. All Timekeepers will be Judges in respect of time recorded.

***Definitions for Target Timing**

31.2.1. *Target Time* is the time specified to cover the distance between two consecutive controls. A Competitor can calculate their Due Time of Arrival at any Time Control by adding the Target Time for the section to their actual time of departure from the preceding Time Control. Each period of time shall be treated individually and no penalties incurred will apply to any subsequent section. However, lateness taken over Target Time on Road Sections and Special Stages is cumulative and cannot be reduced.

31.2.2. *Bogey Time* is the time specified for a Competitor to complete a Special Stage without incurring penalty and must comply with 28.2, 26.6.

31.2.3. *Stage Maximum Time* is the maximum time penalty that can be applied on a Special Stage and will be the Target Time for the stage. It must be specified on the Time Card.

31.2.4. *Cumulative Lateness* is the sum of times in excess of Target Time taken over each section, and once lost cannot be regained.

31.2.5. *Maximum Permitted Lateness* is the amount of cumulative lateness which if exceeded from the previous Main Control will result in a Competitor being deemed to have retired. This will be 30 minutes unless the SRs specify a different period.

31.2.6. *Penalty-free Cumulative Lateness.* The SRs must specify the amount of cumulative lateness, if any, allowed free of penalty before a Competitor will be penalised.

31.2.7. *Dead Time* is the authorised time between booking in at the end of one Target-timed section and the commencement of the next section. The time must be spent entirely within a control zone. Dead time will have no effect on penalties or cumulative lateness incurred elsewhere.

31.2.8. *Delay Allowance* is a penalty-free allowance granted to specific Competitors following a delay, under the instructions of an authorised Official. It has the effect of extending the Target Time for those Competitors on that section only. Such delay allowance must be recorded in writing on a Competitor's Time Card by the Official.

31.2.9. *Main Controls* are situated at the Start and Finish of a Rally, immediately before and after any Rest Halt, and at any other specified point. At a Main Control after a Rest Halt Competitors will (unless the SRs specify otherwise) restart at one minute intervals:

- In number order, or
- In the order of their arrival at the Main Control preceding the Rest Halt, or
- In the order of their arrival at some other preceding control, or
- In the order of General Classification at a specified point if interim results are available.

The method used must be specified in an Official Instruction. Each Competitor must be given a due starting time from any Main Control (Out), and any difference between this time and their actual starting time will be counted towards cumulative lateness, and a Time Penalty applied (unless the SRs specify otherwise).

Regrouping Controls

31.2.10. The Road Book will specify these controls where Competitors not disqualified by having more than the Maximum Permitted Lateness at the control start the next section with zero lateness.

Special Stage Arrival Control

31.2.11. At this Time Control a Marshal enters a Competitor's time of arrival and the provisional starting time for a Special Stage which must be a minimum of three minutes after the arrival time in order to allow the crew to prepare for the stage. The area between the Special Stage Arrival Control and the Stage Start is Parc Fermé. At the Special Stage Start, the Marshal will enter the actual Start time which will normally correspond with the provisional Start time. The Start will then be given in accordance with 25.7.

Special Stage Finish Control

31.2.12. Competitors will receive their Special Stage Finish Times in hours, minutes and seconds at the Special Stage Finish Control. This time in hours and minutes will be the Start time for the next section.

Penalties

32.1. Competitors will receive penalties on Special Stages as follows:

Under Bogey Bogey Time

Over Bogey but under Actual time taken

Stage maximum

Over Stage maximum Stage maximum time.

32.1.1. Organisers may require any Competitor who is late to reduce their lateness by either foregoing or reducing any period of time provided for remaining at a control or Official halt.

32.1.2. If the need arises for an Organiser to extend Maximum Permitted Lateness, this can only be done at a point on the route at which Competitors are required to report to avoid disqualification. Maximum Permitted Lateness can then only be extended for the following part of the route and cannot be applied retrospectively for the earlier sections. These provisions are subject to standard condition 4 of the Motor Vehicles (Competitions and Trials) Regulations where they apply.

32.1.3. No penalty-free lateness or Official delay allowance that has been either reduced or foregone as Permitted by 32.1.1 may be reclaimed. However, this does not exclude fresh claims based on new circumstances.

Penalties

32.2. See Appendix 1, Chart 32.2.

Definitions for Scheduled Timing

32.3. Standard Time is the time of day a notional Competitor number zero would be due at any control or check.

32.3.1. Scheduled Time is the actual time of day each Competitor is required to be at any specific point.

32.3.2. Scheduled Time can be calculated for any point by taking a Competitor's Competition number, multiplying by the time interval between Competitors at the start, and adding the result to the standard time at that point.

32.3.3. Delay Allowance is an allowance free of penalty granted to specific Competitors following a delay under the instructions of an authorised Official of the event.

Any Delay Allowance must be recorded in writing on the Competitor's time card by that Official.

32.3.4. Due Time is the time a Competitor is due at any control or check inclusive of any previous lateness.

32.3.5. Penalised Time is the difference between Due Time and an earlier or later arrival time.

32.3.6. Penalty Free Lateness allows a Competitor late at one control to be an equivalent amount late at a succeeding control without incurring further penalty.

32.3.7. Outside Total Lateness (OTL) is the point where a Competitor is considered not to have visited a control or check being more than 30 minutes past the Scheduled Time (including any delay allowance), unless the SRs specify a different period.

32.4. The Organisers can require any Competitor who is late to reduce their lateness by either foregoing or reducing any period of time provided for remaining at a control or official halt.

32.4.1. Competitors may themselves reduce lateness without penalty in the following ways, unless either forbidden to do so by the SRs or if by so doing they commit a breach of 32.5.

(a) By reporting at any control following one at which a penalty was applied for lateness at any time not earlier than Scheduled Time.

(b) By missing a Control or Controls. The Competitor will be penalised in accordance with 32.13(a) or 32.13(b) for every control missed. On rejoining the route at a control at the end of Road Section, the Competitor will be permitted to restart without further penalty at any time between their original Scheduled Time and their Maximum Permitted Lateness in relation to their original Scheduled Time.

(c) If the need arises for an Organiser to extend Maximum Permitted Lateness, this can only be done at a point on the route at which Competitors are required to report to avoid disqualification. Maximum Permitted Lateness can then only be extended for the following part of the route and cannot be applied retrospectively for earlier sections.

These provisions are subject to Standard Condition 4 of the Motor Vehicles (Competitions and Trials) Regulations where applicable.

32.4.2. No Penalty Free Lateness or official delay allowance that has been either reduced or foregone as Permitted by 32.4 can be reclaimed. However, this does not exclude fresh claims based on new circumstances.

32.5. A Competitor found to have traversed a distance greater than four miles between two consecutive time controls in less than three-quarters of the time specified by the Official time schedule will be penalised in accordance with 32.13(l). In calculating the penalty, any fraction of minute will be ignored. The ¾ rule does not apply to sections of less than 8 minutes scheduled duration.

This does not preclude the organisers providing specific sections for time recovery.

For example:

32.5.1. In a nine minute section, a penalty is imposed if a Competitor completes a section in less than six minutes.

32.5.2. In a 10 minute section – seven minutes.

32.5.3. In an 11 minute section – eight minutes.

32.5.4. In a 12 minute section – nine minutes.

32.6. Times will be recorded to whole minutes unless the SRs state otherwise.

32.6.1. Any timing to less than one minute will be recorded on equipment as detailed in 2.7.

32.6.2. Competitors will be timed by the Official timepieces in the charge of Officials, unless the SRs state that watches carried by the Competitors can be used.

32.7. Bogey Time – See 31.2.2.

32.8. Stage Maximum Time – See 31.2.3.

32.9. Main Time Controls – See 31.2.9.

32.10. Regrouping Controls – See 31.2.10.

32.11. Special Stage Arrival Control – See 31.2.11.

32.12. Special Stage Finish Control – See 31.2.12.

Penalties

32.13. See Appendix 1, Chart 32.13.

Documentation

33.1. The Road Book or Time Card must indicate:

33.1.1. The description of each section (Road Section, Special Stage, Service Area, Regroup, etc) (27).

33.1.2. The time allowed to traverse the route between each Time Control and all the information necessary to enable Competitors to comply with 2.3.2.

33.1.3. What information the Organisers require to be recorded and the places at which these records will be made (26.1.6), except as provided for in 24.9.

33.1.4. Which checks will be manned by Officials (26.1.4), except for checks established in accordance with 24.9.

33.1.5. Which portions of the route will be timed to less than one minute.

33.1.6. Any 'out of bounds' areas to be respected.

33.1.7. The position of any junction at which the Competitor is required to stop.

33.1.8. The areas where Competitors are required to observe special restrictions as to driving behaviour (i.e. Quiet Zones, etc).

33.1.9. The order in which controls and checks must be visited.

Medical and Safety Cover

Single Venue Stage Rallies

34.1. At each venue there must be a Doctor or Motorsport UK Registered Paramedic and a Motorsport UK-Licensed Rescue Unit.

34.1.1. It is mandatory that a Motorsport UK Licensed Recovery Unit (or if unavailable a Commercially Operated Recovery Unit) is placed at or near those stage start locations where a Rescue Unit is positioned.

34.1.2. The Chief Medical Officer or Chief Paramedic, being a Doctor or Motorsport UK Registered Paramedic, is responsible – in consultation with the Clerk of the Course and the Event Safety Officer – for ensuring that the required level of medical and rescue cover is provided and for the detailed organisation of doctors, the planning and deployment within stages, the organisation of ambulance meeting points and the notification of hospitals in relation to the stages.

34.1.3. The Doctor or Motorsport UK Registered Paramedic and Safety Officer in liaison with Stage Commanders should be aware of the evacuation routes from the stage and rendezvous points.

34.1.4. The Chief Medical Officer may, following consultation with the Clerk of the Course, appoint a deputy of suitable grade who could take over the Chief Medical Officer's duties in an emergency.

Stage Rallies (other than Single Venue Stage Rallies)

34.2. At Clubman, Interclub and National Multi-Venue Stage Rallies, there must be a Doctor or Motorsport UK Registered Paramedic and a Motorsport UK-Licensed Rescue Unit at every stage (or group of stages (with a maximum three in close proximity to each other).

A Chief Medical Officer or Chief Paramedic, who must be a doctor or Motorsport UK Registered Paramedic, must be appointed who is responsible – in consultation with the Clerk of the Course and the Event Safety Officer – for ensuring that the required level of medical and rescue cover is provided and for the detailed organisation of doctors, the planning and deployment within stages, the organisation of ambulance meeting points and the notification of hospitals in relation to the stages. The Chief Medical Officer or Chief Paramedic may, following consultation with the Clerk of the Course, appoint a deputy of suitable grade who could take over the Chief Medical Officer's duties in an emergency.

34.2.1. Those stages without the immediate presence of a Motorsport UK Rescue Unit should position a Motorsport UK-Licensed SSU at the stage start.

34.2.2. For every stage over nine miles long, in addition to the above and at a suitable mid-point, there must be a Doctor or Motorsport UK-Registered Paramedic and a Motorsport UK Licensed Rescue Unit or a Motorsport UK-Licensed SSU.

34.2.3. It is mandatory that a Motorsport UK-Licensed Recovery Unit (or if unavailable a Commercially Operated Recovery Unit) is placed at or near those stage start locations where a Rescue Unit is positioned.

International Stage Rallies (other than FIA Championships)

34.3. At every stage start there must be:

34.3.1. A doctor or Motorsport UK-Registered Paramedic.

34.3.2. A Motorsport UK-Licensed Rescue Unit.

34.3.3. A Motorsport UK-Licensed Recovery Unit or, if unavailable, a Commercially Operated Recovery Unit.

34.3.4. For stages over nine miles long, these requirements must be repeated at a suitable mid-point.

International Stage Rallies (FIA Championship)

34.4. Medical and safety cover must be according to current FIA Regulations.

International and National Rallies

35.1. It is recommended that the Chief Medical Officer is appointed from the Motorsport UK Register and is approved for this grade of rally.

35.1.1. Also a senior Medical Officer should be appointed on each stage, and be positioned at the stage Start to work in close co-operation with and under the instructions of the Stage Commander.

General

36. ALL THE ABOVE REQUIREMENTS SHOULD BE REGARDED AS MINIMUM STANDARDS OF COVER, HIGHER STANDARDS SHOULD ALWAYS BE AIMED FOR.

36.1. It is recommended that doctors carry all equipment that they feel necessary for the performance of their duties. The following is suggested:

- Airways (two)
- Cervical collar
- Two large field dressings
- Powerful hand torch
- Space blanket
- First aid kit.

36.2. It is recommended that Organisers make available a full resuscitation kit.

36.3. All accidents and incidents involving injury must be reported in writing by both the Medical Officer and Stage Commander to the Clerk of the Course.

36.3.1. A completed Motorsport UK report form, signed by the doctor, should be sent to the Medical Consultant at Motorsport UK.

Emergency Vehicles

36.4. There are three kinds of Rally emergency vehicles:

- Rally Recovery Units
- Rescue Units
- Stage Safety Units (SSUs).

36.4.1. Their equipment and licensing criteria are listed in G.32 and Section F.

36.4.2. To assist Organisers and maintain safety cover, unless licensed vehicles are present, SSUs should be used to provide rescue, first aid and fire fighting at an incident as quickly as practicable (i.e. starting from the beginning of the stage and proceeding in the direction of the stage).

36.4.3. It is recommended that there is an SSU at each stage start.

Safety Cars

36.5. The only category of Safety Car that may be driven through a stage at near competitive speeds will be the Zero Car.

36.5.1. Safety Cars will be identified by carrying markings as specified in the Motorsport UK Safety Car Roles and Responsibilities., e.g. Spectator Safety, 000, 00, 0 and Sweeper as appropriate.

36.5.2. No other Official car will carry such markings. All other sanctioned vehicles will be classified as Official Vehicles.

36.5.3. The Zero Car will be the last vehicle to traverse a stage before the first Competitor, unless the Stage Commander or Clerk of the Course authorises otherwise.

36.5.4. The Zero Car will only stop in a stage in the case of emergency.

36.5.5. Safety Cars must be fitted with an effective method of communicating with Rally Control.

36.5.6. Except for Class eligibility, the Zero Car must pass the same pre-event scrutiny as Competitors, including Sound Testing.

36.5.7. It is strongly recommended that they have a current Competition Car Log Book/Vehicle Passport.

36.5.8. There will only be two crew members in the Zero Car who must wear overalls, helmets, FHRs and seat belts mandatory for Competitors. Fire extinguishers must be fitted and armed as for Competitors.

36.5.9. Crew members of each Safety Car must be signed-on Officials, At least one crew member of each safety car team must have attended a Motorsport UK Safety Car Training Session.

36.5.10. At least one member of the safety car team must have been involved in pre-event planning. All crew members of the team must be fully briefed on the safety plans for the event by this person or another senior event official.

36.5.11. No Driver who is barred from holding a Competition Licence can drive an Official, Safety or Zero car through a special stage.

36.5.12. Detailed Guidelines on Motorsport UK Safety Car Roles and Responsibilities are published on the Motorsport UK Website which supplement the above requirements.

Fire Extinguishers

37. Fire extinguishers must be available in any area defined as a Service Area and any area in which competing cars are assembled awaiting their attempt at a stage, and at stage Stop Lines.

Servicing and Organised Assistance

38.1.1. Organised assistance (service) may be Permitted on Special Stage Rallies if the SRs allow and providing that the Organisers have provided suitable service areas and a specific time allowance.

38.1.2. *Organised assistance anywhere other than in Permitted areas is forbidden.

38.1.3. Service vehicles may be required by the SRs or the Official Instructions to follow a prescribed route to and from service areas. All other areas would then be 'Out of Bounds' to service vehicles and crews.

38.1.4. In any area where Service is not Permitted, the presence of a service vehicle, or any vehicle from which equipment or parts are supplied or obtained, or the setting up or the collection or the use of equipment previously deposited, will be considered to be servicing.

38.1.5. The above Regulations do not prohibit Organisers advising Competitors of any garages en route, where facilities are available.

38.1.6. Paragraph 38 does not prevent Competitors from making their own vehicles safe to drive.

38.1.7. Competitors may only refuel in areas, not being road sections, specifically designated by the organisers or by using commercially available pump fuel dispensed directly from pumps at filling stations on the rally route. No one must be within the vehicle e.g. driver, navigator, service crew, and the engine must be stopped throughout any refuelling operation.

38.2. Crews may work unassisted on their own cars, using equipment carried in their car, in 'No Service Areas' except:

(a) Within 100m of any Control.

(b) Between a Special Stage Arrival Control and the Special Stage Start Control.

(c) In any Parc Fermé.

38.2.1. The only work permitted in these areas is the following (unassisted): Cleaning lamp glasses, windscreens, windows, identification markings and vehicle registration numbers.

38.2.2. Except in the areas listed above, Competitors may also work on their cars with the assistance of other Competitors or any nationally recognised breakdown service or commercial garage not associated with the Entrant and not organised in advance. Such service vehicles will not be allowed to enter Official service areas.

38.3. Competitors are responsible for ensuring that their service crews understand and comply with Regulations, and if Official Service Plates are issued, that at all times service vehicles bear the Official Service Plate.

38.3.1. A Competitor may be fined or otherwise penalised by the Clerk of the Course if the crew of any service vehicle associated with their entry contravenes any regulation or any Official instruction, or acts in a manner contrary to the interests of the event. Competitors may also be fined, but not otherwise penalised, for breach of Road Traffic Laws by their service crews.

Service Areas

39.1. All Service Areas should be under the supervision of a Safety Officer, who should have suitable means of making contact with the Emergency Services.

39.1.1. Special care must be taken to ensure that Service Areas are kept secure from spectators and that all aspects of Health and Safety Regulations are observed.

39.1.2. Adequate fire extinguishers must be available at the site.

39.2. No assistance may be expected from Organisers. Competitors are responsible for ensuring that they are supplied with fuel, oil, water, etc, even though Organisers may give advice as to where such supplies may be obtained.

39.2.1. A car may not be moved other than by its own power except:

(a) By a ferry.

(b) By outside means for a minimum distance necessary to extricate it from difficulty.

(c) By gravity.

(d) By its crew.

39.3. During the course of an event, competitors are not permitted to use, or be directly or indirectly concerned in the use of, helicopters or fixed wing aircraft in the vicinity of the event (whether in connection with servicing, aerial surveillance or any other reason whatsoever), unless previous authority has been obtained from Motorsport UK in writing and in compliance with CAA regulations (E.2.2.6).

39.3.1. Before considering any application for authorisation Motorsport UK must be satisfied that any liabilities they consider apply to the activities, including indemnity cover for Motorsport UK, the event promoters, Organisers and the landowner, have been made available by the operator on their behalf to specified minimum requirements.

39.3.2. Any application must be made at least 14 days before an event.

39.3.3. In accordance with CAA regulations, no aircraft is allowed within 500ft of the route, or within 3,000ft of any large crowd.

Results

40.1. To be classified as a finisher, a Competitor must report to all controls listed in the Road Book except as provided for in 32.2 (a) where two-thirds of the stage must have been completed and report to the final control within the maximum lateness specified, with the car in which they started.

40.1.1. Competitors start with zero time penalties and the results are established by adding together the times taken during the Special Stages and the time penalties incurred on the road sections, together with all other penalties expressed in time. The Competitor with the lowest total will be the winner, and so on.

40.1.2. If there is a tie, the Competitor who accomplished the best time for the first Special Stage will be judged the winner. If this is not sufficient to resolve the tie, the times of the second, third, fourth, etc, Special Stages will be taken into consideration, unless the SRs specify another method of resolving ties. This regulation can be applied at any time during the rally.

40.1.3. Competitors at the conclusion of their Competition must sign a declaration form confirming they have not been involved in any incident that may have caused damage to persons or property, or alternatively give details of any such incident. Failure to comply will be penalised in accordance with 32 and may be reported to Motorsport UK for further disciplinary action.

40.1.4. Competitors who retire will be required to submit this form to the Secretary of the Meeting within 72 hours of the event. Failure to return the form may be penalised by a fine of up to £100.

40.1.5. There must be no awards for Competitors who equal or improve upon the time schedules for any sections, nor for the fastest times or fewest penalties on any sections.

Rejoining the Rally (Rejoin Point)

40.1.6. Competitors may only rejoin the rally after missing a Control or Special Stage where permitted by the SRs.

40.1.7. Having missed a Control or Special Stage a competitor may only rejoin the rally in their seeded position. Where no such provision is made in the Rally's schedule to provide a restart list the competitor may only rejoin at a designated rejoining point as specified in the SR's, within but not ahead of 15 places of their original seeded position

Additional Regulations for Specified Types of Event

Single Venue Stage Rallies

41.1. *The SRs must state whether the Public Highway is being used or not.

41.1.1. No stage route may be used more than twice.

41.1.2. For a stage route to be recognised as different, it must vary by at least 20% of the stage route if run in the same direction, or be reversed.

41.1.3. No part of a stage may be used in any one direction more than 12 times during the event.

41.2.1. Fire extinguishers must be available in any area defined as a Service Area and any area in which competing cars are assembled awaiting their attempt at a stages, and at stage Stop lines.

41.3.1. Written permission must be obtained in advance from Motorsport UK regarding any other activity to be held at a venue to ensure whether suitable insurance can be arranged.

41.3.2. PR work, consistent with 3, must be undertaken irrespective of whether or not the public highway is used on an event.

41.3.3. Venues where spectators are encouraged to attend should have a resident Spectator Safety Car equipped with a PA system and a radio on the frequency to be used on the event.

41.4.1. A Co-Driver who has signed on must be carried in each competing car.

41.4.2. No practising is Permitted.

41.4.3. (See 25.9.1).

Historic Special Stage Rallies

42.1. Historic Category 1, Historic Category 2, History Category 3 and Historic Category 4 cars must compete in separate categories with separate results and awards in order to give a clear distinction between the three periods of cars. See 49.6 for recommended Classes.

Special Stage Practice/Training Events

43.1. Any practising or training event at which members of a Motorsport UK-registered Club are acting in a managing or controlling capacity as representatives require the specific permission of Motorsport UK in the form of a Permit.

43.1.1. Motorsport UK will not permit more than three Clubs to jointly organise such an event.

43.1.2. Motorsport UK will appoint an Observer to all Special Stage Rally practice/training events and the appropriate fees will be charged.

43.1.3. Participants in all practice/training events must sign the usual indemnity specified in D.13, as well as a declaration that their vehicle is in a fit condition for the event.

43.1.4. Permit fees will be in accordance with current rate for a Interclub event. Insurance at the maximum Special Stage rate per Competitor will be payable.

43.1.5. There must be no spectators and entry to the venue must be controlled.

43.1.6. Stages must be organised to the requirements of 23.1 to 24.11 and 28.1 to 29.5 and the definition of a Practising/Training Event must be complied with.

43.1.7. No more than six attempts at any one stage layout will be Permitted.

43.1.8. Although no awards or published times are Permitted, a Bogey Time must be set for the stage (based on 32.1) and this time and the length of the stage must be notified in writing to the participants.

Rally Time Trials (22.5)

44.1. A Rally Time Trial is a Special Stage Rally and will be run in accordance with Section R except for the following.

44.1.1. All cars must comply with 46 to 49. No Passengers can be carried during practice or competitive runs, unless authorised by Motorsport UK (higher Permit Fees apply).

44.1.2. The Clerk of the Course may authorise re-runs. Results need not be based upon competitors cumulative times, but may be based upon selective aggregate times (best 2 of 3 for example) or be purely on best time.

44.1.3. The starting procedure must comply with that of a stage, but an arrival control is not required. It should be run over a distance not greater than 4 miles.

44.1.4. In all other respects a Rally Time Trial must comply with Section R, Competitor eligibility, technical and vehicle safety eligibility and stage safety requirements.

44.1.5. Rally Time Trials are not valid for upgrading a Stage Rally Competition Licence.

Junior Rally Driver Championships

45.1. Motorsport UK may approve championships for Junior Rally Drivers complying with the following:

45.1.1. All events comprising the championship must be individually permitted Single Venue Stage Rallies open only to Junior Rally Drivers.

45.1.2. Events may only take place at a single venue and all stages, road sections and service areas must not cross or traverse any public highway including Footpaths/Bridleways/Restricted Byways/Byways Open to All Traffic or unclassified county roads.

45.1.3. Proposed Stage Diagrams must be submitted for authorisation at least 3 months prior to the event in the same manner as 26.6, in order for Motorsport UK to inspect the venue.

45.2.1. Drivers must be at least 14 years old, and may continue as a Junior Rally Driver until 31st December in the year of their 17th birthday.

45.2.2. The Drivers Competition Licence shall be endorsed Junior Rally Formulae Only and will be held on their behalf by the Championship Co-ordinator.

45.2.3. Drivers must be of a minimum height of 1.4m.

45.2.4. Co-drivers must hold a valid Competition Licence, and ideally be a licensed BARS Instructor.

45.2.5. Co-drivers must be 21 years or over, not be a parent/guardian of the driver and meet the qualifications of a Stage Rally National 'A' Licence.

45.3.1. Vehicles must be Series Production Cars fully compliant with 46.1.1.

45.3.2. The maximum engine capacity may not exceed 1200cc, naturally aspirated.

45.3.3. The engine and transmission must be standard and unmodified.

Technical Regulations

46. In addition to complying with Section J all cars competing in Stage Rallies must comply with the appropriate parts of the following:

Cars issued with a CCLB before 1st January 2009 see 47.1.1.

Special Stage Rallies

Cars Eligible

46.1. All cars must comply with Section J of these regulations, and all statutory regulations concerning the construction and use of vehicles. In addition cars must:

46.1.1. Be currently registered and taxed as a private car, unless specific event regulations relax the requirement for taxation, by virtue of the entire event taking place wholly on private property.

46.1.2. Have registration documents and, where a car is required by law to have a certificate, a valid MOT Certificate where appropriate. These documents must be produced at scrutineering for all events, irrespective of whether or not part of the event takes place on the Public Highway.

46.1.3. Have a valid MSA/Motorsport UK Competition Car Log Book/Vehicle Passport that must be produced at scrutineering (J.2 and J.3).

46.1.4. Display registration plates in compliance with the current Road Vehicles (Display of Registration Marks) Regulations.

46.1.5. All vehicles must carry a small spill kit complying with J.5.20.13.

46.2. Category 1. Those that have been homologated in Groups 'A' or 'N' of the FIA Appendix 'J', or Groups 1, 2, 3 or 4 of the 1981 FIA Appendix 'J', Non homologated Series Production Cars, or Specialist Rally Cars.

46.2.1. A Specialist Rally Car is a vehicle of which at least 20 examples are manufactured within a consecutive twelve month period and is fitted with a Series Production Car Engine or Specialist Competition Engine.

46.2.2. Modifications are free within Motorsport UK Vehicle Regulations and as defined below in 48.

46.2.3. The car must be in the configuration as supplied by the manufacturer, with the engine (any Series Production Car Engine or Specialist Competition Engine) in the original location.

46.2.4. Cars must retain the original number of, and location of, driven wheels, Front Wheel Drive (FWD), Rear Wheel Drive (RWD) or Four Wheel Drive (4WD), except where a 4WD car, other than a Specialist Rally Car, is converted to Two Wheel Drive (2WD) without structural alteration.

46.3. Category 2. Any car not complying with 46.2.1- 46.2.4 that may be authorised for use at the discretion of Motorsport UK including cars homologated and remaining fully compliant with FIA R/GT regulations.

46.3.1. Such authorisation will only be granted for cars which retain the original manufacturer's chassis/bodywork/ unitary construction.

46.3.2. Substitution by a space frame chassis will not be accepted.

46.3.3. Original manufacturer's bodywork must be utilised.

46.3.4. Any modifications homologated by the FIA may be incorporated.

46.3.5. Replica copies of manufacturers homologated body parts/aerodynamic devices will not be accepted.

46.3.6. Manufacturers of very low volume numbers of cars will be able to apply for baseline specification registration prior to sale to individual customers.

46.3.7. The conversion of front wheel drive cars to rear wheel drive (or four wheel drive) or of rear wheel drive cars to four wheel drive is permitted subject to the bodyshell construction alterations from the bulkhead rearwards being limited to those detailed in FIA Art.279.10.3.10 and shown in FIA Appendix J Drawings 279-1 and 279-2. Additionally where rear wheel drive cars are converted to four wheel drive the bodyshell forward of the front bulkhead may be modified solely to allow fitment of front driveshafts.

46.3.8. All materials added must be ferrous and must also be welded to the chassis/bodywork/unitary construction.

46.3.9. Doors and windscreen must remain in the manufacturer's original material.

46.3.10. Cars must be fitted with an engine in compliance with 48.2 and the following:

46.3.11. If forced induction is used the turbo/super charger must comply with 48.2.5.

46.3.12. The vehicle may not be used in competition until the Competition Car Log Book/Vehicle Passport has been validated by Motorsport UK and returned to the vehicle owner.

46.4. Category 3. Aluminium or Steel monocoque 2-wheel drive normally aspirated petrol or forced induction diesel production cars of a model first made on or after 1st January 1991.

46.4.1. All external panels including bumpers must be of the original shape and material. Side and rear windows may be replaced by plastic which must be mounted in the original mountings 48.1 applies except for 48.1.2, 48.1.3, 48.1.4, 48.1.5, 48.1.7.

46.4.2. Carpets, headlining, soundproofing and rear seat may be removed, front seats to 48.10.6. All other interior trim may be removed except for the door cards/trim which must be retained and fitted in the original location. Steering wheel may be changed. All other controls, switches and dash must be retained and fitted in the original location.

46.4.3. Engine must comply with 48.2.9 and the following;

(a) Original induction system including air filters with a restrictor fitted upstream of the throttle body in compliance with FIA App J Article 256, every car will have a specified restrictor diameter which may be altered at any time.

(b) Only the parts controlling the quantity of fuel delivered may be changed.

(c) Standard exhaust manifold and systems must be retained, standard stroke, maximum over bore +0.60 mm.

(d) Camshaft, valves and pistons are free.

46.4.4. Original transmission must be retained, using any optional or homologated ratios. Free differentials may be replaced by mechanical limited slip differentials. Unless fitted as standard, active differentials are not permitted.

46.4.5. Suspension must comply with 48.4.1 to 48.4.10 inclusive except that parts and systems forbidden in 48.4.9 and 48.4.10 are permitted when fitted as original or optional equipment by the manufacturer

46.4.6. Wheels and tyres must comply with 48.5.1 to 48.5.14 inclusive except for the following;

Wheels must be the original width, 48.5.5. does not apply, wheel diameter is free.

46.4.7. Brakes must be of original specification and comply with the following;

Friction material free, backplates may be removed or deformed, ABS may be disconnected, a hydraulic hand brake is permitted.

46.4.8. Minimum vehicle weight will be as per the manufacturer's data for that model.

46.4.9. Under shields, sump and tank guards, strut braces may be fitted.

46.4.10. The following apply as written:

Fuel Systems with 48.7.

Electrical systems with 48.8.

Safety items with 48.10

46.4.11. The vehicle may not be used in competition until the Vehicle Passport has been validated by Motorsport UK and returned to the vehicle owner.

47.1.1. Stage Rally Cars with a CCLB/VP issued before 1st January 2009, and which complied with H265 or H266 of the 2008 regulations, must comply with 46.1, 48.1.1, 48.1.8, 48.1.9, 48.1.11, 48.1.13, 48.2.5, 48.5, 48.6, 48.7, 48.8 and 48.10, from 1st January 2012. CCLBs/VPs for these vehicles remain valid until such time as the vehicle requires a full re-inspection following rebuilding, but may be returned to Motorsport UK for updating ownership, colour and other minor details.

47.1.2. All Stage Rally Cars with a CCLB/VP issued before 1st January 2009 and which complied with H267 of the 2008 regulations, must comply with 46.1, 46.3, 48.1.1, 48.1.8, 48.1.9, 48.1.11, 48.1.13, 48.2.5, 48.5, 48.6, 48.7, 48.8 and 48.10, from 1st January 2012 and must have been re-inspected and issued with a new CCLB/VP prior to that date.

47.1.3. Any Stage Rally Car with a CCLB/VP issued before 1st January 2009 must comply with 48.1.10. and 48.1.12.

Body

48.1. The term body shall include bodywork, bodyshell, unitary construction.

48.1.1. Have a bulkhead between any fuel tank and filler and driver/passenger compartment sufficient to prevent the passage of flame or liquid. Where a fuel tank constitutes part of a bulkhead between passenger and luggage compartment, an additional bulkhead must be fitted. Additional fuel tank protection may be required.

48.1.2. All bodyshells, inclusive of removable panels and parts must be of the vehicle manufacturers specified materials, specifications and minimum thickness with the exception of bonnet, front wings, bumpers, hatchbacks, tailgates and boot lids which may be of alternative materials. Seam welding, and localised gussets/reinforcement is permitted.

48.1.3. With the exception of cars accepted under 46.3, front wings and rear wings/rear quarter panels, and inner wings, may be modified solely for the purpose of fitting wheel arch extensions.

48.1.4. With the exception of cars accepted under 46.3 (see 46.3.7), and cars with modifications conforming to their homologation papers (46.2) floor pans, bulkheads and transmission tunnels may not be modified other than by localised alteration to accommodate the fitting of an alternative engine and/or gearbox and/or differential and/or axle, seats and exhaust.

48.1.5. Provision of access holes purely to facilitate use of an alternative or modified gearbox control system and/or braking system is permitted.

48.1.6. The internal routing of pipes and wires, and safety equipment is permitted.

48.1.7. The conversion of left to right hand drive is permitted including necessary accompanying modifications.

48.1.8. Glass sunroofs are not permitted. Sunroofs may be of a non-shattering solid rigid material other than glass. Any sunroof must be firmly secured in the closed position. The sunroof aperture may be closed by solid material permanently fitted in place.

48.1.9. Windscreens to be of laminated type only.

48.1.10. Side windows if of glass must be of laminated or toughened glass and if of toughened glass must be coated on the inside with a clear transparent safety film. The thickness of this film must not be greater than 100 microns.

48.1.11. Where advertising is allowed on windscreens it must not obscure the driver's vision nor cover more than one third of the depth of the visual area of the windscreen.

48.1.12. The fitting of mud flaps of a flexible material of 4mm minimum thickness behind each wheel extending to a minimum of 40mm each side of the tyre tread and to within 80mm of the ground when the car is unoccupied is mandatory.

48.1.13. Towing eyes of adequate strength and size must be fitted to, or carried for fitting to, the front and rear of the vehicle. They must be painted a distinctive and contrasting colour.

Engine

48.2. Comply with the following specification and actual capacity limits:

48.2.1. Production Car Engines with a maximum of six cylinders:

(a) Petrol engines with forced induction up to 2000cc with a 34mm restrictor or up to 2500cc with a 32mm restrictor, and diesel engines with forced induction up to 2500cc with a 37mm restrictor.

(b) Naturally aspirated with more than 2 valves per cylinder – up to 3000cc.

(c) Naturally aspirated with maximum of 2 valves per cylinder – up to 3500cc.

48.2.2. Metro 6R4 2500cc and 2800cc (Single Plenum) engines complying with MSA Specification, exclusive to 6R4s.

48.2.3. Specialist Competition Engines:

(a) Naturally aspirated.

(b) No more than four cylinders.

(c) No more than four valves per cylinder.

(d) Maximum capacity of 2,500cc.

48.2.4. Production Car Engines with a maximum of 2 rotors.

(a) Rotary engine equivalence 1.7. Forced induction rotary engines equivalence (1.7. x 1.7.) = 2.89.

(b) Rotary engines will be considered equivalent to 4 valves per cylinder petrol engines in respect of the maximum engine capacity including the application of equivalency factor (a) above.

48.2.5. Forced Induction engines must be fitted with a restrictor at a maximum of 50mm from the extremes of the compressor blades. The restrictor orifice to be to the dimensions currently in force in FIA Appendix 'J'. Where there are two forms of forced induction fitted, the restrictor must not exceed the appropriate FIA Appendix 'J' dimensions. Provision must be made for fitting seals to the unit(s). A fee if £3.00 is payable for the sealing of turbo chargers.

48.2.6. With the exception of cars accepted under 46.3, a car may be fitted with a different engine, not exceeding 25% increase of the capacity of the model, when it was supplied as original equipment by its manufacturer.

48.2.7. The engine capacity of FIA R/GT cars complying with 46.3. shall be limited to the current FIA Regulations.

48.2.8. Historic Rally Cars that are fully compliant with 49 are permitted without a restriction on engine capacity in Stage Rallies.

48.2.9. Engine Oil Systems – Unless equipped with a closed loop system, a Catch tank of at least a one litre capacity to be incorporated in the oil breather system.

Transmission and Gear Selection Systems

48.3. The transmission system is free, including gear selection system which may be modified or replaced by an alternative system.

48.3.1. The use of active front and rear differentials, i.e. any system acting directly on the differential adjustments (initial stress, pressure…), is forbidden, except for cars originally homologated by the FIA. Only entirely mechanical systems are allowed. None of the parameters of the front and rear differentials can be modified except with the help of tools when the car is stopped.

48.3.2. Passive viscous differentials are considered mechanical and are permitted.

Suspension

48.4. With the exception of cars accepted under 46.3, and cars with modifications conforming to their homologation papers (46.2):

48.4.1. The suspension must retain the operating principle and utilise the mounting points as provided by the vehicle manufacturer.

48.4.2. Strengthening of the sprung parts of the chassis and bodywork is allowed provided that the material used is the same material as the chassis/bodywork and follows the original shape and is in contact with it.

48.4.3. Springs, shock absorbers, anti-roll bars and control arms and links may be uprated.

48.4.4. Only mechanically operated anti-roll bar systems are authorised.

48.4.5. The anti-roll setting can only be adjusted directly by the driver, using an exclusively mechanical system without external power.

48.4.6. Any connection between dampers is forbidden.

48.4.7. Any connections between front and rear anti-roll bars are forbidden.

48.4.8. The ride height must be adjustable only with the use of tools and when the car is immobile.

48.4.9. Any servo control activating a power circuit acting directly or indirectly on the suspension parts is forbidden.

48.4.10. Any electronic control system for the shock absorbers is forbidden.

Wheels and Tyres (L.3)

48.5.1. Not be fitted with spiked or studded tyres or any non-skid attachments, other than chains if permitted in SRs.

48.5.2. Have all spare wheels securely fastened in position.

48.5.3. Have complete wheels (flange + rim + tyre) free providing that they can be housed within the original bodywork (including wing extensions) and that they do not exceed the widths in relation to the cubic capacity of the car:

Up to and including 1600 cc: 8in

Over 1600 cc: 9in.

48.5.4. Note. Wheel widths relate to the capacity of the vehicle, inclusive of the forced induction coefficient.

48.5.5. Rim diameters may be increased or decreased by up to a maximum of 2in. However, the rim diameter must not exceed 18in.

48.5.6. Wheels do not necessarily have to be the same diameter.

48.5.7. The complete wheel shall be measured with the tyre at normal running pressure.

48.5.8. The measurement of the width will be taken at the widest point of the complete wheel, above hub level.

48.5.9. Wheel fixing by bolts may be freely changed to fixing by pins and nuts.

48.5.10. Must have tyres complying with Section L.

48.5.11. The use of any device for maintaining the performance of the tyre with an internal pressure equal to or greater than atmospheric pressure is forbidden.

48.5.12. The interior of the tyre (space between the rim and the internal part of the tyre) must be filled only with air or nitrogen. This does not preclude the use of inner tubes.

48.5.13. The use of tyre heating devices is prohibited.

48.5.14. For all unsealed surface stage rallies subject to 1.1.9 only those tyres specified in Tyre List 6 are permitted.

Braking Systems

48.6. Braking systems may be modified including fitment of uprated components, conversion of drum brakes to disc brakes and use of alternative friction materials.

48.6.1. The use of non-metallic brake discs is not permitted.

48.6.2. Deleted.

Fuel Systems

48.7. If the filler cap is of the quick release type or where the vehicle has been fitted with a non-standard filler, be fitted with a recessed fuel filler cap.

48.7.1. Fuel lines may be installed within the driver/passenger compartment on safety grounds (J.5.13).

48.7.2. Cars must be fitted with a self seal connector of a type complying with J5.13. Except as provided for in J.5.13.7 cars issued with a current Competition Car Log Book/Vehicle Passport prior to 1st January 2009 are not required to have a self seal connector.

Electrical

48.8. There are restrictions concerning the use of auxilary lights which are detailed in the sporting regulations (27.1.13).

Vehicle Weight Limits

48.9. All homologated cars must conform to the minimum weights stated in their homologation documents.

	Cars post 1/1/1982 & 4WD Specialist Rally Cars	Cars up to 31/12/1981	2WD Specialist Rally Cars
Up to 1000cc	660kg	655kg	
Up to 1400cc	700kg	700kg	620kg
Up to 1600cc	770kg	740kg	670kg
Up to 2000cc	850kg	810kg	720kg
Up to 2500cc	1080kg	880kg	770kg
Up to 3000cc	1150kg	945kg	880kg
Up to 3500cc	1230kg	1005kg	
Up to 4000cc	1310kg	1075kg	

48.9.1. All non-homologated cars must conform to the minimum weights in the table above. The only exceptions are vehicles that have a specified minimum weight recorded in their MSA/Motorsport UK Competition Car Log Book/Vehicle Passport.

48.9.2. The checking of vehicle weights will be as set out in FIA Appendix J.

48.9.3. Note. Minimum weights relate to the cubic capacity of the car, inclusive of the forced induction coefficient.

Safety

48.10.1. Have, as a minimum, a ROPS complying with K.1, Section K Appendix 2 Drawing number 5 or 6, and longitudinal door bars complying with K.1.3.5(b) (side sections K Appendix 2 Drawing number 9).

For vehicles not issued with a Vehicle Passport or Competition Car Log Book prior to 1st January 2019 – and of a make and model with a conception date post 31.12.2005 – the following additional members are mandatory:

(a) Roof Reinforcement complying with K.1.3.5 (c) and Section K Appendix 2 drawing number 10 (a), (b), (c) or (d).

(b) Windscreen Pillar Reinforcement complying with K.1.3.5 (e) on each side if Section K Appendix 2 drawing number 63 dimension "A" is greater than 200mm.

48.10.2. Be equipped with an internal switch that is capable of isolating all electrical circuits and completely stopping the engine. The operating switch must be positioned so that it can be operated by the driver and the co-driver when normally seated with seat belts fastened.

48.10.3. Be equipped with an external circuit breaker complying with K.8.

48.10.4. Have currently FIA Homologated seat belts complying with K.2.1.2, K.2.1.3 or K.2.1.4 (four, five or six point).

48.10.5. Be equipped with fire extinguishers complying with K.3.1.4, and also all the relevant parts of K.3. The driver and co-driver must each be able to activate the extinguisher when normally seated with seat belts fastened.

48.10.6. Be fitted with front seats that were FIA homologated to FIA Standard 8855-1999 or 8862-2009 at the time of manufacture (but excluding seats for which the FIA homologation was withdrawn) complying with K.2.2.

For national events, FIA homologated seats manufactured to FIA Standard 8855-1999 may be used for up to two years beyond the expiration of the original homologation label validity.

FIA homologated seats manufactured to FIA Standard 8862-2009 may be used until 31st December of the year stated on the label.

48.10.7. Have substantial underbody protection covering any area of a fuel tank exposed to running damage.

48.10.8. Be equipped with high-intensity horns that can be operated by the driver and the co-driver.

48.10.9. Competing cars must carry an Emergency Red Warning Triangle and an SOS/OK Board (25.4).

48.10.10. If a camera is carried, the fitting must be specifically approved by a Scrutineer.

48.10.11. Belt cutter(s) must be carried on board at all times. Both driver and co-driver must be able to reach a belt cutter when seated with their harness fastened.

Historic Special Stage Rallies

49. Motorsport UK has created the Regulations in 49 so that Historic Cars may be used for competitions under a set of rules that seek to preserve the specification of their period and prevent modifications of performance and behaviour which could arise through the application of modern technology. Historic competition is not simply another formula in which to acquire trophies, it is a discipline apart, in which one of the essential ingredients is a devotion to the cars and to their history.

Historic Motor Sport enables the active celebration of the History of the Motor Car.

Historic Special Stage Rally vehicles must comply with Special Stage Rally Technical regulations with the following exceptions 46.2, 46.3, 48.2, 48.2.6, 48.3, 48.4, 48.5, 48.6, 48.9, 48.10.1.

And the regulations below.

Cars Eligible

49.1. *Historic Stage Rally Cars are categorised in the following periods. A car will be dated by the specification presented and not necessarily by the date of build or registration:*

49.1.1. *Historic Category 1 Rally Cars:* Cars of a specification valid before 1 January 1968.

49.1.2. *Historic Category 2 Rally Cars:* Cars of a specification valid between 1 January1968 and 31 December 1974.

49.1.3. *Historic Category 3 Rally Cars:* Cars homologated in Groups 1, 2, 3 or 4 between 1 January 1975 and 31 December 1981. Cars in Category 3 must comply with their Homologation.

49.1.4. *Historic Category 4a Rally Cars:* Cars homologated in Groups A, N and B between 1 January 1982 and 31 December 1985 excluding any cars that were regulated out by the FIA in period from rallies for safety reasons. Cars in Category 4 must comply with their Homologation forms and Appendix J of the 1985 FIA Yellow Book.

Cars homologated in Group B with an effective engine capacity exceeding 1600cc must have been issued with a valid FIA Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times.

49.1.5. *Historic Category 4b Rally Cars:* Cars homologated in Groups A, N and B between 1 January 1986 and 31 December 1990 excluding any cars that were regulated out by the FIA in period from rallies for safety reasons. Cars in Category 4b must comply with their Homologation forms and Appendix J of the 1990 FIA Yellow Book and must have been issued with a valid FIA Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times.

49.2. FIA Appendix K to the International Sporting Code: Historic Rally Cars fully compliant with the current FIA Appendix K. Cars must have been issued with a valid FIA. Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times. Vehicles are exempt from 46.1.3.

Historic Categories 1, 2, 3 and 4

49.5. A validated Historic Rally Vehicle Identity Form (HRVIF) must be obtained from Motorsport UK and presented at scrutineering. This will be the definitive document for the technical specification of the vehicle for which it has been issued.

The HRVIF will remain valid for a period of 10 years from the date of issue or such time as the registered owner of the vehicle changes.

49.5.1. Cars in any of the categories registered after the appropriate date may be Permitted, providing that documentary evidence is submitted to Motorsport UK with the identity form to show that the specific car (not model) was manufactured within the specified period. This evidence will include any technical documentation supplied by the manufacturer, documents relative to the vehicle, information available concerning chassis and engine numbers and any other details from reliable and authenticated sources as may be available. On receipt of satisfactory evidence Motorsport UK will issue an Historic Rally Vehicle Identity Form which must be presented at scrutineering with the registration document.

49.5.2. Category 3 and Category 4 vehicles must also present their Homologation forms.

49.5.3. Upon issue of the validated HRVIF the applicant will be issued with two individually numbered Motorsport UK Registered Historic Rally Vehicle stickers (appendix 1: Drawing Number 49.5). These stickers must be affixed to the car one per side located on the rear section of the front wing.

A Motorsport UK licenced Eligibility Scrutineer may remove the MSA/Motorsport UK stickers if the vehicle is found not to comply with R49-49.11.4.

Permitted Modifications

49.6. Only period modifications used in rallying on the particular make and model of car are permitted for Historic Category 1, 2, 3 and 4 Rally Cars.

49.6.1. They should be detailed on the Historic Rally Vehicle Identity Form and duly ratified by Motorsport UK.

49.6.2. Modifications are only allowed if they were available before:

1 January 1968 for Historic Category 1 Rally Cars.

1 January 1975 for Historic Category 2 Rally Cars.

1 January 1982 for Historic Category 3 Rally Cars.

1 January 1986 for Historic Category 4a Rally Cars.

1 January 1991 for Historic Category 4b Rally Cars.

49.6.3. In all cases the onus of proving a modification as being period rests with the Competitor who must submit the required documentary evidence.

49.6.4. Exceptionally, Motorsport UK may grant a dispensation to use non-original parts, parts from a different model, or parts from a later period, provided that the use of these parts does nor confer an advantage in either performance or reliability. Motorsport UK will give consideration to written requests from Competitors who are unable to source vital components.

49.6.5. Competitors will be notified by means of an Official Bulletin of any part subject to dispensation and a full list of dispensations will be published annually.

Recommended Classes

49.7.1. *Historic Category 1 Rally Cars. Pre- 1.1.60.*

Class A1 up to 1200cc

Class A2 1201cc up to 1500cc

Class A3 Over 1501cc

From 1.1.60 - 31.12.67

Class B1 Up to 1000cc

Class B2 1001cc up to 1300cc

Class B3 1301cc up to 1600cc

Class B4 1601cc up to 2000cc

Class B5 2001cc up to 2500cc

Class B6 Over 2501cc

49.7.2. *Historic Category 2 Rally Cars. 1.1.68 - 31.12.74.*

Class C1 Up to 1300cc

Class C2 1301cc to 1600cc

Class C3 1601cc to 2000cc

Class C4 Over 2001cc

Class C5 All cars having engines with both more than one camshaft and more than two valves per cylinder.

All cars with a Rotary Engine.

49.7.3. *Historic Category 3 Rally Cars. 1.1.75 - 31.12.81.*

Class D1 Up to 1300cc

Class D2 1301cc to 1600cc

Class D3 1601cc to 2000cc

Class D4 Over 2001cc

Class D5 All cars having engines with both more than one camshaft and more than two valves per cylinder.

All cars with a Rotary Engine.

49.7.4. *Historic Rally Cars complying with FIA Appendix K.*

Classes as specified by Article 2.1 of the FIA European Historic Sporting Rally Championship Regulations.

49.7.5. *Historic Category 4a Rally Cars. 1.1.82 - 31.12.85.*

Class E1 Up to 1300cc

Class E2 1301cc to 1600cc

Class E3 1601cc to 2000cc

Class E4 Over 2001cc

49.7.6. *Historic Category 4b Rally Cars. 1.1.86 - 31.12.90.*

Class F1 Up to 1300cc

Class F2 1301cc to 1600cc

Class F3 1601cc to 2000cc

Class F4 Over 2001cc

Engine

49.8.1. Cylinder bores may be 60 thousandths of an inch oversize without affecting class eligibility.

49.8.2. Four wheel drive vehicles fitted with forced induction are prohibited in Historic Categories 1, 2 and 3.

49.8.3. Forced induction is only permitted if by means of a mechanically driven super-charger, or by an exhaust driven turbocharger if fitted as original equipment by the vehicle manufacturer (48.2.1(a)). Such cars in Category 1, 2 and 3 will be classified as having an engine capacity increase of one third. Cars in Category 4a will be classified as having an engine capacity increase of 70% and must be fitted with a 34mm restrictor at a maximum of 50mm from the extremes of the compressor blades.

49.8.4. Engines must comply with silencing levels J.5.17. Exceptionally and with the permission of the Chief Scrutineer, those cars for which 5000rpm is inappropriate may be tested at 3/4 of maximum rpm.

49.8.5. Cars in Category 4 equipped with rotary engines will be subject to an equivalency factor of 2:1.

Safety

49.9.1. Deleted.

49.9.2. Vehicles must be equipped with a safety rollover bar in accordance with K1 to K1.4.3 inclusive, K1.6.1 and Section K, Appendix 2, Drawing 37 a) or b). Dotted lines signify optional features.

49.9.3. Door bars may be of single tube, crossed tube or twin tube design [Section (K) Appendix 2 drgs. 12 (g) or (h)]. A single Diagonal Member is mandatory, a second Diagonal Member may be added to form crossed diagonals. Diagonals may be either installed across the Main Rollbar or between the Backstays.

49.9.4. Additional tubes for the mounting of harness shoulder straps are permitted.

49.9.5. All bars must remain within the confines of the Passenger compartment and must not be used as suspension pick-up point bracing unless the Competitor can prove that this was done in period to the specific model.

49.9.6. Cars in Category 4 must comply with R48.10.1.

49.9.7. Belt cutter(s) must be carried on board at all times. Both driver and co-driver must be able to reach a belt cutter when seated with their harness fastened.

Wheels, Tyres and Brakes

49.10.1. Wheels and tyres must be fitted in compliance with L3, 49.6 except as follows, 48.5.1, 48.5.2, 48.5.4, 48.5.6-8 and 48.5.10-14 and;

49.10.2. For Categories One, Two and Three the diameter of wheel may not differ from that originally fitted by more than 10%.

49.10.3. For Categories One, Two and Three the complete wheels (flange + rim + tyre) are free providing that they are housed within the permitted bodywork and that they do not exceed the following widths in relation to the cubic capacity of the car:

Up to 1150 cc: 7in

Over 1150cc and up to 1600 cc: 8in

Over 1600 cc: 9in.

49.10.4. For Category Four, and vehicles competing under 49.2, wheels and tyres must comply fully with FIA Appendix K Regulations for Cars in Rallies.

49.10.5. The fitting of a dual master cylinder or any other type of device providing a simultaneous action on all four wheels and divided action on two wheels is permitted, provided the original brake pedal and pivot point are used and they cannot be adjusted to affect brake balance by either the Driver or the Co-Driver when normally seated in the car.

Miscellaneous

49.11.1. The use of gas discharge technology in any forward facing lights, either main beam or auxiliary, or in any reversing light is not permitted.

49.11.2. Unless of the specification used in period for the particular make and model of car, the use of light pods to individually mount or to mount auxiliary lights as one unit is not permitted.

49.11.3. Roof vents may only be fitted if of the same specification as those fitted to the particular make and model of the car in period.

49.11.4. Any underbody protection must be of period specification. Additionally a guard moulded closely to the vehicle floor pan, fixed by bolting and/or adhesive may be fitted. It must not extend beyond the front and rear axle centre lines and the outer 100mm on each side must not cover the vertical section of the outer sills.

Appendix 1: Charts and Drawings

Chart 3(a)

CODE	PR REQUIREMENTS
A	Personal visit to an adult member of household within 100m.
B	Letter to each householder within 100m.
C	Public notice.
D	Personally visit and obtain signature from an adult member of any household within 500m of any point where competitors are required to stop (i.e. any control or clue point).
E	Consult RLO.
F	Personal visit to an adult member of household within 150m.
G	If timed to the second, not pass through any area which has in excess of 20 occupied dwellings within 300m radius of the route, unless written agreement is given by all of the householders within that area and the Motorsport UK has given its permission.
H	Letter to each householder within 100m, unless the RLO agrees to a lesser requirement.

Drawing number R18.6.3

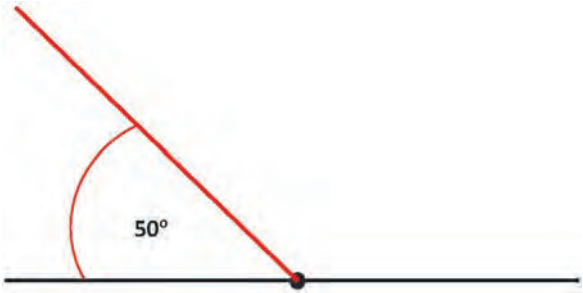


Chart 3(b)

PR REQUIREMENTS
ALL EVENTS TRAVERSING THE PUBLIC HIGHWAY

Permit	Section	Road Type	Time	PR Requirement
ROAD RALLY (inc. HISTORIC)	STANDARD (timed to second) inc. STANDARD (time to minute)	All Classes (see 10.2)	23.59 to 1 hour after sunrise	A(G) D
		All Classes	24 hour	B D
	REGULARITY	A & B Habitation	22.00 to 07.00	C D
		Yellow/White UCR/Private	24 hour	H D
		A & B Habitation	07.00 to 22.00	E D
	TRANSPORT & NEUTRAL	White/UCR/ Private	24 hour	B D
		Yellow	22.00 to 07.00	E D
		Habitation A, B & (Yellow 07.00 to 22.00)	24 hour	C D
ECONOMY, NAVIGATIONAL & 12 CAR RALLIES (All types) VINTAGE (22.00 to 07.00)	STANDARD & REGULARITY	A & B Habitation	22.00 to 07.00	C D
		A & B Habitation	07.00 to 22.00	E D
		Yellow/White UCR/Private	24 hour	H D
	TRANSPORT & NEUTRAL	White/UCR Private	24 hour	B D
		Yellow	22.00 to 08.00	E D
		A, B, Habitation & (Yellow 07.00 to 22.00)	24 hour	E D
VINTAGE (07.00 to 22.00)	ALL	ALL	07.00 to 22.00	C D
VETERAN	ALL	ALL	24 hour	C D
NAV. SCATTERS	ALL	ALL	24 hour	E D
TREASURE HUNTS TOURING ASSMS.	ALL	ALL	24 hour	E D
SPECIAL STAGE RALLIES including SINGLE VENUE STAGE RALLIES	ROAD	A & B, Habitation	22.00 to 07.00	C D
		Yellow	22.00 to 07.00	B D
		White/UCR/ Private	24 hour	B D
		A, B, Yellow Habitation	07.00 to 22.00	E D
	ACCESS/EGRESS To/From STAGE To PUBLIC HIGHWAY	ALL	24 hour	F D
	SPECIAL STAGE	Private or Roads Closed by appropriate Legislation	24 hour	F
CLASSIC TRIALS and ALL OTHER EVENTS USING THE PUBLIC HIGHWAY		White/UCR/ Private	24 hour	B D
		Yellow	22.00 to 07.00	B D
		A, B, Habitation & (Yellow 07.00 to 22.00)	24 hour	C D

For Codes see table on previous page

Chart 13 – Penalties

SUMMARY OF PENALTIES TO BE APPLIED ON SCHEDULED TIMED EVENTS

- Performance will be assessed in one of the methods listed, either by time penalty or by the 'fails' system. The SRs must specify which system is to be used.
- *These penalties may be increased by the SRs; they may not be reduced.
- **The penalty may be increased if stated in the SRs.
- The items in *italics* may not be varied by the rally organisers.

		Time	Fails
(a)	*Not reporting or reporting OTL at a Main Time Control*	*Retired*	
*(b)	Not reporting or reporting OTL at any other Time Control	30 minutes	1 Fail
*(c)	Not complying with the route card including visiting a control more than once	15 minutes	1 Fail
*(d)	Not reporting at Passage Control or providing proof of visiting a Route Check	5 minutes	1 Fail
*(e)	Arrival before scheduled time at the end of a Standard Section	2 minutes per minute	
*(f)	Arrival after due time at the end of a Standard Section	1 minute per minute	
*(g)	Arrival before due time at the end of a Neutral Section	30 minutes	1 Fail
**(h)	Arrival before due time at an intermediate control or finish control of a Regularity Section	Actual time early	
*(j)	Arrival after due time at an intermediate control or finish control of a Regularity Section	Actual time late	
*(k)	Breach of any statutory requirement concerning the use of a motor vehicle	30 minutes	1 Fail
(l)	Contravention of 12.7 *First Offence	30 minutes	1 Fail
	Second Offence	*Disqualified*	
(m)	*Excessive speed or driving likely to bring motor sport into disrepute*	*Disqualified*	
(n)	*Excessive sound*	*Disqualified*	
(o)	*Receiving assistance contrary to 7.2.4*	*Disqualified*	
(p)	*Breach of 7.2.3, 18.6.4*	*Disqualified*	
(q)	*Breach of 5.4, 15.1.2, 15.1.4, 9.1.3, 9.1.4, 9.1.5, 9.1.6*	*Disqualified*	

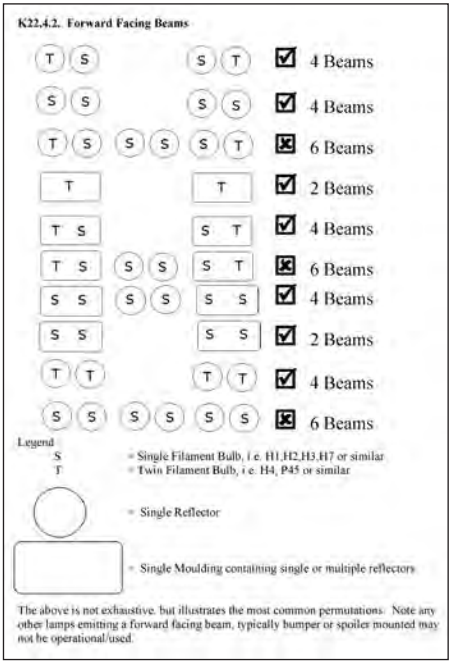
Penalties left to the discretion of the Clerk of the Course which may go as far as disqualification (G.5.3).

(r) Failure to follow the instructions of an official.

(s) Further breaches of (k).

(t) Breaches of Regulations detailed in Section C.

Drawing number 18.5

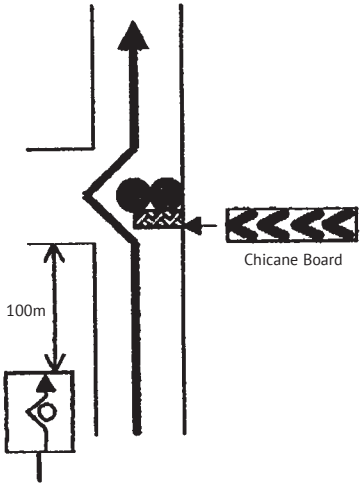


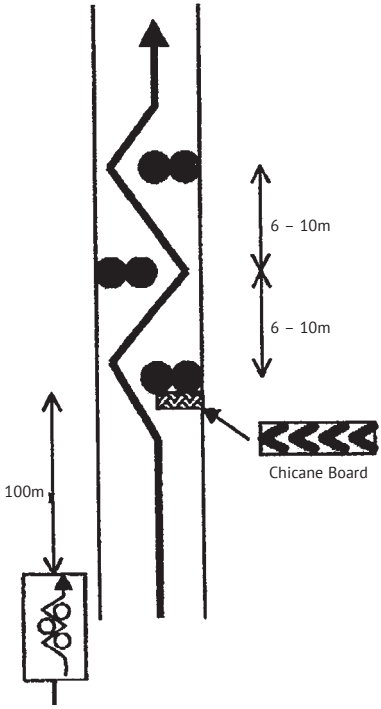
Drawing number 49.5

Drawing number 29.1.1

CHICANE ENTRANCE BOARD

Examples of a typical chicane layout:





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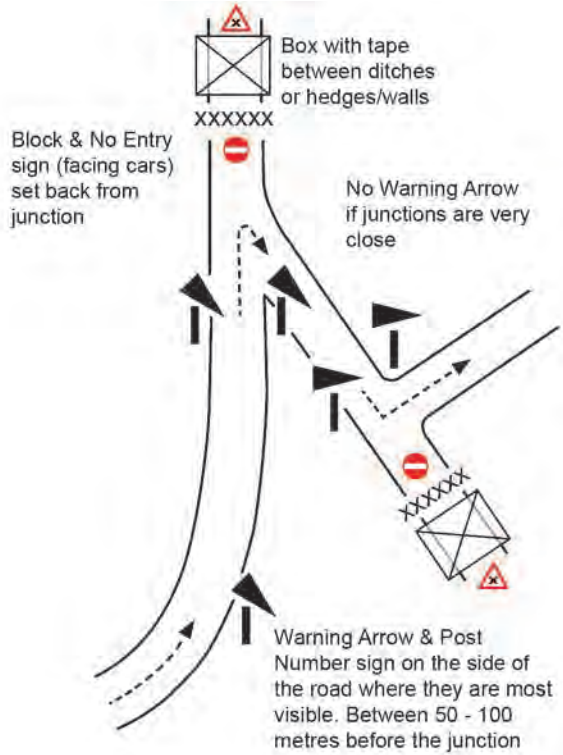
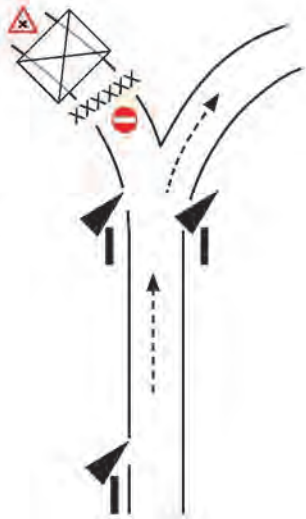
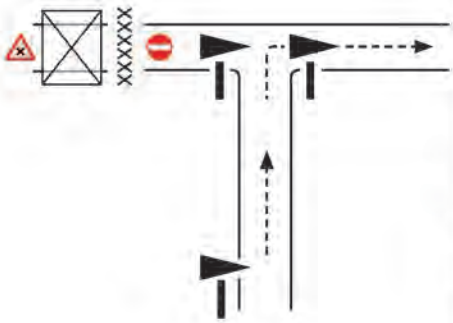
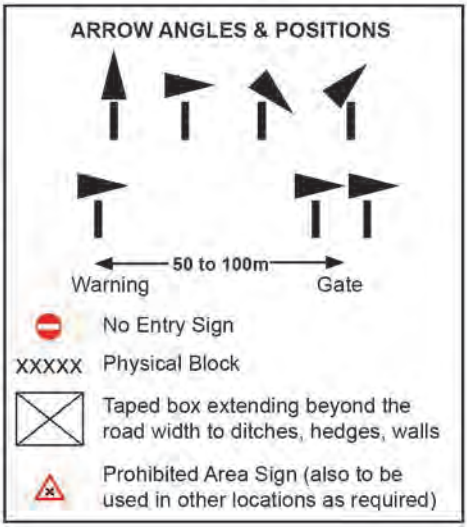
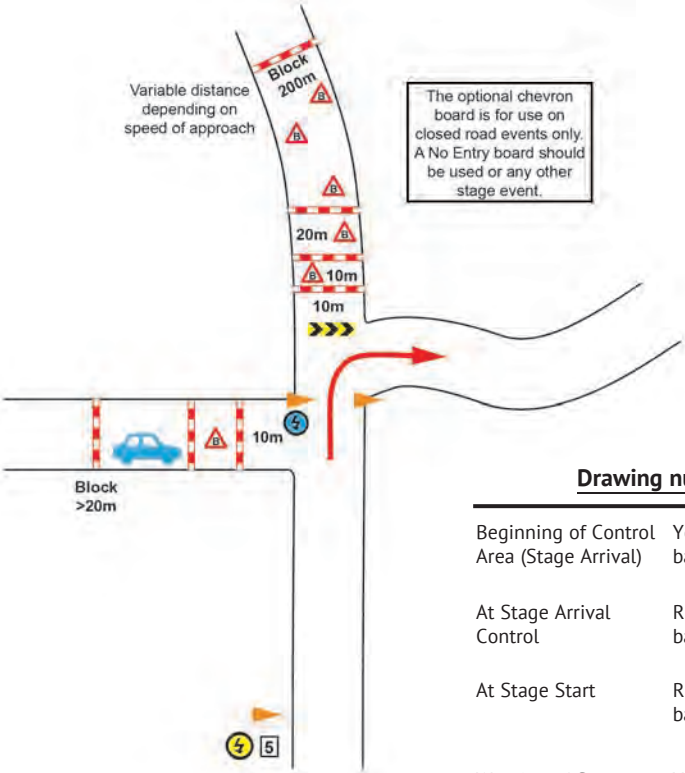








Alternative to Drawing number 29 without the use of box junctions



Drawing number 29.41

Beginning of Control Area (Stage Arrival)	Yellow background	
At Stage Arrival Control	Red background	
At Stage Start	Red background	
Warning of Stage Finish (Both sides of track 100m prior to Flying Finish Line)	Yellow background	
At Flying Finish Line (Both sides of track)	Red background	
Countdown Boards (Evenly spaced between flying finish and stop line)		
At the Stop Line	Red background	

Drawing number 29.5

Approximately 100m before Radio Point	Yellow background	
At Radio Point	Blue background	

Chart 32.2 – Penalties

SUMMARY OF PENALTIES TO BE APPLIED ON TARGET TIMED EVENTS

- Competitors will start with zero penalties.
- *The Supplementary Regulations must state positively whether the penalty for lateness is to be applied. If not stated any such lateness will be penalty-free.
- Performance will be assessed as follows:-

(a) (i) Not reporting or reporting OTL at a Control; Multi-Venue Stage Rallies Or Not completing or missing a stage	Retired 15 Minutes plus stage maximum per stage
(ii) Single Venue Stage Rallies (inc Rally Timed Trials)	30 minutes per stage or MTC/TC
(b) Not complying with a requirement of the Road Book	10 minutes
(c) Not performing a stage correctly	Stage maximum
(d) Not attempting or being ready to attempt a stage when instructed to do so	10 minutes
(e) Making a false start at a special stage	1 minute
(f) (i) Every second taken to complete a special stage where timing is to the preceding whole second	1 second
(f) (ii) Every second and 10th of a second taken to complete a special stage where timing is to the preceding whole 10th of a second	1 second and 10th of a second
(g) For each minute under target time on a road section or in a service area	1 minute
*(h) Only if specifically mentioned in the SRs, for each minute over target time on a road section or for each minute over target time in a service area	10 seconds
(j) For each minute before or after due time at Main Time Control (out)	10 seconds
(k) Breach of any statutory requirement concerning the use of a motor vehicle	10 minutes
(l) Excessive speed or driving likely to bring motor sport into disrepute	10 minutes
(m) Excessive sound	10 minutes
(n) Receiving assistance contrary to 38	Disqualification & reported to Motorsport UK
(o) Breach of 38.1.2 to 38.1.4	10 minutes
(p) Breach of Regulations: 5.4, 40.1.3, 25.1, 25.1.1, 25.3, 25.5, 25.6	Disqualification
(q) Unauthorised use or possession of Pace Notes (25.9) or unauthorised presence on a stage (5.1.4)	Disqualification & reported to Motorsport UK
(r) Failure to comply with 25.4	Disqualification & reported to Motorsport UK
(s) Breach of Regulations: 24.4.5 or 25.6.3	Disqualification
(t) Breach of Regulation: 38.1.7	Disqualification & reported to Motorsport UK

Penalties left to the discretion of the Clerk of the Course which may go as far as disqualification (G.5.3).

(aa) Failure to follow the instructions of an official.
(bb) Further breaches of (b), (c), (d), (e), (k), (l), (m) or (n).
(cc) Repeated misbehaviour of service crew.
(dd) Reporting late for Scrutineering.
(ee) Misuse of SOS and/or OK boards.
(ff) Unauthorised testing or practicing (26.7).
(gg) Causing an obstruction (24.6).
(hh) Breaches of Regulations detailed in Section C.
(ii) Failure to comply with control check-in procedures.

Chart 32.13 – Penalties

SUMMARY OF PENALTIES TO BE APPLIED ON SCHEDULED TIMED SPECIAL STAGE RALLIES

- Performance will be assessed by one of the methods listed, either by time penalty or by the 'fails' system. The SRs must specify which system is to be used.
- *These penalties may be increased by the SRs; they may not be reduced.
- **The penalty may be increased if stated in the SRs.

The items in italics may not be varied by the rally organisers.

	Time	Fails
(a) *Not reporting or reporting OTL at a Main Time Control*	*Retired*	
*(b) Not reporting or reporting OTL at any other Time Control	30 minutes	1 Fail
*(c) Not complying with a requirement of the Road Book	10 minutes	1 Fail
(d) Not performing a stage correctly	Stage Maximum	
(e) Not attempting or being ready to attempt a stage when instructed to do so	10 minutes	
(f) Making a false start at a special stage	1 minute	
(g) (i) Every second taken to complete a special stage where timing is to the preceding whole second	1 second and	
(g) (ii) Every second and 10th of a second taken to complete a special stage where timing is to the preceding whole 10th of a second	1 second and 10th of a second	
(h) For each minute before due time on a road section or in a service area	1 minute	
*(i) Only if specifically mentioned in the SRs, for each minute after due time on a road section or for each minute over due time in a service area	10 seconds	
(j) For each minute before or after due time at Main Time Control (out)	10 seconds	
(k) Breach of any statutory requirement concerning the use of a motor vehicle	10 minutes	1 Fail
(l) Contravention of 32.5 *First Offence	30 minutes	1 Fail
Second Offence	*Disqualification*	
(m) Excessive speed or driving likely to bring motor sport into disrepute	10 minutes	1 Fail
(n) Excessive sound	10 minutes	1 Fail
(o) Receiving assistance contrary to 38	Disqualification and reported to Motorsport UK	
(p) Breach of 38.1.2 to 38.1.4	10 minutes	
(q) Breach of Regulations: 5.4, 40.1.3, 25.1, 25.1.1, 25.3, 25.5, 25.6	Disqualification	
(r) Unauthorised use or possession of Pace Notes (25.9) or unauthorised presence on a stage (5.1.4)	Disqualification and reported to Motorsport UK	
(s) Failure to comply with 25.4	Disqualification and reported to Motorsport UK	
(t) Breach of Regulations: 24.4.5 or 25.6.3.	Disqualification	
(t) Breach of Regulation: 38.1.7	Disqualification & reported to Motorsport UK	

Penalties left to the discretion of the Clerk of the Course which may go as far as disqualification (G.5.3).

(aa) Failure to follow the instructions of an official.
(bb) Further breaches of (b), (c), (d), (e), (l), (m), (n) or (o).
(cc) Repeated misbehaviour of service crew.
(dd) Reporting late for Scrutineering.
(ee) Misuse of SOS and/or OK boards.
(ff) Unauthorised testing or practicing (26.7).
(gg) Causing an obstruction (24.6).
(hh) Breaches of Regulations detailed in Section C.
(ii) Failure to comply with control check-in procedures.