

**A. ORGANISATION**

Organisers of any event for Off-Road Vehicles must comply with the Common Regulations for Organisers (Section B) and the following:

1. General
2. All Events Using the Highway
3. Definitions of Event Sections
4. Public Relations
5. All Events Using the Highway except Hill Rallies
6. Off-Road Vehicle Trials
7. Tyro Trial
8. Off-Road Vehicle Timed Trial
9. Competitive Safari
10. Off-Road Orienteering
11. Hill Rally
12. Team Recovery
13. Point to Point
14. Winch Recovery
15. Promotional Event

**B. COMPETITORS**

Competitors in any Off-Road Event must comply with the Common Regulations for Competitors (Section E) and the following as appropriate:

16. General
17. The Crew
18. All Events Using the Highway and all Hill Rallies
19. Rights and Duties of the Organisers
20. Finish
21. Results – Events using the Highway
22. Timing
23. Controls – All Events using the Highway and Hill Rallies
24. All Events except Hill Rallies using the Highway
25. Off-Road Vehicle Trial
26. Observed Sections and Route
27. Results – Trials
28. Competitive Safari
29. Off-Road Orienteering
30. Off-Road Vehicle Timed Trial
31. Hill Rally
32. Team Recovery
33. Point to Point
34. Winch Recovery
35. Promotional Events
36. General
37. Competitive Safari
38. Tyro Trial
39. Junior Trials

**C. TECHNICAL**

In addition to complying with E 12 all vehicles competing in Off-Road Events must comply with the following:

**A. ORGANISATION**

**General**

1. For all events, an MSA permit must be obtained before the event is run in accordance with B 2. The MSA permit, and the Competition Authorisation Section (CAS) Authorisation numbers must be shown in the Final Instructions where applicable.

1.1. A Permit for any form of Off-Road Event is issued at the sole discretion of the MSA.

1.2. A club will only be allowed to run events up to National 'B' status, unless the MSA have specifically approved an application for National 'A' status.

1.3. Every practicable precaution must be taken to avoid depositing mud or soil on the public highway when leaving private property.

1.3.1. Warning notices as required by B 18.1 must be displayed.

1.4. The organisers of events on a single site, should have on site at a pre-identified location a First Aid Kit (including an eye bath).

1.4.1. Organisers should be aware of the nearest hospital and the best route to get to it in case of incident.

1.4.2. No person under the age of 14 may act as a marshal or assistant marshal unless under the constant supervision of a marshal over 18 years old.

1.4.3. Competition licences should be signed by the Clerk of the Course, provided that the holders completed the event without adverse report. Signatures may be obtained by both driver and navigator.

1.4.4. Organisers intending to use any Forestry Enterprise Property for events not covered in 11.2.1, must liaise with the Forestry Liaison Officer at least 3 months before the event.

1.5. Apart from Team Recovery and Winch Recovery Events, all recovery operations will be under the control of the Clerk of the Course.

1.5.1. All equipment to be used by the Official Recovery Teams should be inspected prior to the start of the event, and the Clerk of the Course must be satisfied that it is in good condition, and adequate for the purpose intended.

\*1.5.2. All Official Recovery Teams should be sited by the Clerk of the Course, and the method utilised in recovering stranded competitors must be specified in the SRs.

1.5.3. It is recommended that all vehicles used for Official Recovery should have any windows facing to the front or rear of the vehicle, whether glazed or not, covered with a metal mesh, expanded metal or gauze. This is

particularly important where 'snatch' recovery is to be employed.

**1.5.4.** At all Competitive Safaris and Hill Rallies it may be necessary to recover stranded competitors whilst the course or stage is still live. This operation is known as Live Recovery and may only be undertaken in accordance with the following regulations.

(a) The Supplementary Regulations will state whether Live Recovery will be operating at the event.

(b) Live Recovery may only be undertaken by Specialist Recovery Vehicles (SRV) deployed by the Clerk of the Course solely to undertake this operation at locations where it is anticipated by the Clerk of the Course that some competitors may experience difficulty traversing the course or stage. Live Recovery is not to be used in the event of accidents which must be dealt with by the appropriate medical and rescue services deployed for that purpose by the Clerk of the Course.

(c) The Clerk of the Course will ensure that the Crews of all SRVs are fully briefed of the procedures employed at the event and that the SRV and the equipment carried is inspected.

(d) The Clerk of the Course will advise all competitors at the Drivers' Briefing of the procedures for Live Recovery at the event.

(e) The SRV will be suitably equipped with appropriate tyres and substantial towing points and will comply with 36.12.2.

(f) In addition the SRV will be equipped with a suitable tow rope, a Yellow Flag, a roof mounted amber warning beacon and a radio either on the MSA medical and safety frequency (2.7) or on a PMR frequency licensed for the event. CB Radio is not acceptable.

(g) The SRV will be crewed by a minimum of two. The first crew member will operate the SRV and be responsible for radio communication, the second crew member will be responsible for warning following competitors by means of a waved Yellow Flag at a suitable distance in advance of the recovery location that a Live Recovery is in progress. It will be the responsibility of the competitor to attach and detach the tow rope from the vehicles during the Live Recovery. Exceptionally where a third crew member is available that person will attach and detach the tow rope and supervise the operation. It is essential that the procedures are identical for each SRV deployed at an event. The Clerk of the Course must advise competitors which procedure is operating at the event. At National 'A' events it is strongly recommended that all SRVs will be crewed by three persons.

(h) The Crew of the SRV will at all times when on duty wear reflective or high visibility jackets.

**1.5.5.** The procedure for a Live Recovery operation will be as follows;

(a) From its location the SRV should report the number of the stranded competing vehicle by

radio and should not commence operations until receiving permission to begin.

(b) The second crew member will proceed on foot to a suitable safe distance in advance of the stranded competing vehicle to warn approaching competitors that a Live Recovery is in operation by means of a waved Yellow Flag.

(c) The SRV must not travel to the location of the recovery along or by crossing the course except to approach the recovery location from down course so as to place the stranded vehicle between the SRV and approaching competitors, and then only where absolutely necessary as dictated by the terrain. The crew of the SRV must ensure access to the recovery location is passable to the SRV.

(d) The SRV must display a flashing amber warning beacon and flashing hazard warning lights on approach to and at all times during the Live Recovery.

(e) Course Marshals must assist the crew of the SRV and must ensure that all spectators are kept clear of the Live Recovery.

(f) Wherever practicable the recovery must pull the stranded competitor through or over the obstruction in the correct direction of travel along the course or stage.

(g) When the SRV is in position the first crew member will indicate to either the passenger/navigator of the stranded vehicle or the third crew member as appropriate to attach the tow rope between the vehicles. The passenger/navigator or third crew member will have attached the tow rope, stand clear of the operation and will indicate to the first crew member when it is safe to commence recovery.

(h) On completion of the recovery the first crew member will indicate to the passenger/navigator or third crew member that it is safe to unhook the vehicles. That person must ensure that the tow rope is properly stowed and will then indicate to the first crew member that it is safe to move the SRV clear of the course or stage.

(i) Once clear of the course or stage the first crew member will report the successful operation of Live Recovery and the second crew member will allow subsequent competitors to proceed past the location of the Live Recovery. The Crew of the SRV will then return to a state of readiness.

**1.6.** At each section, organisers should provide at least one fire extinguisher of a capacity relative to the 20lb (9kg) dry powder type which is readily available. Where a 'Section Marshal' escorts competitors around the various sections, it will be permissible for the Section Marshal to carry this extinguisher with him.

**1.6.1.** Where sections are closely grouped, it will be permissible for one extinguisher to be available at a clearly visible central point for the group.

**1.7.** The Organisers of any Off-Road Event (competitive or recreational) crossing and/or utilising a footpath or bridleway, whether competitively or not, must comply with the following:

**1.7.1.** The status of any track or path along the route is verified.

**1.7.2.** Where a footpath or bridleway is crossed and/or utilised the organisers must comply with Section 33 of The Road Traffic Act 1988 and the following:

- (a) Obtain the permission of the Landowner and any occupiers as appropriate and obtain Authorisation from the Highway Authority in accordance with Section 33 of The Road Traffic Act 1988 (unless the route is already a way of higher status). Any conditions they lay down must be adhered to.
- (b) Notify the Police (clarify the nature of the event).
- (c) Notify the National Parks (if appropriate).
- (d) Notify the Parish Council.
- (e) Appoint a Liaison Officer to deal with these matters and the resolution of any difficulties in this connection.
- (f) In particular such 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 unduly inconvenience other users, such as horse-riders, walkers, cyclists and other members of the public. He must have a good working knowledge of the Rights of Way affecting the competition. Alternative routes for other users of the Rights of Way must be signposted. Warning Notices [B 18.1.1, B 18.3, B 18.4] as appropriate and the Safety Code should also be on display in all such areas.
- (g) Instructions to competitors in SRs and Final Instructions of events affecting Footpaths and/or Bridleways should be issued as follows:

“This event is routed along and/or across Rights of Way. Competitors must exercise caution and reduce their speed accordingly near other users. Be especially careful near horses. Slow down, stop and switch off your engine if necessary”.

**1.8.** Judges may be appointed to adjudicate on:

- (a) Touching markers.
- (b) Conforming with the course.
- (c) Remaining seated in accordance with the Regulations.
- (d) Stopping forward motion.
- (e) Noise.
- (f) Baulking.
- (g) Entitlement to a re-run.
- (h) Other infringements of the Regulations.

**1.9. Clerk of the Course Licence.** The Clerk of the Course for either a Competitive Safari or a Hill Rally of National A status or above must hold a valid CoFC licence issued by the MSA.

**1.9.1.** For details of retention and upgrading see Section AA in Officials' Yearbook.

## All Events Using the Highway

**\*2.** The SRs will specify the time at which competitors must report at the start and whether or not public roads are used to link sections of the competition. The use of the highway is governed by the Motor Vehicle (Competition and Trials) Regulations and must comply with the following:

**2.1.** Any competition traversing a highway in England, Wales or Scotland is subject to the provisions of the Motor Vehicles (Competitions and Trials) Regulations and appropriate application for authorisation must be made to the Competition Authorisation Office (CAO) of the Royal Automobile Club at Motor Sports House or in the case of Scotland from the Royal Scottish Automobile Club. Details of the Authorisation Procedure are available from the CAO of the MSA or RSAC as appropriate. Copies of the above Regulations for England and Wales are available from the MSA, price £3.00, the reference being Statutory Instrument 1969 No. 414.

**2.1.2.** Dual Status Permits may be issued for Hill Rallies where there are separate awards, and a substantial proportion of the route is either different or reduced in distance or severity.

**2.1.3.** Application for the MSA permit must be made in accordance with B 2. Applications for permits must be made prior to the CAO Authorisation being granted, the permit itself being validated only when authorisation has been granted.

**2.1.4. Road Courses.** The selection of any route for a competition shall be subject to the approval of the MSA. With the request for such approval there shall be submitted a detailed itinerary giving the exact distances to be covered. The Motor Vehicles (Competitions and Trials) Regulations must be complied with in all respects (if appropriate).

**2.1.5.** Vehicles should be checked for sound before the start and along the route. These checks should be manned by Driving Standards Observers qualified to carry out their duties by experience. Noisy cars must be stopped if necessary.

**2.1.6.** Any Holding Controls should be located to avoid public nuisance.

**2.1.7.** Any sensitive areas in the vicinity of the route should be drawn to competitors' attention.

**2.1.8.** Marshals should be well briefed and be readily identified.

**2.1.9.** Instructions on sensible use of the roads including the following should be issued:

- (a) Instruction on closing of gates etc.
- (b) Clearing of roads at end of sections.
- (c) That competitors are required to follow the 'Country Code', and that failure to observe the Code may lead to disciplinary action.

## 2.2. Duties and Responsibilities of the Clerk of the Course

In addition to his duties detailed in C 5. The

Clerk of the Course should ensure compliance with the following:

- 2.2.1.** The Organisation and Regulations for the event must meet the requirements of the relevant Statutory Instruments.
- 2.2.2.** Reasonable precautions must be taken in the selection of route, time of day, control of spectators, etc., to avoid inconvenience being caused to the general public or to local residents.
- 2.2.3.** Where the farming community may be affected, relevant details of the event must be sent to the appropriate County Secretary of the National Farmers' Union and any other such National bodies.
- 2.2.4.** The appointed CAO Route Liaison Officer 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, particularly in respect to the needs of special public relations work in sensitive areas. The Route Liaison Officer may:
- (a) Require the sight of all paperwork relating to the event, including PR sheets.
  - (b) Request the CAO to suspend authorisation, or the MSA to suspend the Permit until such time as he is satisfied with the route and/or the effectiveness of the PR work in his area.
  - (c) Require the Clerk of the Course to order re-routes as appropriate, to avoid areas of especial concern.
  - (d) Exercise his discretionary judgement on where competitive sections may be run and their length, and withhold his agreement to the route if he is not satisfied with any aspect of the organisational standards or route planning.
- 2.2.5.** Private property, whether on the event route or a link section, must not be used without written permission from the landowner or authorised agent.
- 2.2.6.** No person may drive more than 200 miles continuously without relief, and there shall be a prescribed rest period of at least one hour for each driver at intervals of not more than 200 miles [17.1.5]. Any event which runs for more than 14 hours shall, unless previously agreed by the MSA, be required after that period to have a rest halt for at least two hours.
- 2.2.7.** Wherever competitors are on a public highway they must be controlled by a predetermined speed schedule unless they are allowed to complete the event in their own time. This speed schedule must not be such as may require or may lead drivers to exceed any statutory limits where imposed, or be a speed such as might be considered to be dangerous or unreasonable, having regard to prevailing traffic conditions and the nature of the route.
- 2.2.8.** No time or speed schedule shall be imposed which requires or encourages competitors, whilst using a highway open to

- the public, to achieve an average speed between any two points which exceeds the following limits:
- (a) 30mph for cars in the case of all highways other than motorways.
  - (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 [3.2.] (except on M, A or B class roads). In addition there shall 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 which they are being asked to average [18.3].
- 2.2.9.** For those portions of the route being navigated by map references, the direction of approach to controls should be specified and penalties imposed for approaching from any other direction whenever the country being traversed makes this possible without destroying the need for competitive skill.
- 2.2.10.** 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. Occupiers of land adjacent to the road must be advised in advance of the competition.
- 2.2.11.** 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.
- 2.2.12.** 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 morning or evening hours when normal farm traffic may be expected to be using these roads, unless the required average speed is not more than 20mph.
- 2.2.13.** Controls must be sited at places where there is adequate room for Officials' and competitors' cars to be positioned in such a manner that non-rally traffic is able to pass without difficulty. Controls must be sited at least 500m from occupied houses except where written approval has been obtained from the occupants. All controls must be clearly identified at the roadside [18, 23]. Controls at which competitors are required to stop for the purposes of recording a time for the event, and which are on the public highway, must not be less than 2 miles from any similar control.
- 2.2.14.** Competitors must be provided with all necessary information at, or before, their starting time that may be required either by these Regulations or the Supplementary Regulations.
- 2.2.15.** Competitors must be started on the road sections of an event 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.

**2.2.16.** All official bulletins, permits and authorisations, times and results [unless issued in accordance with B 13.1(c)] must be published on an Official Notice Board whose location has been notified to competitors [C 3.5, C 13.2.1, 16.2].

**2.2.17.** Wherever possible the route of the event should be checked for possible damage immediately before and after the event.

**2.2.18.** Stewards, or Observers for the upgrading of the event should be supplied with a complete marked map of the route prior to 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.

### 2.3. Official Documents

**2.3.1.** In addition to B 8.3 the SRs for the event must clearly state:

- (a) The type of Event (Hill Rally, Trial etc.) that is being organised, and whether or not there will be standard sections, special stages, regularity sections trials sections or other types of test.
- (b) When details of the route or any section or stage will be issued.
- (c) Any maps (and their scale) required and any modification of 31.9. In any dispute concerning mileages, these shall be calculated in accordance with 1:50,000 O.S. maps (or equivalent local maps).
- (d) The type of timing to be used.
- (e) A reminder of which sub-sections of the Technical Regulations apply.
- (f) Whether or not vehicles are required to be taxed and insured for use on the highway [36.13.1].
- (g) Whether competitors are required to carry competition numbers [16.5, 24.1.5, 25.2, 31.3.10].
- (h) Whether servicing is permitted and if so the manner in which service vehicles will be identified.
- (i) Any information which is required in order to comply with 18.1.4, 19.5.

**2.3.2.** The Road Book, Route Card or Time Card shall clearly:

- (a) Indicate the description of each section (Standard; Neutral; Transport; Regularity, Trial etc.) [3].
- (b) Specify the time allowed to traverse the route between each time control and all the information necessary to enable competitors to comply with 2.2.8.
- (c) Indicate what information the organisers require to be recorded and the places at which these records will be made [18.2.5] [24], except as provided for in 19.
- (d) Indicate which checks will be manned by Officials, except as regards checks established in accordance with 19.
- (e) Specify which portions of the route shall be timed to an accuracy of less than one minute.

(f) Indicate any 'out of bounds' areas to be respected.

(g) Indicate the position of all Stop signs along the route and additionally identify the position of any other junction at which the organisers require the competitor to stop.

(h) Indicate the areas where the organisers require competitors to observe special restrictions as to their driving behaviour (i.e. Quiet Zones, etc.).

(i) Specify the order in which controls and checks must be visited.

**2.4.** Prior to the start of a competition the cars of all Competitors, and Officials who are expected to follow a substantial part of the route, must pass a sound test conducted by an Environmental Scrutineer, using a sound meter in the manner prescribed by the Technical Regulations [E 12.17, C 11, C 12, C 13].

This test will prohibit any vehicle reading over 100dB(A) from starting, unless the SRs specify lower levels. (All measurements refer to the 0.5m test.) [E 12.17.8.]

**2.4.1.** The organisers must make all the arrangements for a suitable site to be available and will ensure that adequate personnel are appointed.

**2.4.2.** A further test of the sound created by competitors and Course Cars must be made on the road sections, manned by a Driving Standards Observer [C 13, 19.1.2] and/or Judges [C 11, 19.1.1] qualified to carry out their duties by experience, or by Judges using a sound meter. They shall have the authority to penalise a competitor on the spot and the findings of their observations shall be specified in the results of the event whether or not any competitor has been excluded.

**2.4.3.** The sound test official may also act as a Driving Standards Observer.

**2.5.** At events where there are classes for designated groups or categories of car, suitable arrangements to undertake eligibility checks should be available prior to the competition or at its conclusion.

**2.5.1.** All the vehicles, including Course Cars must comply with the relevant Technical and Safety Regulations. Checks may be carried out both before and during an event.

**2.5.2.** The Chief Scrutineer must be available throughout the event to ensure that the Technical Regulations continue to be complied with.

**2.6.** An MSA approved Rally Timekeeper should be appointed as a Chief Timekeeper for any event where timing is to an accuracy of less than one minute.

**2.6.1.** The Chief Timekeeper appointed for the event is responsible for the issuing of timing equipment and ensuring that the Timekeepers who will be using the equipment are competent in its use.

**2.6.2.** The Chief Timekeeper must be able to deal with operational problems affecting

timing equipment and be capable of dealing with queries arising from the time cards.

**2.6.3.** Any section of an event which has timing to an accuracy of less than one minute must be timed by certified equipment, digital clocks to MSA specification 'R' or 'E/B', recording clocks printing to seconds, or automatic apparatus.

**2.6.4.** All official clocks or watches must be set to BBC or Telecom time.

**2.6.5.** Any official timepiece timing to the minute which is not within 15 seconds of BBC/Telecom, or any official timepiece timing to the second which is not within five seconds of BBC/Telecom, will be disregarded.

**2.6.6.** Times will be recorded to whole minutes unless the SRs state that timing for the whole or portions of the event will be in seconds. Any portions of the event to be timed to seconds will be clearly indicated in the Road Book, Route or time card(s).

**2.7.** When the MSA medical and safety radio frequency (81.575 FM) is to be used it must be operated in accordance with Ofcom and MSA licensing requirements (available on request) [11.2.5].

**2.8.** If competing cars or Service Vehicles are required to carry any identification markings, the name of the organising club must be incorporated on such identification.

### 3. Definitions of Event Sections

The following terminology and appropriate restrictions apply to all sections of the event. No other title or description will be valid.

**3.1.1. A Standard Section** shall:

**3.1.2.** Not have a Flying Finish time control.

**3.1.3.** 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 MSA has given its permission.

**3.1.4.** When timed to an accuracy of less than one minute, not utilise any private property, other than footpaths and bridleways for which approval has been granted.

**3.1.5.** Not have any award for competitors who equal or improve upon the time schedules for such sections nor have any awards for the fastest times or least penalties on such sections.

**3.1.6.** If timed to the second, not join, or cross, any 'A' class road, except where there is a manned control at which competitors must stop at the junction; nor start on, nor use an 'A' class road for more than 200m continuously.

**3.1.7.** If timed to the second, not start before 23.59hrs, nor finish more than one hour after sunrise.

**3.1.8.** If timed to the second, not, along its route, 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. The organisers may erect signs warning of natural hazards.

**3.1.9.** Not include any road with a 30 or 40mph limit without the express permission of the RLO.

**3.1.10.** Not require competitors to average in excess of 30mph.

**3.2. A Neutral section** shall:

**3.2.1.** Be used to take competitors through a PR sensitive, or densely populated, area.

**3.2.2.** Also comply with 3.1.2 and 3.1.5.

**3.2.3.** Not be timed to an accuracy of less than one minute.

**3.2.4.** Not permit competitors to make up time on the public road.

**3.2.5.** Not have any lateness penalty applied, except for maximum lateness.

**3.2.6.** Not have an average speed of more than 20mph, except on M, A or B class roads.

**3.2.7.** Be completed by competitors without the use of auxiliary lighting, except as permitted by law in conditions of fog or falling snow. Organisers must remind competitors of this requirement in their SRs.

**3.3. A Regularity Section.** The locations of the start and finish of a Regularity Section must be given to competitors in advance. Each Regularity section must contain at least one Intermediate Time Control, the location of which must not be given to competitors in advance. Competitors must be advised in writing before entering such a section whether they are required to stop at Intermediate Time Controls which will be identified by a control board. 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. 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.

**3.4. A Transport Section** shall

**3.4.1.** Be used to transport competitors between other types of section where the route is not PR sensitive, or densely populated.

**3.4.2.** Also comply with 3.1.2 and 3.1.5.

**3.4.3.** Not be timed to an accuracy of less than one minute.

**3.4.4.** Not be less than four miles in length.

**3.4.5.** Comply with 22.4.

**3.4.6.** Not have any lateness penalty applied, other than for maximum lateness.

**3.4.7.** If using roads where a 30mph or 40mph limit is in force, impose a lower average speed commensurate with the proportion of restricted roads in the section.

**3.5. Road Section.** 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. Such sections, when on the public highway must comply with 3.1 [except 3.1.4./5/8].

**3.6. Trials Section (6)** A test laid out over undulating ground and where the purpose is to bring the competitor to an involuntary stop. The course shall comprise a series of 'gates' defined by marker canes and where the competitors performance is measured according to the number of gates 'cleared' without stopping, leaving the course or touching a course marker.

**3.7. A Special Stage** shall

**3.7.1.** Be any timed section run on roads or land for which the event has exclusive vehicular access, or on public roads closed by Government legislation specifically permitting closure for motor sporting purposes.

**3.7.2.** Not include any checks or controls or other requirements which might require or encourage competitors to stop during the stage.

**3.7.3.** Be over a distance of not less than a half mile. No stage may exceed 20 miles in length without written permission from the MSA.

**3.7.4.** If run partly or wholly on unsealed surfaces, be so organised that no competitor will achieve an average speed in excess of that specified in 9.2.

**3.7.5.** 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 over into the path of another car travelling in the opposite direction. Cross-roads used twice must preserve this separation. The barrier must consist of one or more of the following: tyres banded in threes, straw bales, earthbanks or similar immovable objects. Motorway cones or blocking tape are not suitable for this purpose.

**3.7.6.** Not use any currently, or previously, licensed Race, Speed or Kart circuit, or any airfield (disused or not) unless the MSA has specifically approved the stage layout(s) and safety precautions.

**3.7.7.** Not be routed closer than 75 metres to any parked aircraft, unless there is a solid physical barrier at the edge of the course protecting the aircraft and a gap of 45 metres from the barrier to the aircraft.

#### 4. Public Relations

Effective public relations work must be undertaken by organisers of all events utilising the Highway in accordance with the current legislation and as follows:

##### 4.1. General –

(a) Consult with the Route Liaison Officers prior to commencing PR work. If the RLO requires additional PR work in sensitive areas, this must be complied with.

(b) 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.

(c) When undertaking PR work avoid asking for 'authorisation' or 'permission' from householders – it invites unnecessary difficulties.

(d) All PR must be by responsible members of the organising Club or of a Local Club.

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

(f) All PR letters should be vetted/checked by the RLO and must indicate who is the organiser (with a contact address and phone number), the date of the event, in which direction it is travelling, and the approximate time of passing.

(g) Special consideration should be given to householders with pets or livestock.

(h) Where an organiser is intending to publish a guide to the route or specific locations for spectators to see the event, he shall ensure that:

(i) Householders within 500m of any specifically advised location, have been effectively PR'd without difficulty and that such areas should be marshalled.

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

(j) Ensure that each PR crew prepare reports on each visit so that they 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 also be passed on to RLOs.

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

**4.2.** See tables on pages 139 & 140 of Section K for detailed requirements.

#### 5. All Events Using the Highway except Hill Rallies

must comply with the following:

**5.1.** The location of all 'Give Way' junctions along the route must be issued to competitors along with clear instructions as how competitors must treat them [24.1.3.].

**5.2.** The organisers must familiarise themselves with the medical and ambulance facilities along the route.

**5.3. A Treasure Hunt** which must comply with the following:

(a) No merit must attach to being the first to arrive at the finish or any other point.

(b) Competitors must not be required to arrive at any point other than the finish, at or by, a specific time.

(c) Where an overall time limit is set for the event it must be possible to be the winner without exceeding an average speed of 10mph from start to finish.

(d) Competitors must not be required to travel more than 100 miles on a highway or to perform any task or solve any problem such as is likely to inconvenience or offend any person not taking part in the event.

**6. Off-Road Vehicle Trial [25]**

Must be organised in accordance with 1, and 2 to 5 as appropriate.

**\*6.1.** Wherever possible for Trials, the use of road sections should be avoided. The SRs should clearly state if the highway is to be used [2].

**6.1.1.** Where applicable, the entry in Trials should be split into equal numerical groups, which should start at different observed sections simultaneously.

**6.1.2.** The beginning and end of observed sections must be marked by signs. The starts of sections should be reasonably flat and wide so that all competitors can at least enter the section.

**6.1.3.** The layout of sections should take account of the location of possible failure points and, particularly for Tyro Trials, safe exit routes. The layout should ensure that it can be marshalled by the minimum possible number of officials.

**6.1.4.** Sections, if possible, should be of sufficient width to allow a choice of route. They should be of a winding nature so as to place a premium on driving skill, although the radius of all corners must be adequate for all vehicles entered. Avoid using trees or natural hazards as course boundaries. Course markers should not be placed against trees.

**6.1.5.** If possible, alternative routes should be planned in case of changes of weather condition.

**6.1.6.** It is recommended that sections be laid out using a minimum of 10 pairs of marker stakes (see diagram page 000) of a minimum height of 1m and with colour coding to clearly identify each side of the route. Metal rod markers should not be used. Markers should be placed to avoid the likelihood of competitors putting all wheels out between markers and where they are unlikely to be moved by bushes or branches. Clearly visible sub-section numbers should have a minimum figure height of 50mm.

**6.1.7.** If sub-section numbers are not placed on both sides of the route, the numbers should be on the right-hand side with the corresponding guide markers on the left-hand side. Sub-section markers to be closely grouped in areas of expected failure.

**6.1.8.** A minor proportion of the sections may be timed but in such instances, any time penalties shall be related by a stated formula to points lost on a section. Timed sections shall be limited to a maximum of 200m in length, and the maximum time allowed for the section shall be stated.

**6.1.9.** Approaches to and exits from sections must not present any unreasonable hazard or difficulty.

**6.1.10.** At each observed section, sufficient marshals should be on duty to ensure that safety procedures are followed, and there should be adequate Judges in attendance [1.8].

**6.1.11.** The organisers may at any convenient time after the start of the competition, require competitors in all classes to increase or decrease the minimum permitted tyre pressure by a maximum of 5lbs/sq.in. This decision must be advised to competitors in writing and sufficient time for competitors to comply must be allowed.

**6.2. Junior Trial**

Must be organised in accordance with 1, 2, 6-6.1.7, and 6.1.9-6.1.10.

**6.2.1.** At all times during the event Junior Trials Vehicles may only be driven under the instruction of an official.

**6.2.2.** Where a Junior Trial is held concurrently with another event at the same venue, the area for the Junior Trial must be adequately separated and clearly defined.

**6.2.3.** Special consideration must be given to the terrain chosen, particularly with regard to side slopes and drops, and water should generally be avoided.

**6.2.4.** The maximum depth of any water shall be 0.2m.

**6.2.5.** There will be three classes, Novice, Intermediate and Expert. The severity of sections shall be determined as follows;

The maximum longitudinal gradient:

Novice	Intermediate	Expert
50%	60%	N/A

The maximum transverse gradient:

Novice	Intermediate	Expert
25%	35%	N/A

**6.2.6.** An MSA Observer may be appointed.

**7. Tyro Trial [25.3]**

Must be organised in accordance with 1 and 6 and the following;

**7.1.** The terrain chosen should be such that vehicles should not catch the bodywork on approach, ramp breakover, or departure angles, and consideration should be given to the vehicles entered when laying out sections.

**7.2.** The maximum longitudinal gradient shall be 50%.

**7.3.** The maximum transverse gradient shall be 25%.

**7.4.** The maximum depth of any water shall be 0.3m.

**7.5.** Vehicles must be capable of traversing sections without contacting any trees, bushes or other natural features.

**7.6.** No features may be included within sections which are likely to cause damage to the underside of competing vehicles.

**8. Off-Road Vehicle Timed Trial** [30]

Must be organised in accordance with 1 and 6, and the following:

**8.1.** The instructions must state the maximum time allowed to complete each section and the target time allowed to complete each section. The target time must be set at no more than 20mph average.

**8.2.** The maximum length of any Timed Trial section must not exceed 320m.

**8.3.** Events will be timed using equipment as specified in 9.2.2.

**8.4.** Each section will be clearly identified and must be a prohibited area to all persons except officials and those competitors attempting the section [B 18.1.1. Notice B].

**9. Competitive Safari** [28]

Must be organised in accordance with 1 and the following:

**9.1.1.** The course or courses must be on private ground and should be laid out at one venue only.

**9.1.2.** Time sections must run over roads or tracks from which all vehicular and animal traffic should be excluded. Such roads or tracks need not be marked on definitive maps.

**9.1.3.** The organisation of the course should achieve these general aims:

(a) The route should be made as safe as possible.

(b) The route should be unmistakable to competitors and spectators.

**9.1.4.** The following will apply:

(a) Means of access either on to the section or to the site should be closed by barriers and signs sufficient to prevent any non-competing vehicle gaining access onto the section.

(b) Warning notices as detailed in B 18.1. should be displayed.

(c) Areas of particular danger (i.e. escape routes) should be marked with signs as specified in B 18.1.1.

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

(a) being aware of it;

(b) having been seen by an official;

(c) having seen a warning notice;

(d) having seen the Safety Code.

**9.1.6.** The course may incorporate along its length trials type sections, the surmounting of natural obstacles or hazards, or points at which the crew may be required to dismount to perform a set task.

**9.1.7.** Wherever possible the course should be over a distance of not less than one mile, but where the terrain makes this impossible, the minimum length of course must be a quarter mile.

**9.2.** The average speed should not exceed 40mph unless run in accordance with minimum safety requirements of a Special Stage, and in such circumstances, the average speed should not exceed 50mph.

**9.2.1.** No competitor exceeding the specified average speed shall gain an advantage nor be penalised. Competitors shall not be offered any award for equalling or improving upon the target time or any award for the fastest times or least penalties for such sections.

**9.2.2.** The competition must be timed by certified equipment, digital clocks to MSA Specification 'R' or 'E/B', recording clocks printing to seconds or automatic apparatus. All times recorded shall be to the previous whole second only.

**9.2.3.** Where timing is actuated by a light beam, vehicles shall be positioned at the start with that part of the vehicle which will break the beam 1 to 2 metres behind the beam.

**9.2.4.** Where an event is manually timed the following procedure will apply;

Following the instruction of the Start Marshal to a competitor that he is next to start, the starting procedure shall be either as follows:

The Marshal *will* give a loud verbal indication of 30 seconds to go, 15 seconds, 10 seconds and 5 seconds. He will then countdown verbally 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. Making a false start will be penalised in accordance with 22.6(h) or 22.7 (h).

OR

Before the illumination of the green light indicating that the competitor may start, a red light will be illuminated warning the competitor that he is about to be counted down. The SRs will specify the countdown method. Timing will commence from the illumination of the green light whether or not the competitor starts immediately upon its illumination.

**Note.** Courses/Stages where competitors are required to start at intervals of less than one minute may dispense with the 30 seconds to go advance warning. This procedure must be advised in the SRs.

**9.3.** There must be an adequate means of communication between start, finish and intermediate points.

**9.3.1.** Adequate marshals should be posted all along the course, at any points of danger or hazard, at any observed section or where recovery operations may be required.

**9.4.** At pre-determined locations, rescue vehicles will be positioned to transport any injured crew members or officials to the medical or first aid facilities.

**9.5.** Motorised reconnaissance of the course is forbidden, *unless specifically allowed by the SRs*, and then only permitted if run to the requirements of a Promotional Event, and in a controlled convoy with lead and tail official course vehicles.

**9.6.** The course should have a clearly marked route so that no navigation is required, and all

course markings should comply with the following; [31.6]

**9.6.1.** 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 the illustrations overleaf and with the following:

**9.6.2.** 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.

**9.6.3.** 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.

**9.6.4.** Advance warning signs for junctions should be between 50m and 100m before the junction.

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

**9.6.6.** A vertical arrow should confirm the correct route immediately after a junction.

**9.6.7.** 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.

**9.6.8.** Deleted.

**9.6.9.** The location of all MSA listed danger spots, which are on the route, must be clearly indicated to competitors in the Road Book or Stage Tulip Diagrams. Special warning signs, a minimum of 20in x 15in or 51cm x 38cm on a stake, in a clearly visible position must be erected. At the location the sign will show two exclamation marks, preceded at 50m/100m by similar exclamation marks. Both signs to be marshalled throughout the event. Other hazards should be indicated by a single exclamation sign 50m/100m before the hazard. (MSA list available to Organisers on request.)

**9.6.10.** 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 30in x 24in, bearing a diagrammatic indication of the junction. Figures on this board should be at least 6in high. The junction should be preceded by a similar diagrammatic sign, set in advance of Motorway type count down boards with diagonal bands positioned approximately 100m and 200m before the junction. Judges of Fact should be placed at the split junction to note and report for penalty any competitor

overshooting and reversing back against the route of rally traffic.

**9.6.11.** 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.

**9.6.12.** Signs will be shown to competitors as detailed on pages 158 & 159 of Section K. These signs should have a minimum size of 30in x 20in.

**9.6.13.** Arrows must be of a bright, preferably 'dayglo' finish facing the competitor and where the course repeatedly changes direction without any natural features to ensure that competitors follow the correct route, the arrows must have a contrasting colour on the reverse side, preferably matt black or white, with tape staked at reasonable intervals to further define the course.

**9.7.** The Clerk of the Course at a National 'A' or International Competitive Safari must be licensed as in 1.9.

**9.8.** The Chief Scrutineer at a Competitive Safari must be appointed from the list of MSA Technical Officials.

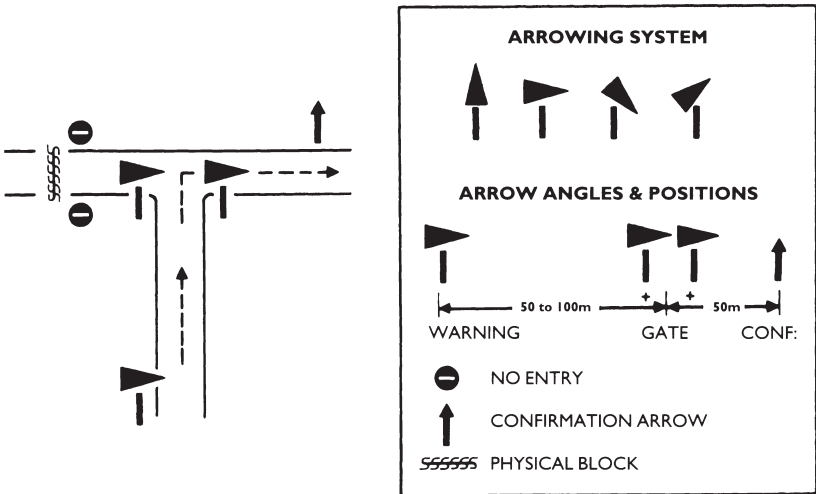
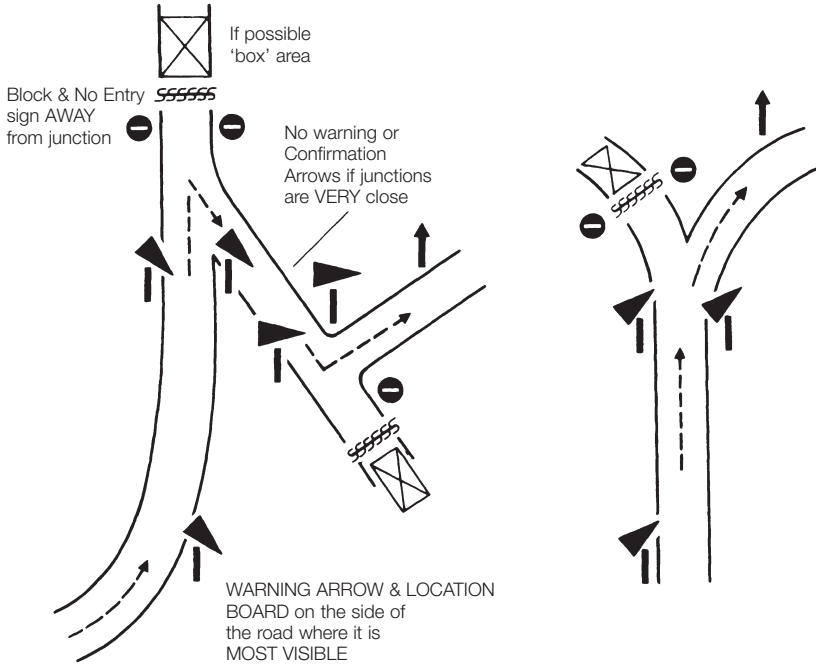
**9.9.** An Event Safety Officer should be appointed, who is experienced in the current operation of competitive safaris and who appreciates the potential of competing vehicles in differing conditions. He may also assume the duties of Chief Marshal. He will be responsible for ensuring that there are effective arrangements to supplement the general marshalling strength organised by the Clerk of the Course as follows:-

- (a) There are pre-determined arrangements available for summoning appropriate emergency services, via rendezvous points if necessary, to the scene of an incident.
- (b) Unless the complete route is visible from the start or finish areas, there is the provision of an effective radio communications network (excluding CB radios) operated through a nominated Controller under the direction of the Clerk of the Course, linking officials at the start, finish and intermediate points with Rescue and Medical services.

**9.10.** The Flying Finish line must be situated a sufficient distance from the Stop Line to allow competitors to decelerate in a controlled manner especially where the competitors will proceed directly into a Service Area. Bad weather, slippery conditions and the speed potential of cars crossing the Flying Finish Line will require a greater distance. The area between the Flying Finish and the Stop Line should be free from bends, sharp or deceptive corners or hazards such as gates or ditches etc. This area is prohibited to spectators.

## **10. Off-Road Orienteering [29]**

Must be organised in accordance with 1 and the following:



**10.1.1.** No merit shall be attached to being the first to arrive at the finish or any other point, and neither shall it be necessary to arrive at any point, other than the finish, at or by a specified time.

**10.1.2.** If an overall speed limit is set for the event, it must be possible to be the winner without exceeding an average speed of 10mph from start to finish. Moreover, the participants

may not be required to travel more than 50 miles, nor to perform any task or solve any problem such as is likely to offend any person not taking part in the event.

**11. Hill Rally [31]**

Must be organised in accordance with 1 to 6, and the following:

**11.1.** Competitors must be 'seeded'

numerically in order of anticipated performance with the first competitor having the best performance potential, unless the MSA has given prior approval to the contrary.

**11.1.2.** All special stages shall not be less than a quarter mile in length where the terrain is of an arduous or demanding nature, and in other instances, a minimum of 1 mile.

**11.1.3.** Incorporated within special stages may be trials type sections or tests.

**11.2. Duties and Responsibilities of the Clerk of the Course.** In addition to the responsibilities detailed in 2.2, the Clerk of the Course should ensure compliance with the following:

**11.2.1.** That the use of Forestry Commission property has been approved by the MSA. Permission must be applied for by an annually specified date, prior to the Forestry Commission year (1st April–31st March). No contact shall be made with the Forestry Commission prior to receiving approval from the MSA or its appointed Forestry Liaison Officer.

**11.2.2.** Other motor sporting users of venues to be used as special stages must be notified of arrangements for using the venue.

**11.2.3.** The Chief Scrutineer must be appointed from the list of MSA Technical Officials.

**11.2.4.** A Stage Commander should be appointed for every stage, with the responsibility for ensuring that the stage complies with the Regulations.

**11.2.5.** An Event Safety Officer should be appointed, who is experienced in the current operation of rally stages, who appreciates the potential of Hill Rally vehicles in differing weather conditions. The Event Safety Officer is to 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. The Event Safety Officer shall be responsible for ensuring that there are effective arrangements to supplement the general marshalling strength organised by the Stage Commander as follows:

- (a) That there are 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) That at each stage, unless the complete route is visible from the start or finish areas, there is provision of an effective radio communications network, operated through a nominated Controller under the direction of the Stage Commander, linking officials at start, finish and intermediate points with Rescue and Medical Services. The frequency must be secure from misuse and be either the MSA Safety Frequency or a privately licensed

frequency to DTI Regulations. The Controller must be experienced in the use of radios and in controlling a network, and he must ensure the disciplined use of the radios. (Notes on radio procedure are available from MSA.)

**11.2.6.** Written instructions on the operation of the stages must be made available to all officials and marshals, and these will clearly establish:

(a) That the number of cars to be sent through any Stage prior to the competition is to be kept to a minimum, that the crew of each Course car shall have specific duties allocated by the Clerk of the Course on which they shall report to the Stage Commander or his Deputy immediately on completing each special stage, and that no stage shall start until the Zero car crew have confirmed that the stage is ready for Competitors, and that the marshals have any spectators on the stage under their control and direction. [11.4]

(b) That 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 the stage is cleared of competing cars.

However, on any special stage where, in extreme circumstances, it may be necessary to authorise the movement of any non-competing vehicle or rescue service prior to the stage being cleared of competing cars, a system of red flags must be in place. These can only be situated at radio points and will only be displayed on the direct specific instruction of the Clerk of the Course or the Stage Commander. Red flags must only be used when there is a possibility of non-competing vehicles and rescue services moving on a stage **AHEAD** of competing cars. There **must always** be a red flag displayed at the point where rescue or emergency vehicles join the route of a stage.

Competitors **MUST** be advised, in writing, which stages are operating this system and the procedure which competitors must adopt.

[31.6.4]

(c) That under no circumstances will any car be allowed to drive in the reverse direction of the stage.

(d) That detailed emergency procedures and equipment have been made available by the Event Safety Officer.

(e) That the priorities in dealing with an incident are to deal first with those who are injured, 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.

(f) That no competitor will be permitted a re-run of a special stage [31.7].

(g) That the system of ensuring that competitors are positively monitored and checked through the stage is 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.

(h) That all non-competing vehicles are parked in a place of safety or at least 30m from a road used as a Special Stage, between a point in advance of the start control and a point 100m beyond the finish stop control. Non-competing cars required solely for purposes of safety may be parked at any place designated by the Stage Commander as suitable, having regard to the needs of safety.

(i) That any road which may form an escape road between the start and stop controls should be kept clear and unobstructed for a distance of at least 100m, bearing in mind the potential approaching speed of a competitor.

(j) That the location of any competing car that fails to complete the stage is reported to the Stage Commander.

(k) That the information required by the Clerk of the Course to consider 11.2.7 is available if the stage is interrupted or stopped for any period of time.

(l) That reasonable precautions are taken to protect private property situated adjacent to any stage against damage.

**11.2.7.** Should the normal running of a Special Stage be stopped, for any reasons whatsoever, after the passage of one or more competitors, 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.

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).

However, no crew which 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 which they actually set even if this is greater than the time awarded to other crews [19.6.1].

**11.2.8.** In the case of an event seeding competitors in reverse order of anticipated performance then the Clerk of the Course may give to 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.

**11.2.9.** The Clerk of the Course shall, at his discretion, have the right to:

(a) Impose a penalty in accordance with 22.6(w) or 22.7(u), on any competitor who causes or is part of a serious blockage on a Special Stage, whether intentionally or otherwise, if his actions prevent any other competitor from completing the stage competitively.

(b) Impose such further penalty under O 2 as appropriate.

**11.2.10.** The Clerk of the Course may appoint Official(s) who are empowered to search Competitors and/or their vehicle for unauthorised Pace Notes [31.9.]. There should be two such Officials, one male to check male Competitors and one female to check female Competitors.

### **11.3. Special Stages**

**11.3.1.** It is not permitted to define the route of a special stage by grid references or any other method requiring the competitor to choose his own route.

**11.3.2.** Every endeavour should be made to site the flying finish at a point where cars can be expected to be travelling slowly as a result of a preceding bend or hazard.

**11.3.3.** 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 speed potential of cars crossing the flying finish line will require these distances to be extended. 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.

**11.3.4.** Officials should, wherever possible:

- (a) Be placed so as to be in visual contact throughout the length of the stage.
- (b) Be placed in sight of all signs and arrows, and at prohibited areas.
- (c) Be placed where the public are expected to arrive to watch the stage.
- (d) Have some pre-arranged system for warning spectators of the approach of cars.
- (e) Be under the control of a Sector Marshal if appropriate.

**11.3.5.** All officials should be clearly identifiable.

**11.3.6.** Where a special stage forms a continuous circuit, competitors must not be required to complete more than two laps. Organisers should allow at least 100m separation from the start of the stage before competitors join other cars already on the stage.

**11.3.7.** No individual stage on a multi-venue hill rally may utilise any particular section of road more than twice.

**11.3.8.** Stage Timing, throughout the event, will be to the preceding second, using equipment as specified in 9.2.2. The timing of any section should be recorded in such a way that competitors can ascertain its correctness. This shall be deemed to prohibit the 'setting back' of the section finish watch. Timing shall be from a standing start to the flying finish line.

**11.3.9.** No competitor may gain an advantage by exceeding the specified average speed. The time based on this average shall be referred to as the stage 'Bogey Time'. No award may be made to drivers who improve upon or equal the Bogey Time or for the fastest time or least penalties on such a stage.

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

(a) Starts of between 30 second and one minute interval are permitted provided that the criteria below are met and that no undue difficulties are foreseen:

(i) That 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.

(ii) That the stage has no split route.

(iii) That the stage is neither a currently nor previously licensed Race, Speed or Kart venue.

(iv) That it is not an airfield (disused or otherwise).

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

(vi) That if the stage constitutes a continuous circuit, it must be less than one lap.

(vii) That competitors have been seeded by the organisers by performance, in accordance with 11.1 without dispensation.

(viii) That suitable timing arrangements have been made at the Finish line.

(b) Authorisation for stages not covered in (a) above must be obtained in writing from the MSA and will only be considered when the following information has been submitted:

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

(ii) The length of the stage.

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

(iv) The average width of the road.

(v) Diagram(s) of venues showing stage routes and safety provisions for same.

(vi) The number of times competitors are attempting the stage.

(vii) If the competitors are attempting the stage more than once, the time interval between a competitor's first run and his second, and the possibility of catching previous competitors.

(viii) Whether competitors attempting their second run will be interposed with competitors still attempting their first run.

(ix) 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 2½ miles of common route.

(x) Whether extreme weather conditions will adversely affect a fair competition (e.g. heavy rain, dust, etc.).

(xi) That suitable timing arrangements have been made at the Finish Line.

(xii) That competitors have been seeded by performance, in accordance with 10.1.1 without dispensation.

**11.3.11.** No practising or testing is permitted on any Special Stage before any event unless specifically authorised by the MSA.

**11.3.12.** 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 B 18.1.1, 18.3 and are subject to the requirements of B 18.5. At all entrances where the public are likely to enter, and in areas considered to be hazardous, including escape routes and prohibited areas, there should also be displayed a copy of the Safety Code.

**11.3.13.** On stages or events where it is intended to charge for admission, whether directly or via the sale of a programme, specific approval from MSA must be obtained prior to any publicity being made [11.3.14].

The MSA will not authorise any admission charge for spectators unless adequate safety precautions appropriate to speed event levels for spectators can be met. Where the nature of the venue is such that it is either impractical to apply such precautions and/or access by the public cannot reasonably be controlled, then only a car park charge may be made. MSA approval is not required when imposing this charge.

**11.3.14.** 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.

**11.3.15.** The organisation of special stages should achieve these general aims:

(a) The route should be made as safe as possible.

(b) The route should be unmistakable to competitors and spectators.

(c) Means of access onto the stage should be closed by barriers and signs sufficient to prevent any non-competing vehicle gaining access onto the stage. Warning notices as detailed in B 18.3 should be displayed.

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

(a) being aware of it;

(b) having been seen by an official;

(c) having seen a warning notice;

(d) having seen the Safety Code.

#### **11.4. Course Cars**

**11.4.1.** The only category of Course Car that may be driven through a stage at near competitive speeds will be a 'Zero' car. It will be identified by carrying markings of 0, 00, or 000 as appropriate. No other official car will carry such markings.

**11.4.2.** The Zero car(s) will be the last vehicle(s) to traverse a stage before the first competitor, unless the Clerk of the Course authorises otherwise.

**11.4.3.** The Zero car(s) will only stop on the course in the case of emergency.

**11.4.4.** Zero car(s) must be fitted with an effective method of communicating with the start control officials.

**11.4.5.** With the exception of class eligibility, Zero Car(s) must pass the same pre-event scrutiny as competitors.

**11.4.6.** There will only be 2 crew member in

each Zero car, who will wear helmets and seat belts mandatory for competitors. Fire extinguishers will be fitted as for competitors.

**11.4.7.** Both crew members of each Zero car must be signed-on officials, and it is recommended that the driver is a competition licence holder. It is also recommended that one of the crew members should have been involved in pre-event planning.

**11.4.8.** No driver who is barred from holding a competition licence may drive an Official, Course or Zero car over a competitive safari course.

**11.5. Special Stages: Arrows and Signs** [9.6] [31.6]

**11.5.1.** (a) For those parts of Hill Rally Special Stages which are run on defined tracks the course will be defined in accordance with H 9.6.

(b) Where the route of a Special Stage does not follow defined tracks the Special Stage shall be marked as follows:

(i) Pairs of arrows shall be erected to form a gate; discretion must be exercised to determine whether more than one stake should be used

to ensure the arrow remains standing and indicating the correct direction.

(ii) The arrows shall point in the direction in which the stage continues after the gate.

(iii) Gates shall be placed approx. 100 metres apart, or in sight of the next gate at all times allowing for the lower seating position of crews in non production based vehicles.

(iv) Gates shall be approximately 6 metres wide, but in areas of soft ground where a choice of route may be given, gates may be approximately 20 metres wide.

(v) Numbered Locations, (rather than intermediate gates) and changes of direction of 45° and more, shall have a single warning arrow approx. 25 metres beforehand indicating the direction to be followed at the location.

(vi) If there is any doubt about the route direction, tape shall be used to form a funnel in the correct direction, or to define the outside of a corner.

(vii) Where the course repeatedly changes direction without any natural features to ensure that competitors follow the correct route, tape staked at reasonable intervals shall be used to define the course.

CONTROL TYPE	DISTANCE FROM PREVIOUS SIGN	POSITION	COLOUR	BOARD Black Symbols
PASSAGE CONTROL	n/a	Beginning of Control Area	Yellow back-ground	
	25 metres	At Control Stop	Red background	
	50 metres	End of Control Area	Yellow background	
TIME CONTROL	n/a	Beginning of Control Area	Yellow back-ground	
	25 metres	At Control Stop	Red background	
	50 metres	End of Control Area	Yellow background	
START OF SPECIAL STAGE	n/a	Beginning of Control Area (Stage Arrival)	Yellow back-ground	
	25 metres	Stage Arrival Control	Red background	
	50–200 metres	Stage Start	Red background	
FINISH OF SPECIAL STAGE	n/a	Warning of Stage Finish (both sides of track)	Yellow background	
	100 metres	Flying Finish Line (both sides of track)	Red background	
		Countdown boards (evenly spaced between Flying Finish & stop line)	Black on white background	
	100–300 metres	Stop Line	Red background	
	50 metres	End of Control Area	Yellow	

**11.5.2.** All roads or tracks used shall appear on the maps competitors are required to use, or a 'tulip' diagram of each stage showing junction or hazard numbers or letters, and indicating the intermediate mileages between junctions, danger spots or hazards and the direction to be taken. This diagram must be approved by the MSA prior to the event.

**11.5.3.** Location Numbers will be placed on the single warning arrow required by 11.5.1 (v). Each digit will be black, 76.3mm high and 12.7mm thick in sans serif font on a white background a minimum of 147mm tall x 104mm wide (i.e. if there are two digits, the background will be 208mm wide.)

**11.5.4.** Caution Boards, comprising red exclamation marks on a white background 20in x 15in, will be displayed on each side of the stage between 40 – 50 metres before the hazard. At the hazard a pair of diamond shaped orange markers at least 150mm x 150mm will be placed each side of the stage. These will be repeated, in pairs, on each hazard if there is more than one hazard to which the warning refers.

**11.5.5.** Signs will be shown to competitors as in table below.

#### **11.6. Multi-Use Hill Rallies**

**\*11.6.1.** The SRs must state whether the Public Highway is being used or not.

**11.6.2.** No stage route may be used more than twice. For a stage route to be recognised as different, the aim must be to vary it by at least 20% of the stage route if run in the same direction, or for it to be reversed.

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

**11.6.4.** Fire extinguishers must be available in any area defined as 'Service Area' or 'Paddock' and any area in which competing cars are assembled awaiting their attempt at the stage(s).

**11.6.5.** Where the event is confined to one venue the MSA will appoint an MSA Steward. In all other cases the MSA may appoint an MSA Steward.

**11.6.6.** Written permission must be obtained in advance from the MSA in respect of any other activity held at the venue(s) in order to ensure whether suitable insurance can be arranged.

**11.6.7.** PR work, in accordance with 4 must be undertaken irrespective of whether or not the public highway is used on the event.

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

**11.6.9.** A co-driver who has signed-on must be carried in each competing car.

**11.6.10.** No practising is permitted.

**11.7.** The CoFC at a National 'A' or International Hill Rally must be licensed as in 1.9.

#### **11.8. Service Areas**

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

**11.8.2.** Special care must be taken to ensure that the areas are kept secure from spectators.

**11.8.3.** Care must also be taken that all aspects of Health and Safety Regulations are observed.

**11.8.4.** Adequate fire extinguishers must be available at the site.

#### **11.9. Emergency Vehicles**

**11.9.1.** Rally Emergency vehicles can be split into three categories:

- (a) Rally Recovery Unit.
- (b) Rally Rescue Unit.
- (c) Stage Safety Unit. (SSU).

**11.9.1.1.** The equipment and licensing criteria are listed in Section S in the Officials' Yearbook.

**11.9.2.** To assist organisers and to maintain safety cover, unless licensed vehicles are present, Stage Safety Units should be used to provide the availability of rescue, first aid and fire fighting reaching an incident within 15 minutes (i.e. starting from the beginning of the stage and proceeding in the direction of the stage). It is recommended that there be an SSU at each stage start.

#### **11.10. Medical And Safety Cover [C 17]**

##### **11.10.1. Multi-Use Hill Rallies**

At each venue there must be:

- A Doctor or MSA Registered Paramedic.
- An MSA Licensed Rally (or Dual) Rescue Unit.
- A Recovery Unit.

**11.10.2.** A Chief Medical Officer, who must be a doctor, must be appointed. He 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 Doctor and Safety Officer in liaison with Stage Commanders should be aware of the evacuation routes from the stage and rendezvous points.

**11.10.3.** 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.

**11.10.4. Cover at Hill Rallies** (other than Multi-Use Hill Rallies).

##### **11.10.4.1. Clubman, National 'B' and National 'A' Multi-Venue Hill Rallies**

At every stage (or group of stages) (maximum three in close proximity to each other) there must be:

- A Doctor or MSA Registered Paramedic.
- An MSA Licensed Rally (or Dual) Rescue Unit.
- In addition, those Stages without the

immediate presence of an MSA Rescue Unit may position an MSA Licensed SSU at the Stage start. For every stage in excess of nine miles in length, in addition to the above, at a suitable mid-point, there must be:

- A Doctor or MSA Registered Paramedic.
- An MSA Licenced Rally (or Dual) Rescue Unit OR an MSA Licensed SSU.

It is recommended that an MSA Licensed Recovery Unit, or a Commercially Operated Recovery Unit is placed at or near those stage start locations where a Rescue Unit is positioned.

#### **11.10.4.2. International Hill Rallies (other than FIA Championships)**

At every stage start there must be:

- A Doctor or MSA Registered Paramedic.
- An MSA Licensed Rally (or Dual) Rescue Unit.
- A Recovery Unit.

For stages in excess of nine miles in length, these requirements must be repeated at a suitable mid-point.

**11.10.5.** For INTERNATIONAL and NATIONAL 'A' Hill Rallies it is recommended that:

- (a) The Chief Medical Officer shall be appointed from the MSA Register and be approved for that grade of rally.
- (b) A senior Medical Officer should be appointed on each stage. He should normally be positioned at the stage start to work in close co-operation with and under the instructions of the Stage Commander.

**11.10.6.** It is recommended that doctors should carry such equipment that they feel is necessary for the performance of their duties. The following is suggested:

- (a) Airways – 2.
- (b) Cervical Collar.
- (c) Two large field dressings.
- (d) Powerful hand torch.
- (e) Space Blanket.
- (f) First aid kit.

It is also recommended that organisers make available a full resuscitation kit.

**11.10.7.** 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. A completed MSA report form, signed by the Doctor should be sent to the Medical Consultant at the MSA.

#### **12. Team Recovery [32]**

Must be organised in accordance with 1 and the following:

- 12.1.** The event must be on private ground. Use of the Public Highway is forbidden.
- 12.2.** Only vehicles within the same team may be on any observed section at the same time.
- 12.3.** At each observed section, Official Recovery Teams must be on duty in the position determined by the Clerk of the Course.
- 12.4.** At predetermined positions, rescue vehicles will be positioned to transport any

injured crew members or officials to the medical or first aid facilities.

#### **13. Point to Point [33]**

Must be organised in accordance with 1 and the following:

**13.1.** The event shall be laid out on private ground at one venue only, may use open ground, tracks or roads and may incorporate areas of arduous or demanding nature, water courses and other natural obstacles or hazards.

**13.2.** The ground to be crossed shall be of an open nature. Positive steps, such as closing tracks through blind areas, shall be taken to prevent vehicles meeting at blind points, such as forested areas, or at the crest of ridges. It is recommended that areas without tracks are used.

**13.3.** Only vehicles from the same team may be in a Point at the same time.

**13.4.** The event must be timed in accordance with the requirements of 9.2.2.

**13.5.** At pre-determined locations, rescue vehicles will be positioned to transport any injured crew members or officials to the medical or first aid facilities.

**13.6.** Adequate marshals shall be positioned at each point to be visited and at locations overlooking the areas the competitors will cross.

#### **14. Winch Recovery [34]**

Must be organised in accordance with 1 and the following:

**14.1.** The aim of the event is to move an object by winching from a start point to a point or points via gates or routes as defined in the written instructions, in a safe, precise and controlled manner.

**14.2.** The section will be on private ground in an area prohibited to spectators, and must be taped or roped off to indicate the boundary to competitors and spectators, to ensure compliance with 14.4.

**14.2.1.** The course may be laid out over any type of terrain, i.e. mud, hills, etc. Natural anchorages may be used at the discretion of the Clerk of the Course but must be protected from damage.

**14.3.** All objects to be recovered shall have a good quality chain attached to the satisfaction of the Clerk of the Course. If the object to be recovered is a vehicle then good quality chain is to be securely attached, and all glass removed where appropriate. The steered wheel(s) may be locked in any position and one or more wheels may be removed.

**14.4.** The Clerk of the Course will, at all times, observe the event and may stop the team if he considers that the mode of recovery is, or is likely to prove, dangerous to officials, competitors, spectators or natural terrain. He may award penalty points should any gate or previously specified object be touched by either the object or team.

**14.5.** The organisers will allocate competition numbers at random and teams will start in numerical order.

**15. Promotional Event**

To be run in accordance with B 5.1 and the following:

**15.1.** A non-competitive event designed solely to enable participants to experience driving their vehicles off-road and to introduce them to organised off-roading.

**15.2.** The event shall consist primarily of a liaison route or routes wholly off the public highway, which may also include optional, simple, and non-damaging, trials type sections.

**15.3.** The liaison route(s), and where appropriate the special sections, shall be clearly marked and adequately marshalled.

**B. COMPETITORS**

**16. General**

**16.1.** Any Competition Licence holder who permits the unauthorised presence at any time of any vehicle on a known Off-Road Course, Special Stage or Forestry Commission Land, will be excluded from any event involved and will be referred to an MSA Disciplinary Tribunal.

**16.2. Instructions to Competitors**

No oral instruction to competitors during the course of the event will be valid, when such instruction may affect the route, the time schedule or the layout or performance of a stage or test or section. Any instruction in respect of these details must be displayed as an official notice at least 30 minutes before the first car is due to start the competition or issued in writing to each competitor who must acknowledge its receipt by signing an appropriate form [B 8.1.4, C 13.2.1, 2.2.16.].

**16.3.** At the start, each competitor (which term includes passengers) and vehicle will be checked for eligibility.

**16.3.1.** Any Competitor not reporting as instructed may be fined, excluded, or may forfeit his starting position.

**16.3.2.** Drivers at events other than Competitive Safaris, Timed Trials, Team Recovery, Point to Point and Hill Rallies up to and including Clubman status must produce a valid Club Membership Card at signing-on. At events of National B status and above and all Competitive Safaris, Timed Trials, Team Recovery, Point to Point, **and Junior Trials**, Drivers must produce a Competition Licence [as detailed in Section E], and Passengers must produce a valid Club Membership Card.

**16.3.3.** Drivers at Hill Rallies, Competitive Safaris, Timed Trials, Team Recovery, Point to Point and all events traversing the public highway must hold a current valid driving licence appropriate to the vehicle. Drivers at Trials, Winch Recovery, Gymkhanas, Treasure Hunts, and Orienteering must hold a current valid driving licence appropriate to the vehicle, or the SRs may permit entries to be accepted

in respect of drivers who are 17 or over without a current valid driving licence appropriate to the vehicle provided that the passenger holds a current valid driving licence appropriate to the vehicle concerned and is a person who has experience of Off-Road Trials.

The vehicle may only be driven between observed sections by a crew member who holds a valid full RTA licence. For Tyro and Junior Trials see 25.3, and 17.1.8 and 25.4 respectively.

**Upgrading Competition Licences**

**16.3.4.** At Hill Rallies both the Driver and Co-Driver or Navigator must hold and produce a valid Competition Licence for those rallies specified in the current chart of Minimum Acceptable Licences as requiring a Competition Licence.

**16.3.5.** See Section E 2.15.4.

**16.4.** Vehicles competing in Off-Road Events must comply with Technical Regulations 36 to 38 and E 12 as appropriate.

**\*16.4.1.** Vehicles may be divided into classes as specified by the SRs.

**16.4.2.** For Hill Rallies, Competitive Safaris, Timed Trials, Team Recoveries and Point to Point it shall be mandatory for all Competitors to wear approved Crash Helmets [Q 10], goggles or visors sufficient to protect the eyes, and clothing which covers the arms, legs and torso up to the neck. The use of gloves and flame resistant clothing is strongly recommended.

**\*16.4.3.** In untimed events, it is recommended that all Competitors comply with 16.4.2. The SRs may require crash helmets to be worn in these events.

**\*16.4.4.** Seat belts will be worn on all timed events, except Team Recovery and Winch Recovery, and are strongly recommended at all events. The SRs may require seat belts to be worn for these events.

**16.5. Numbers** [2.3.1(g), 24.1.5, 25.2, 31.3.10.]

**16.5.1.** Any means of identification fixed for the competition MUST be removed when a competitor retires, is excluded, or on completion of the event.

**17. The Crew**

**17.1.** The same driver shall drive throughout the competition.

**17.1.1.** The persons occupying a car will be collectively referred to as its crew.

**17.1.2.** No person under 16 years of age may be carried during an event in an Open Vehicle.

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

**17.1.4.** Only the nominated driver and/or co-driver listed on the entry form shall drive during the competition, *unless the SRs specify otherwise.*

**17.1.5.** No driver may drive for more than 200 miles without rest or relief either by halting the

vehicles for at least one hour or by change of drivers [2.2.6.].

**17.1.6.** No person shall travel/ride otherwise than in a proper seat.

**17.1.7.** No competing vehicle may carry more than one physically disabled person, whose participation in the competition must have been approved by the MSA. A white letter D on a blue background should be affixed on the appropriate door. Specific restrictions may apply. [E 2.11]

**17.1.8.** The minimum age for a Junior Trial is 8 years old. Competitors are no longer eligible for a Junior Trial on or after their 18th Birthday. All competitors must comply with E 2.7.

## **18. All Events Using the Highway and all Hill Rallies**

### **18.1. Route Details** [22.4, 2.2.13]

**18.1.1.** The onus of following the correct route shall rest with the competitor.

**18.1.2.** Competitors must visit controls in the order set out in the Road Book or Route Card unless otherwise specified thereon.

**18.1.3.** A control shall be deemed 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.

**18.1.4.** The direction of approach to or departure from a control may be specified, and if so specified, non-compliance with this requirement, or for passing a control when travelling in other than the specified direction, or for visiting a control or check more than once, may involve a penalty.

**18.1.5.** No private road shall be used by competitors unless specific permission to do so is given in the Road Book or Route Card.

**18.2.** Officials will be on duty at all controls [2.3.2 (d)].

**18.2.1.** If at any control due to be manned by officials, the officials are not in fact present during the whole period when the competitors may report, all performances at such a point will be ignored in compiling the results [except as provided for in 19.3].

**18.2.2.** All performances will also be ignored if a control is not sited at the location specified in official documents.

**18.2.3.** The onus of ensuring that all the information required is clearly and legibly recorded at the appropriate time and place shall rest with the competitor [2.3.2 (c)].

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

**18.2.5.** If there is a discrepancy between the time allowance shown by the organisers on the Time Cards and that shown on any other document, that shown on the Time Card shall be taken to be correct, unless previously amended in an official bulletin.

**18.3.** It will be an offence for any competitor to proceed or continue in the event until the information required by 2.2.8 is provided.

## **19.1. Rights and Duties of the Organisers**

[B 12.1, E 3.2 , 2.3.2.c & d]

**19.1.1.** Judges may be appointed to adjudicate on:

- (a) Failure to stop at Stop or Give Way signs.
- (b) Failure to comply with 31.6.
- (c) False starts on stage, test or standard section.
- (d) Unauthorised use of auxiliary lights.
- (e) Unauthorised possession of recorded notes, radio equipment or intercom [24.1.1, 31.3.1, 31.9].
- (f) Unauthorised servicing.
- (g) Unauthorised smoking.
- (h) Sound (measured by meter) [E 12.17].
- (i) Violation of out of bounds areas.
- (j) Violation of crash helmet or seat belt regulations.

**19.1.2.** Driving Standards Observers [C 13] may be appointed to adjudicate on:

- (a) Excessive vehicle sound (observed during the event).
- (b) Excessive speed.
- (c) Driving in a manner likely to bring motor sport into disrepute.

**19.2.** Any competitor driving at an excessive speed, in a reckless manner, or in a manner likely to bring motor sport into disrepute, or convicted of any driving offence committed during the event may be excluded.

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

**19.4.** The Official in charge of any control or check may mark, or withhold, a competitor's road book, route card or time card if the car concerned has suffered damage to the exhaust system.

**\*19.5.** The organisers may establish a control at any point for the purpose of observing maintenance of a set speed and/or time schedule and/or route, provided that such controls shall be established only if the intention to do so is stated in the SRs and the competitor is given all the information necessary to enable compliance with the requirements which are to be observed [2.3.1.j].

**19.6.** After a competition has started, the organisers will not accept any claim from competitors in respect of:

- (a) Force majeure.
- (b) Baulking [11.2.7].

**19.6.1.** Nevertheless the Clerk of the Course has the right to exclude any competitor proven to have unreasonably baulked another competitor.

**19.7.** All Timekeepers will be Judges in respect of time recorded.

**20. Finish**

**20.1.** To be classified as a finisher, a competitor must report to at least two-thirds of the controls listed in the Road Book or Route Card and report to the final control within the maximum lateness specified, with the car in which he started, *unless otherwise stated in the SRs.*

**20.2.** Competitors at the conclusion of their competition shall sign a declaration form 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 such incident. Failure to comply will be penalised in accordance with 22.6(v) or 22.7(t) and may be reported to the MSA for further disciplinary action.

**20.2.1.** 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 this form may be penalised by a fine of up to £100.

**21. Results – Events using the Highway**

**21.1.** Competitors will start with zero marks. Classification will be made from competitors who have incurred the least number marks. Competitors who have incurred an equal number of marks will be classified by reference to total marks lost [22.6, 22.7].

**21.1.1.** 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 the winner, *unless another method of resolving ties is specified in the SRs.*

**21.1.2.** Damage in relation to 22.6(t) or 22.7(r) will be considered as being any tear or any indentation exceeding two inches in depth occurring to the external surfaces of the coachwork or its accessories (excluding windscreen, windows, lamps and bumpers), above the horizontal plane of the road wheel centre.

**22. Timing**

**\*22.1.** A competition shall be timed by one of the following methods. Whichever method is being utilised will be stated in the SRs.

- (a) Target Timing.
- (b) Schedule Timing.

**\*22.1.1. Definitions for a Competition utilising Target Timing**

(a) **Target Time** is the time specified to cover the distance between two consecutive controls. A competitor can calculate his Due Time of Arrival at any Time Control by adding the Target Time for the section to his actual time of departure from the preceding Time Control. When 'Target Time' is used each period of time shall be treated individually and no penalties thereby 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.

(b) **Bogey Time** is the time specified for a competitor to complete a Special Stage without incurring penalty and must comply with 3.7.4, 9.2.

(c) **Stage Maximum Time** is the maximum time penalty that can be applied on a Special Stage and will be the Target Time for the Special Stage. It must be stated on the Time Card.

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

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

(f) **Penalty-free cumulative lateness.** The SRs must specify the amount of cumulative lateness allowed free of penalty before a competitor will be penalised.

(g) **Dead Time** is the authorised time between booking in at the end of one Target-timed section and the commencement of the next section, such time being spent entirely within a control zone. Dead time will have no effect on penalties or cumulative lateness incurred elsewhere.

(h) **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, and will have the effect of extending the Target Time for those competitors on that section only. Such delay allowance shall be recorded in writing on a competitor's time card by that official.

(i) **Main Controls.** A Main Control will be situated at the Start and Finish of the 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, 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 to be used shall be specified in an Official Instruction.

Each competitor shall be given a due starting time from any Main Control (Out), and any difference between this time and his actual starting time will be counted towards cumulative lateness and a Time Penalty will be applied (*unless the SRs specify otherwise*).

(j) **Controls (re-grouping).** The Road Book or Route Card shall specify the controls, if any, where competitors who have been deemed to have retired by reason of having accumulated more than the maximum permitted lateness at that control, will commence the next section with zero lateness towards exclusion.

(k) **Special Stage Arrival Control.** A

competitor shall proceed to the Special Stage Start immediately after checking in to the Special Stage Arrival control. The area between the Special Stage Arrival Control and the Stage Start shall be Parc Fermé.

(l) **Special Stage Finish Control.** A competitor will receive his Special Stage Finish Time 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 (*unless the SRs specify otherwise*).

**22.1.2.** Competitors will receive penalties on Special Stages as follows: (*unless the SRs specify otherwise*)

- |       |              |             |
|-------|--------------|-------------|
| (i)   | Under Bogey  | Bogey Time  |
| (ii)  | Over Bogey   | Actual Time |
|       | under Target | taken       |
| (iii) | Over Target  | Target Time |

**22.1.3. Definitions for a Competition utilising Scheduled Timing**

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

(b) **Scheduled Time** is the actual time of day each competitor is required to be at any specific point, Schedule time can be calculated for any point by adding that competitor's competition number multiplied by the time interval between competitors at the start, to the standard time at that point.

(c) **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. Such delay allowance shall be recorded in writing on the competitor's time card by that official.

(d) **Due Time** is the time a competitor is due at any control or check inclusive of any previous lateness.

(e) **Penalised Time** is the difference between due time and an earlier or later arrival time.

(f) **Penalty Free Lateness** allows a competitor late at one control to be an equivalent amount late at a succeeding control without incurring further penalty.

(g) **Maximum Time** is the latest time a competitor can arrive at a control or check without incurring further penalty.

(h) **Outside Total Lateness (OTL)** is the point where a competitor is deemed not to have visited the control or check by virtue of the fact that he is more than 30 minutes past his Scheduled Time (including any delay allowance) *unless the SRs specify a different period*.

**22.2.** The organisers may require any competitor who is late to reduce such lateness by either foregoing, or reducing, any period of time provided for remaining at a control or official halt.

**22.2.1.** Competitors may themselves reduce lateness without penalty in the following manner, providing the Section is not defined as 'Neutral' [3.2] unless either forbidden to do so by the SRs or if by so doing they commit a breach of 22.4.

(a) When Target Times are used, by traversing the distance between any two or more points in a time less than the Target Time so long as they do not report at a control or check before the original scheduled time.

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

(c) A competitor on any Rally without Special Stages who wishes may miss a Control or Controls. He will be penalised in accordance with 22.6(a) or 22.7(a) for every control missed. If he rejoins the route at a control at the end of Standard section, he will be permitted to restart without further penalty at any time between his original scheduled time and his maximum permitted lateness time in relation to his original scheduled time.

If the rejoining control is at the end of a Neutral section, he will only be permitted to restart without further penalty at his official corrected time based on the time of arrival at the last control at which he reported.

(d) 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 exclusion. 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.

**22.3.** No penalty free lateness or official delay allowance which has been either reduced or foregone as permitted by 22.2 and 22.2.1 may be reclaimed. However, this does not exclude fresh claims based on new circumstances.

**22.4.** 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 22.6(p) or 22.7(n) unless competing on a special stage. In calculating such penalty, any fraction of minute will be ignored, for example:

(a) In a nine minute section – penalty imposed if a competitor completes a section in less than six minutes.

(b) In a 10 minute section – seven minutes.

(c) In an 11 minute section – eight minutes.

(d) In a 12 minute section – nine minutes.

**22.5.** Any timing to an accuracy of less than one minute will be recorded on equipment as detailed in 2.6.3.

**22.5.1.** Competitors will be timed by the official timepieces in charge of officials, *unless the SRs state that watches carried by the competitors will be used*.

**\*22.5.2.** If competitor's own watches are used, watches must be of a size and type to enable the dial to be read and must be sealed. The

**22.6. ASSESSMENT OF PERFORMANCE – OFF-ROAD EVENTS USING SCHEDULED TIMING**

Performance will be assessed in one of the methods listed. The 'Marks Lost' penalties as shown below will apply, *unless modified by the SRs or the SRs specify the Fails system* [21.1]

	<b>Marks Lost</b>	<b>or Fails</b>
(a) Not reporting at a control	30 mins	1
(b) Not reporting at or providing proof of visiting a check	30 mins	1
(c) Not complying with a requirement of the Road Book or Route Card including visiting a control more than once	15 mins	1
(d) Not complying with a reasonable instruction by an Official provided warning is given that a penalty will be applied	15 mins	1
(e) Not attempting or being ready to attempt a stage when instructed to do so	Stage Target	
(f) Not completing a stage	Stage Target	
(g) Not performing a stage correctly including taking the incorrect route	Stage Target	
(h) Making a false start at a stage	1 min	
(i) Every second taken to complete a Stage [subject to 22.1.2]	1/60 min	
(j) Arriving at a control or check, other than at the end of a non-competitive section before Scheduled time per minute	2 mins	
*(k) Arriving at a control or check after due time – per minute, where timing is to whole minutes – per fraction of a minute, where timing is to a fraction of a minute	1 min or fraction	Max. penalty not to exceed that for (a) missing a control
** (l) Early arrival at the end of a non-competitive section	30 mins	1
** (m) Breach of a Statutory requirement concerning the driving of a motor vehicle	30 mins	1
** (n) Contravening 22.4	30 mins	1
(o) Breach of Technical Regulations concerning the use of lights and breaches of the Construction and Use or Lighting of Vehicles Regulations	30 mins	1
(p) Excessive vehicle noise, excessive speed or driving likely to bring motor sport into disrepute [2.4 and 19.2]	30 mins	1
(q) Damaged or ineffective silencing system	30 mins	1
(r) Damage to car [21.1.2]	10 mins	1
(s) Receiving assistance contrary to 31.2 or 31.3.12 or contravening 24.1.1	30 mins	1
** (t) Breach of Regulations 17, 20.2, 24.1.3, 31.3.1, 31.3.3, 31.3.4, 31.3.9, 31.6.1, 31.6.2, 31.9	Exclusion	
† (u) Breach of Regulation 11.2.9	Stage max. plus 30 mins	
(v) Second offence (o), (p), (q), (r), (s), (u)	Exclusion	
(w) Breach of Regulation 31.2.3, 19.6, 28.8.1	Exclusion	

\*Except in 'neutral' sections where only a maximum lateness penalty equal to (a) shall be applied.

\*\*These penalties may not be decreased by the Supplementary Regulations. The decision on causing excessive noise during an event is left to the discretion of the Judge, Environmental Scrutineer [C12], or Driving Standards Observer [C13] who may refuse permission to proceed at any time. Driving Standards Observers' decisions on imposing a penalty for excessive speed or bringing the sport into disrepute will be penalised according to the SRs. Note also powers contained in 19.4.

†Any road section penalties thus incurred will be applied up to and including exclusion.

**22.7. ASSESSMENT OF PERFORMANCE – TARGET TIMED OFF-ROAD EVENTS**

Performance will be assessed as follows, *unless modified by the SRs* [21.1]

	Road Sections	Special Stages
(a) Not reporting at a control		Retired
(b) Not reporting at or providing proof of visiting a check	30 mins	
(c) Not complying with a requirement of the Road Book or Route Card including visiting a control more than once	30 mins	Stage Target
(d) Not complying with a reasonable instruction by an Official provided warning is given that a penalty will be applied	15 mins	Stage Target
(e) Not attempting or being ready to attempt a stage when instructed to do so		Stage Target
(f) Not completing a stage		Stage Target
(g) Not performing a stage correctly		Stage Target
(h) Making a false start at a stage		1 min
(i) Taking an incorrect route on a Special Stage		Stage Target
(j) Every second taken to complete a Stage [subject to 22.1.2]		1/60 min
(k) For each minute under Target Time on a Road Section of Service Area	1 min	
(l) For each minute before or after Due Time at a Main Control (out)	1 min	
(m) Breach of a Statutory requirement concerning the driving of a motor vehicle	30 mins	
(n) Contravening 22.4	30 mins	
(o) Breach of Technical Regulations concerning the use of lights and breaches of the Construction and Use or Lighting of Vehicles Regulations	30 mins	
(p) Excessive vehicle noise, excessive speed or driving likely to bring motor sport into disrepute [2.4 and 19.2]	30 mins	
(q) Damaged or ineffective silencing system	30 mins	
(r) Damage to car [21.1.2]	10 mins	
(s) Receiving assistance contrary to 31.2 or 31.3.12 or contravening 24.1.1	30 mins	Stage Target
**†(t) Breach of Regulations 17, 20.2, 24.1.3, 31.3.1, 31.3.3, 31.3.4, 31.3.9, 31.6.1, 31.6.2, 31.9		Exclusion
†(u) Breach of Regulation 11.2.9		Stage Target plus 30 mins
(v) Second offence (m), (n), (o), (p), (q), (s)		Exclusion
(w) Breach of Regulation 31.2.3, 19.6, 28.8.1		Exclusion

\*\*These penalties may not be decreased by the Supplementary Regulations. The decision on causing excessive noise during an event is left to the discretion of the Judge, Environmental Scrutineer [C12], or Driving Standards Observer [C13] who may refuse permission to proceed at any time. Driving Standards Observers' decisions on imposing a penalty for excessive speed or bringing the sport into disrepute will be penalised according to the SRs. Note also powers contained in 19.4.

†Any road section penalties thus incurred will be applied up to and including exclusion.

requirements for sealing watches must be stated in the SRs. The promoters may reject any watch which cannot be satisfactorily sealed or read.

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

**22.6.** see Chart on page 104.

**22.7.** see Chart on page 105.

**23. Controls – All Events using the Highway and Hill Rallies [2.2.13, 18]**

**23.1.** Controls, checks and test sites will open 30 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 a different opening period.*

**23.2.** The time of arrival at or departure from a control other than intermediate and final controls of regularity sections [where 22.2.1 applies], will be the time at which the Road Book or Time Card is presented by the competitor concerned, providing all crew members and car are within the control area.

**23.2.1.** Exceptions to 23.2 are:

(a) 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.

(b) 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 shall have discretion as to whether or not to make a record on the Time Card.

(c) At Special Stage Arrival Controls, no penalty will be incurred if the car enters the control area as follows:

On a target timed event, the car may enter during the sixty seconds immediately preceding the target check-in minute, or during the 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 9 minutes. It is therefore due at the next Time Control at 11.13. The car arrives at the yellow advance Control Board at 11.08, stopping before the yellow board. The car is permitted to enter the control zone 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. This procedure will incur no penalty.)

On a scheduled time event, the car may enter the control zone during the sixty seconds immediately preceding the due time minute, or during the due time minute. The procedure to be followed is identical to that for a target timed event from the point of arrival at the yellow control board to the actual check in time. The responsibility of establishing the

correct due time rests solely with the competitor.

**23.3.** The onus of presenting the Time Card rests with the competitor.

**23.3.1.** The time of reporting at controls will be recorded to the preceding whole minute when penalties are imposed per minute (e.g. 09 minutes 59 seconds will be recorded as 09 minutes). When a penalty is imposed for timekeeping error of less than one minute, the time will be recorded to the preceding second.

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.

**24. All Events except Hill Rallies Using the Highway [2.3.2 (c)]**

**24.1.1.** Competitors must not carry any form of Intercom (i.e. 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 22.6(u) or 22.7(s).

**24.1.2.** No regular assistance organised in advance may be utilised by competitors.

**24.1.3.** Competitors must Stop before entering any road protected by a Stop or Give-Way sign. Failure to comply will be penalised as in 22.6(v) or 22.7(t) [5.1]. Exceptionally, with the specific permission of the RLO, Give Way signs in Quiet Zones may be negotiated in accordance with the Highway Code. Such junctions must be advised to competitors in advance.

**24.1.4.** Only 1:50,000 scale OS maps may be used. The only information which can be added to the OS map as sold is:

(a) Highlighting numbers, words and all 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 area defined above.

(c) Information provided by the organisers of that event.

**24.1.5. Rally plates.** If required by the organisers, shall be displayed at the rear of the car and on, or just below, the rear side window [E 11.3.11., 2.3.1 (c)].

**24.1.6.** Competitors are strongly recommended to carry a First Aid Kit.

**\*24.2. Regularity Sections [3.3].** The SRs will specify whether or not competitors will be required to stop and present time cards at intermediate controls.

**24.2.1.** Timing will be at the moment of entering the control area.

**\*24.2.2.** The SRs will specify what penalties will be applied for stopping within sight of any control.

**\*24.2.3.** The SRs will specify what penalties will be imposed for early or late arrival at any control on a Regularity Section.

**24.3. Route Check:** An unmanned check to prove a competitor's adherence to the correct route. Proof of passage will entail the competitor recording the symbols from a Code Board which must be placed facing oncoming Rally Cars. The Code Board will be not less than 315 sq. cm and will show not more than five black numbers or five black letters or a combination of both up to a maximum of seven and be on a contrasting background. The size of the letters and/or numbers will be not less than three inches high (7.63 cm) with a minimum of 1/2 inch (1.27 cm) stroke width.

**24.4. Passage Control:** A manned control established to prove a competitor's adherence to the correct route. They cannot be located less than 500m from any other manned control. The only requirement for a competitor is to have the marshal's signature recorded.

**24.5. Time Control:** A manned control established to record the time of a competitor who must come to a stop for the purpose. It can additionally record the direction of approach and departure of the competitor. The only other information permitted to be recorded by the marshal is the authentication of the records held by the competitor. Such records, to be valid, must be signed by the marshal with the competitor not being required to make any entry on the time card.

**24.6.** An example of all official boards must be on display at documentation for the event.

**25. Off-Road Vehicle Trial** [6]

Must be organised in accordance with paragraphs 16, 17 and 18, 19, and 20 to 24 as appropriate.

**\*25.1.1.** The SRs may state that the persons comprising the vehicle crew at the start may be varied during the event.

**25.1.2.** Only one passenger may be carried on the vehicle during Observed Sections. That passenger must not be less than 16 years of age (exceptionally, the SRs for Off-Road Vehicle Trials may permit the minimum age of the passenger to be reduced to 14, providing the vehicle concerned is fitted with seat belts, and either a manufacturer's hard top, a truck cab, or a roll-bar), and must remain properly seated alongside the driver throughout all Observed Sections.

**25.1.3.** 'Bouncing' will be permitted only within the confines of the seating compartment, and then only so long as no portion of either the driver's or passenger's body other than arms and hands, is placed outside the sides of the vehicle or behind the seat they are occupying.

**\*25.1.4.** The SRs may state the minimum tyre pressure permitted for the competition.

**25.2. Numbers**

**25.2.1.** Numbers will be allotted by ballot. Numbered Results Cards will be issued at the start and shall be presented by the crew to officials. Competition Numbers shall be displayed on both sides of the competing

vehicle except for Trials *where the SRs may relax this requirement.*

**25.2.2.** Competitors will start in numerical order, and the organisers shall determine the order of running at each observed section.

**25.2.3.** Competition Numbers or Number Cards must be removed at the finish or if a competitor retires.

**25.3. Tyro Trial** [7]

Drivers must hold a valid RTA licence (not provisional) in respect of vehicles having more than three wheels. The SRs may permit entries to be accepted in respect of drivers who are 13 or over without a full RTA licence provided that the passenger holds a full RTA licence valid for the vehicles concerned and is a person who has experience of Off-Road Trials.

Vehicles not complying with 38 must be fitted with a standard manufacturer's hardtop/truck cab or a roll bar to drawing Q1 and the SRs may permit entries to be accepted in respect of drivers who are 15 or over without a full RTA licence provided that the passenger holds a full RTA licence valid for the vehicle concerned and is a person who has experience of Off-Road Trials.

The vehicle may only be driven between observed sections by a crew member who holds a valid full RTA licence.

All drivers must produce a valid membership card. More than one passenger may be carried where the driver holds a valid full RTA licence. Passengers under the age of 16 will not be deemed competitors for the purpose of licences or club membership and will not be required to sign-on. They will however be required to produce a letter of consent from a parent or guardian at 'signing-on' and this letter will be retained by the organisers.

All passengers shall be properly seated, the seat back shall be upright and the seat adequately fixed. All occupants must wear an approved seat belt at all times.

Only passengers seated in forward facing seats will be allowed, the seat back shall be upright and passenger(s) shall face forwards. The passenger sitting alongside the driver in sections must be at least 12 years of age.

Passengers who occupy the rear seats of the vehicle must not be less than 2 years of age, any child under 4 years of age must be seated in an approved 'child seat'.

**25.4. Junior Trial**

Must be organised in accordance with 16, 17, 19, 25.2, 26-26.3.13, and 27.

**25.4.1.** There will be three classes, Novice, Intermediate and Expert. Competitors must finish four Novice Junior Trials before being eligible to enter an Intermediate Junior Trial. Competitors must finish four Intermediate Junior Trials before being eligible to enter an Expert Junior Trial. Proof of finishing a Junior Trial will be by the signing of the competitors Competition Licence by the Clerk of the Course.

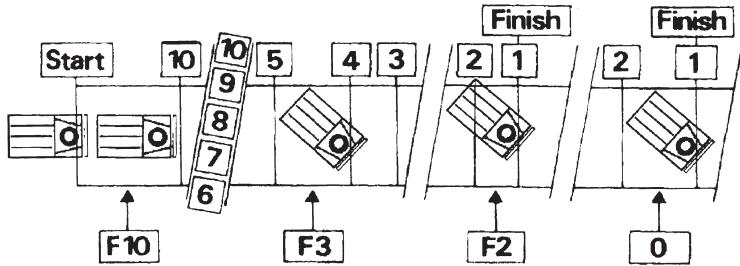


Diagram illustrating the application of 26.3 to 26.3.14. The lower figures preceded by F indicate the correct penalties for a car stopping in the position show.

**25.4.2.** Sections for the different classes may either be set out separately or so that a section increases in severity with separate finishing points for the respective classes.

**25.4.3.** At all times during the event Junior Trials Vehicles may only be driven under the instruction of an official.

**25.4.4.** Fiddle brakes may only be used by competitors in the Expert class. If fitted to vehicles entered in the Novice or Intermediate classes they must be rendered inoperative.

## 26. Observed Sections and Route

**26.1.** The onus of following the correct route shall rest with the competitor.

**26.1.1.** Any signs displayed other than in an Observed Section will be a supplementary aid without mandatory authority, unless the SRs specify otherwise.

**26.2.** Competitors will proceed from point to point with as little delay as possible, and any competitor suspected of loitering may be ordered to proceed by an official.

**26.2.1.** Competitors arriving at an Observed Section more than 20 minutes after the preceding competitor may be refused permission to attempt that section.

**\*26.3.** Competitors will attempt to negotiate Observed Sections non-stop. The organisers may, however, allow certain vehicles, by virtue of their size, to take a specified number of changes of direction on any particular section. The permission to change direction, and the vehicles eligible to claim the facility must be specified in the SRs or Final Instructions.

**26.3.1.** Failure of a vehicle to maintain unassisted forward motion in the direction of the course, will be regarded as failure to comply with the requirements to proceed non-stop, unless the Judges are satisfied that a permitted change of direction is intended, or the organisers have ruled that more than one attempt at any physical obstacle may be made. The point of failure will be at a vertical line from the centre of the hub of the front wheel which is the farther from the start of the section.

**26.3.2.** The beginning of any Observed Section will be marked by signs. The boundaries of an Observed Section may be indicated by markers, or natural obstacles. Such obstacles,

however, shall not be used as penalty markers.

**26.3.3.** Before attempting an Observed Section, a vehicle will be brought to rest with a leading wheel hub centre vertically over the start line, as indicated by officials, and the driver will not proceed until instructed to do so.

**26.3.4.** Observed Sections may be divided into sub-sections. In such cases, signs will indicate the beginning and end of each sub-section.

**26.3.5.** A vehicle will be deemed to have entered an Observed Section or sub-section when the leading wheel hub centre has passed the marker(s) indicating the beginning of the section.

**26.3.6.** A vehicle will be deemed to have left an Observed Section or sub-section when the leading wheel hub centre is past the marker(s) indicating the end of the section, provided that no prior penalties have been incurred.

**\*26.3.7.** Failure in a lower or earlier Sub-Section will constitute failure in all succeeding Sub-Sections. The start line will indicate the greatest penalty and the finish line the zero penalty. The SRs will specify the method of scoring and application of penalties.

**26.3.8.** The start line will indicate the greatest penalty, and the finish line the zero penalty.

**26.3.9.** A competitor will also be deemed to have failed to negotiate an observed section non-stop when:

(a) Any part of the competitor's vehicle touches a penalty marker, and/or

(b) All wheels of the competitor's vehicle cross the boundary of the course as defined by the Clerk of the Course. The point of failure will be deemed to be that at which a penalty marker is touched, or in the case of more than one penalty marker, the first penalty marker, or the point at which the boundary of the course is first crossed by all wheels of the competing vehicle.

**26.3.10.** Should the point of failure as defined by 26.3.9 coincide with the division between two sub-sections, the marks lost will be those appropriate to failure in whichever of the two sub-sections provides the greater penalty.

**26.3.11.** Performances on any Observed Section may be ignored at the organisers' discretion even though there have been successful attempts to negotiate the section. If

this discretion is exercised, no performance on the section in question shall be taken in account when compiling the results.

**26.3.12.** No unauthorised assistance is allowed and vehicles must complete the course under their own power.

**26.3.13.** No case of force majeure will be taken into consideration.

**26.3.14.** At the organisers' discretion, a minority of the Observed Sections may be timed, provided that the SRs state this will be the case, and the following conditions shall apply:

- (a) Only those sections which the organisers anticipate will be completed without penalty by the majority may be timed.
- (b) Any such sections must be less than 200m in length.
- (c) No sub-sections of an arduous or demanding nature may be used.
- (d) The maximum time allowed for each timed section shall be stated in the Official Instructions prior to the commencement of the test.
- (e) The maximum time allowed for each timed section must be such that no competitor is required to exceed 15mph or 30 seconds per 200m.

**27. Results – Trials**

**27.1.** Any penalties incurred on a timed section shall be calculated by reference to the following formulae *unless the SRs specify an alternative formulae.*

- (a) For failing to proceed non-stop. (Where the section is divided into sub-sections the penalty for failure will decrease in proportion to the number of sub-sections negotiated non-stop..... 12\*
- (b) For successfully negotiating the section within the time allowed:..... 0
- (c) For negotiating the section non-stop in excess of the time allowed:

Time taken x 100 – 100 = Time allowed	Penalties
.0	– 8.3: 1
8.4	– 16.6: 2
16.7	– 25.0: 3
25.1	– 33.2: 4
33.3	– 41.6: 5
41.7	– 50.0: 6
50.1	– 58.3: 7
58.4	– 66.6: 8
66.7	– 75.0: 9
75.1	– 83.3: 10
83.4	– 91.6: 11
91.7	– 100.0: 12
100.0 & above	12

\* Plus the highest penalty incurred by any competitor making an attempt correctly.

**27.2.** To be classified as a finisher, a competitor must have attempted at least three quarters of the total number of Observed Sections and arrive at the finish within 20 minutes of the preceding vehicle.

**27.3.** Competitors will start with zero marks. The competitor incurring the lowest

marks will be the winner and so on.

**27.3.1.** *Unless the SRs specify an alternative method,* each competitor will be provided with a results card which he will carry and produce on demand for officials to mark at each section.

**27.3.2.** Ties will be resolved at the organisers' discretion *unless the SRs state the method of resolving ties.*

**27.3.3.** Penalty marks will be incurred as follows, *unless the 'marks lost' stated below are modified by the SRs.*

*Marks Lost*

- (a) Each minute late reporting at the start or a re-start ..... 5
- (b) Failure in an Observed Section (where an Observed Section is divided into sub-sections the penalty for failure will decrease in proportion to the number of sub-sections negotiated non-stop) ..... 12
- (c) Not attempting or being ready to attempt an Observed Section or sub-section when instructed to do so .....12\*
- (d) Not complying with a reasonable instruction by an Official for which a penalty is not otherwise stipulated, and provided warning of penalty is given ..... 12\*
- (e) Driver and/or passenger not seated in accordance with 10.3.3 ..... 12
- (f) Running with tyre pressures lower than that required by SRs ..... 50

\* Plus the lowest total penalty incurred by any competitor making an attempt correctly.

**28. Competitive Safari [9]**

Additional to and taking precedence over paragraphs 16., 17., 19., and 25. to 27.

**\*28.1.** The SRs may permit two separate drivers to drive one vehicle under one entry. In such cases their total combined penalties will be added together as if they were one competitor.

**28.2.** Vehicles may carry one passenger in addition to the driver, who shall be seated in accordance with the provisions of 25.1.3.

**28.3.** It is recommended for Competitive Safaris, the crew should be identified by suitable means, i.e., a rubber stamp or a wrist identity tag of plastic/nylon construction which shall only be issued at signing-on. The identity marking must not be able to be removed and re-used, and must be fitted so as not to cause discomfort to the crew member. The identity markings must be worn under clothing to prevent the identity marking becoming entangled and causing injury during the competition. The competitor must be allowed to choose to which limb the identity mark is applied. Competitors will be required to show the identity marking to officials in the assembly area prior to the start line.



**28.3.1.** (E 11.3.11) Competition numbers must be displayed on both sides of the vehicle either on the front doors, or behind the front doors and above the vehicle waistline, and be displayed parallel to the vehicle sides.

**28.3.2.** Where the SRs require competition numbers to be displayed at the front, and/or rear of the vehicle, the competition numbers will be a minimum 100mm in height.

**28.4.** The course should have a clearly marked route so that no navigation is required, and all course markings should comply with the provisions of 9.6.

**28.5.** Practising will not be permitted over the course, *unless the SRs state to the contrary*. If permitted, the SRs must specify the number of practice runs and the times of the practice periods [9.5].

**\*28.5.1.** The SRs will specify the number of competitive runs.

**\*28.5.2.** The SRs will specify the time interval between vehicles leaving the start line, and whether or not the organisers may hold competitors en route in the event of the course becoming blocked ahead of them. In such instances, allowance will be made for the time competitors are delayed. The SRs will specify the method by which competitors are signalled to stop and whether re-runs will be permitted.

**\*28.5.3.** The SRs will specify the starting signal to be employed.

**\*28.5.4.** The SRs will specify the method of timing to be employed.

**\*28.6.** Competitors will be required to proceed over the course in the shortest possible time, but it is acknowledged that the topography of the course may be such as to induce an involuntary stop. Where such points can be foreseen, Specialist Recovery Vehicles will be positioned. *The SRs will specify whether Live Recovery will be operated by SRVs at the event.*

The SRs will specify the maximum time allowed to competitors for self recovery. When that time is exceeded, competitors must take official recovery

**28.6.1.** No recovery operations organised by the competitor in advance may be utilised.

**28.6.2.** Competitors will be advised of the minimum and maximum time allowed for the course, before the start.

**28.6.3.** At events where Live Recovery is being operated the Clerk of the Course will advise competitors of the procedures at the Drivers Briefing. Specifically the Clerk of the Course must specify whether the SRVs will be manned by the third crew member or whether the passenger/navigator will be responsible for attaching the tow rope. At events where the SRVs are crews of three the competitors will remain in the vehicle and must follow the instructions of the SRV crew. At events where the SRVs are crewed by two persons the passenger/navigator will alight from the stranded vehicle and comply with the following procedure;

(a) The passenger/navigator will stand clear and await instruction from the first crew member of the SRV that it is safe to attach the tow rope between the vehicles.

(b) When the passenger/navigator has properly attached the tow rope to the towing points, he will stand clear and indicate to the first crew member of the SRV that Live Recovery may commence.

(c) Once the stranded vehicle has been recovered and only after the first crew member of the SRV has indicated that it is safe to do so the passenger/navigator will detach the tow rope and ensure that it is safely stowed. The passenger/navigator will then indicate to the first crew member that the SRV may now clear the course or stage.

(d) The driver of the recovered vehicle must not proceed until the passenger/navigator is properly seated and belted in. Failure to comply will be penalised by exclusion.

**28.6.4.** When arriving at a point on the course or stage where a waved Yellow Flag is being displayed the competitor must not pass the Yellow Flag unless instructed to do so by the marshal. Failure to comply will be penalised by exclusion. Time lost whilst Live Recovery of another competitor is in progress will be regarded as force majeure [19.6].

**28.7.** *Unless the SRs specify otherwise penalties will be awarded in accordance with the following:*

(a) For each second taken to complete the course (over minimum time allowed) – 1 mark per second.

(b) For exceeding the maximum time allowed – exclusion.

(c) For taking official recovery – 100.

**28.8.1.** Competitors must carry an A4 size white board with a red SOS on one side and black OK on the other with a secure means of attachment/display towards oncoming competitors. Letters to be a minimum of 12cm high with a minimum stroke width of 1.5cm. In the case of an accident where urgent medical attention is required, where possible the red "SOS" board should be immediately displayed to the following cars and to any helicopter attempting to assist. Any crew which has the red "SOS" board displayed to them or sees a car which has sustained a major accident where both crew members are seen inside the car but is not displaying the red "SOS" board, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles. The Clerk of the Course, at his discretion, may award a notional time to any competitor(s) delayed by making such a report. 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. In the case of an accident where

medical intervention is not required, the "OK" board must be clearly shown by a crew member to the following vehicles and to any helicopter attempting to assist. If the crew leave the vehicle, the "OK" board must be displayed so that it is clearly visible to other competitors. Any crew failing to comply will be subject to a penalty at the Clerk of the Course's discretion. Competitors who misuse the 'SOS' or 'OK' board will be penalised and may be reported to the MSA for further penalty.

**28.8.2.** Any crew retiring from an event must report such retirement to the organisers as soon as possible, save in a case of force majeure.

**29. Off-Road Orienteering [10]**

Additional to and taking precedence over paragraphs 16, 17, 19, and 25 to 27.

**29.1.** Competitors will be expected to drive and navigate to specific eight figure map references.

**29.2.** Vehicles taking part in night orienteering events, must comply with the statutory lighting regulations.

**29.3.** Competitors will be provided with a copy of the relevant 21/2 in or 6 in to the mile OS map.

**29.4.** A compass and watch should be carried by all competitors.

**29.5.** Competitors will be issued with route cards and instructions, five minutes before their due start time.

**\*29.6.** No time schedule will be maintained during the event, but the maximum time allowed will be stated in the SRs.

**30. Off-Road Vehicle Timed Trials [8]**

Additional to and taking precedence over paragraphs 16, 17, 19, and 25 to 27.

**30.1.** Penalties will be in accordance with the following:

- (a) For each second over the target time, 1 mark per second.
- (b) For failing to satisfactorily negotiate the observed section within the maximum time allowed:- Maximum time allowed (secs) expressed as 1 mark per second.
- (c) The SRs may specify additional penalties based on a specified number of marks per second.

**30.1.1.** Failure of a vehicle to maintain unassisted forward motion in the direction of the course will not be regarded as failure to comply with the requirements to proceed non-stop. Further attempts to regain forward motion will be permitted until the maximum time allowed for the section has elapsed.

**31. Hill Rally [11]**

Additional to and taking precedence over paragraphs 16 to 28.

**31.1.1.** Incorporated in special stages may be trials type sections or tests, which shall be marked in accordance with the standard

procedures for ORV Trials or Autotests.

**31.1.2.** Competitors must be advised of the average speed which will be applied on special stages. At no time will competitors be required to average in excess of 50mph.

**31.1.3.** Each car must carry at least one passenger (navigator/co-driver) as well as the driver.

**31.2. Servicing [2.8]**

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

**31.2.2.** A vehicle 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.

**31.2.3.** 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 MSA in writing and in compliance with the regulations of the CAA [D 2.5].

Before considering any application for authorisation the MSA will require to be satisfied that such liabilities as they consider apply to the activities, including indemnity cover for MSA, the event promoters and organisers and the landowner, have been made available by the operator on their behalf to specified minimum requirements. Such application must be made at least 14 days prior to the event.

In accordance with CAA regulations, no aircraft is allowed within 500ft of the route, or within 3000ft of any large crowd.

**31.3. Competitors [11]**

**31.3.1.** Competitors and their associated service vehicles and personnel may only fit or use radio transceiving equipment and frequencies which are licenced in accordance with Department of Trade & Industry Regulations.

Furthermore, they shall not use, or carry, any radio transmitting device which operates on, or interferes with, the MSA's Licensed Frequencies. Contravention of these regulations will be penalised in accordance with 22.6(v) or 22.7(t).

**31.3.2.** In conjunction with scrutiny of the vehicle, drivers' and co-drivers' crash helmets and overalls must be produced for approval.

**31.3.3.** All crew members must wear a crash helmet bearing an MSA approval sticker [see Q 10] throughout any Special Stage.

**31.3.4.** All crew members must wear a safety belt on all Special Stages.

**31.3.6.** Drivers must conform with the Medical Requirements specified in E 2.9.6.

**31.3.7.** No person under 16 years of age may be carried during a rally with Special Stages.

**31.3.8.** Competitors must comply with any instructions in the Road Book concerning stopping at road junctions. Failure to comply will be penalised as in 22.6(o) or 22.7(m).

**31.3.9.** Crew members must not smoke during any stage or test.

**31.3.10.** Competition numbers must be displayed on both sides of the vehicle behind the front doors and above the vehicle waistline, and be displayed parallel to vehicle sides. Rally plates at the front and rear of the vehicle will display competition numbers of a minimum 100mm in height. On Multi-Use Hill Rallies, these will be at the organiser's option [2.3.1. (g)].

**\*31.3.11.** Organised assistance (Service) may be permitted on Hill Rallies provided the SRs indicate that it is permissible and providing that the organisers have provided suitable service areas and a specific time allowance for such servicing.

**\*31.3.12.** Organised assistance anywhere other than in the permitted area is forbidden.

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. 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, and/or the setting up and/or the collection and/or the use of equipment previously deposited, will be deemed to be Servicing.

**31.3.13.** The above regulations do not prohibit organisers advising competitors of any garages en route, where facilities are available.

**31.3.14.** Paragraphs 31.3.11 and 31.3.12 do not forbid competitors from personally making their own vehicles safe to drive. 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.

The only work permitted in these areas is to carry out the following work unassisted:

- (a) Replace a wheel with a flat tyre by a wheel and tyre carried in the competing car.
- (b) Clean lamp glasses, windscreen, windows, identification markings, and vehicle registration numbers.

Except in the areas listed above competitors may also work on their cars with the assistance of other competitors, the AA, the RAC, any similar nationally recognised breakdown service, or commercial garage not associated with the entrant and not organised in advance. Such AA, RAC or commercial

garage vehicle will not be allowed to enter official service areas.

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 the service vehicles bear the Official Service Plate.

**31.3.15.** A competitor may be fined or otherwise penalised by the Clerk of the Course if the crew of any service vehicle associated with his entry contravenes any regulation or any official instruction, or acts in a manner contrary to the interests of the event.

**31.3.16.** Competitors may be fined, but not otherwise penalised for breach of Road Traffic Laws by their service crews.

**31.4.** Competitors are strongly recommended to carry a First Aid Kit.

**31.5.** See 28.8.1.

**31.6.** During a special stage or test the prescribed route must be followed, and any direction signs displayed are mandatory.

**31.6.1.** Competitors overshooting the stop line at the end of any stage or test are forbidden to reverse back to the Control.

**31.6.2.** Competitors are forbidden to traverse a Special Stage, or part thereof, in the opposite direction to rally traffic.

**31.6.3.** Competitors must not voluntarily leave the prescribed route of a special stage without the express permission of the Stage Commander.

**31.6.4.** Competitors who are shown a red flag on a stage where they have been notified in advance of such a system must cease competition and come to a standstill at the side of the road/track as soon as possible.

They must not proceed until advised to do so by an official of the event [11.2.6(b)].

**31.7.** Competitors may only attempt a Special Stage once. Re-runs are not permitted [11.2.6(f)].

**\*31.8.** Following the instruction of the Stage Start Marshal to a competitor that he is next to start, the starting procedure for a special stage shall be as follows:

The Marshal should give a loud verbal indication of 30 seconds to go, 15 seconds, 10 seconds and 5 seconds. He will then countdown verbally 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. Making a false start will be penalised in accordance with 22.6(h) or 22.7(h).

**Note.** Stages where competitors are required to start at intervals of less than one minute may dispense with the 30 seconds to go advance warning. This revised procedure must be advised in the SRs.

**31.9.** *Unless the SRs state otherwise,* the use or possession of pace notes or any other means of giving a competitor advice relating to the

traversing of a Special Stage which has not been provided by the Organisers is forbidden [19.1.1].

This does not preclude the use of Ordnance Survey maps of 1:25,000 or 1:50,000 scale in addition to others that are specified in the SRs as being necessary in order to complete the route. The only supplementary information which may be shown on the maps is information given by the organisers of the event (including route details). Contravention will be penalised as in 31.9.1.

**31.9.1.** Any Competition Licence holder who permits the unauthorised presence at any time of any vehicle on a known Special Stage or Forestry Commission Land, will be excluded from any event involved and will be referred to an MSC Disciplinary Tribunal.

### **32. Team Recovery [12]**

Additional to and taking precedence over 16., 17., 19., and 25 to 27.

**32.1.** Details of the Observed Sections will be given at the start.

**\*32.2.** The SRs will specify the number of vehicles comprising a team.

**32.2.1.** Teams will start in numerical order, and the organisers will determine the order of running at each Observed Section. Team Members may start in any order.

**32.2.2.** *Unless the SRs specify otherwise,* teams will have the opportunity of inspecting the course before attempting each Observed Section.

**32.2.3.** Each team will nominate a captain, who will be responsible for carrying the official score card for the team, and who will produce it on demand to officials.

**32.2.4.** No passengers will be carried in any team vehicle when it leaves the start. This shall not preclude other members of the team from being carried through the Observed Section provided that they are properly seated and are only carried for as far as is necessary, and that the vehicle is stationary when they mount or dismount. Seat belts need not be worn.

**32.2.5.** Team vehicles must not be harnessed together before the start.

**32.2.6.** The onus of following the correct route will rest with the Team Captain.

**32.2.7.** Any team vehicle that cannot maintain unassisted forward motion in the direction of the course must be recovered by other Members of the Team. Team members may recover a fellow member by:

- (a) Pushing.
- (b) Towing.
- (c) Winching.

**\*32.3.** All equipment to be used by team vehicles as means of self recovery, including harness ropes and shackles, must be presented to, and passed by, the Scrutineer prior to the start, and such equipment must be carried on team vehicles throughout the competition.

**32.4.** Before attempting an Observed Section, team vehicles will be brought to rest behind the start line as indicated by Officials. Vehicles will not proceed until instructed to do so.

**\*32.5.** The starting signal will be stated in the SRs.

**32.6.** The team will be deemed to have left an Observed Section when all team vehicles have crossed the finishing line.

**32.6.1.** Where the competition is self recovery the failure of all team vehicles to proceed whether involuntary or otherwise from the start line into an Observed Section when instructed to do so, will be regarded as a failure in that section.

**32.7.** *Unless the SRs state otherwise,* a penalty of one minute will be added to the team time for each penalty marker touched.

**32.7.1.** The Official Instructions will state the maximum time allowed for each team to complete each Observed Section.

**32.7.2.** Where the competition is self recovery any team which fails to complete a section in the stated time shall have three minutes added for each vehicle that has not successfully completed the section.

**32.7.3.** The results will be determined by reference to the time taken, including penalties, for the team to complete each observed section. *Further penalties may be applied if the SRs allow.*

### **33. Point to Point [13]**

Additional to and taking precedence over 16, 17, and 25.1.1. to 25.2.2.

**\*33.1.** The SRs will specify whether the event will comprise:

- (a) A set number of points to be visited in the shortest time, or,
- (b) A set amount of time during which the maximum number of points are to be visited. In either case all the team must cross a finish line.

**\*33.1.1.** Competitors will be expected to seek and visit points which may be hidden by the natural topography. The SRs will specify if the points are to be visited at random or in a set order.

**\*33.1.2.** The SRs will specify if a point will comprise a single marker pole with minimum height of 1m, clearly marked or a gate of poles through which the direction of entry will be clearly marked.

**33.1.3.** Each point visited shall be recorded either by collecting a token or by an Official marking a score card. Tokens and score card(s) will be the one(s) provided by the organisers.

**\*33.2.** The SRs will specify the starting signal to be used.

**\*33.2.1.** The SRs will specify the method of timing to be employed which shall be done in accordance with the requirements of 9.2.2.

**\*33.2.2.** The SRs shall specify the maximum time allowed.

**\*33.2.3.** The SRs shall specify the number of vehicles in a team.

**33.3.** Each team will nominate a Captain who will be responsible for carrying the Official score card(s) or tokens for the team and who will produce them on demand to Officials.

**33.3.1.** In addition to the driver, vehicles may carry one passenger/navigator who shall be seated in accordance with the provisions of 25.1.3.

**33.3.2.** Competitors may be required to dismount at each point visited to record that visit and must fasten safety belts prior to the vehicle moving off.

**33.4.** No recovery assistance outside that given by a Team member is allowed.

**33.5.** Practising will not be permitted.

### **34. Winch Recovery [14]**

Additional to and taking precedence over 16, and 17.

**34.1.** Details of the course, the manner in which the recovery object is to be moved, the maximum time for completion and method of starting will be given at the start. Competitors will be allowed to examine the course prior to the start.

**\*34.2.** The SRs will specify the number of vehicles and members in a team. No more than three members will be allowed in one team.

**34.2.1.** Each team will nominate a Captain who shall be responsible for keeping any score-card(s) issued and represent the team to the Clerk of the Course.

**\*34.2.2.** At the start and finish all team members must be correctly seated in the vehicle(s) and all equipment must be in or on the vehicle(s). The team completing the course with the least penalties as stated in the SRs will be the winner.

**34.3.** Each team will be allowed a minimum of two attempts at the course.

**34.4.** The Clerk of the Course may stop the team if he considers that the mode of recovery is, or is likely to prove, dangerous to officials, competitors, spectators or natural terrain. He may also award penalties for this or touching gates.

**34.5.** Once the winch vehicle and anchor vehicle have manoeuvred into position they must remain stationary whilst winching. Natural anchorage points may be used but must be protected from damage.

**34.6.** It is strongly recommended that all members of the team wear protective clothing, i.e. overalls, gloves, eye protectors and for the competitors, other than the winch operator, a crash helmet to MSA specification.

**34.7.** All equipment, including cables, ropes, straps or webbing, shackles, blocks, hooks, ground anchors, winches, etc. and vehicles must be presented to, and approved by, the Scrutineer prior to the event. The Organisers may supply certain equipment.

### **35. Promotional Events**

**35.1.** Drivers must hold a valid RTA licence (not provisional) in respect of vehicles having more than three wheels. The SRs may permit entries to be accepted in respect of drivers who are 16 or 17 or over without a full RTA licence provided that the passenger holds a valid full RTA licence and is a person who has experience of Off-Road Trials. The vehicle may only be driven between observed sections by a crew member who holds a valid full RTA licence.

**35.2.** All drivers must produce a valid membership card. More than one passenger may be carried where the driver holds a valid full RTA licence. Passengers under the age of 16 will not be deemed competitors for the purpose of licences or club membership and will not be required to sign-on. They will however be required to produce a letter of consent from a parent or guardian at 'signing-on' and this letter will be retained by the organisers.

**35.3.** All passengers shall be properly seated, the seat back shall be upright and the seat adequately fixed. All occupants must wear an approved seat belt at all times.

**35.4.** The passenger sitting along side the driver in sections must be at least 14 years of age. Passengers who occupy the rear seats of the vehicle must not be less than 2 years of age, any child under 4 years of age must be seated in an approved 'child seat'.

## **C. TECHNICAL**

### **36. General**

#### **36.1. Chassis**

**36.1.1.** Have a minimum wheelbase of 127cm (50in).

#### **36.2. Body (including Aerodynamics)**

**36.2.1.** Unless a rear engine Off-Road vehicle, have a bonnet or metal casing, of solid non-inflammable material covering and/or surrounding the engine, which is secured by fasteners of adequate strength and having a positive locking action.

**36.2.2.** Have windscreens erected unless the event takes place wholly on private property or *SRs state otherwise*.

**36.2.3.** Tailgates may be removed.

#### **36.3. Seating**

**36.3.1.** Be equipped with two fixed seats for the driver and passenger, *unless the SRs state otherwise*. The rearmost part of these must not be behind the rear wheel axis. In the case of non-production cars the rearmost part of any additional seat must not be more than 38cm behind the rear wheel axis.

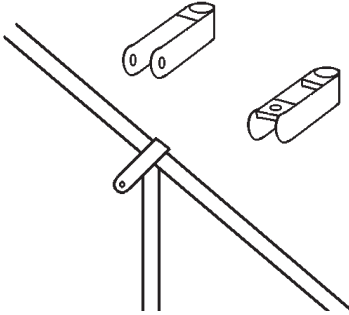
#### **36.4. Engine**

Comply with E 12.4.2.

#### **36.5. Suspension**

**36.5.1.** Be fitted with sprung suspension between wheels and chassis unless originally manufactured otherwise.

**36.5.2.** Where the top mounting of the shock absorber, whether or not it is fitted with a coil spring, is mounted directly to a main member of the roll cage, a brace(s) must be fitted between that mounting point and the chassis or those members of the vehicle frame acting as the chassis. It is prohibited to mount the shock absorber by drilling and/or welding a stud or bolt directly to the roll cage. All mountings must comprise reinforcements in material at least the same thickness as the roll cage wall thickness. The recommended mounting is shown in the drawing below.



**36.6. Wheels**

**36.6.1.** Not be fitted with duplicated driving wheels *unless permitted by SRs.*

**36.7. Tyres**

**36.7.1.** Be fitted with tyres that are compatible with the wheels acceptable to the organiser, *unless a particular type and size of tyre is specified in SRs.*

**36.7.2.** Carry a securely fastened spare wheel and tyre capable of replacing any one of the wheels in use on the vehicle, *unless stated otherwise in SRs.*

**36.7.3.** May have more than four wheels and tyres. Wheels and tyres must be compatible.

**36.7.4.** Have at least the minimum legal tread depth on all tyres.

**36.8. Transmission**

**36.8.1.** Be equipped with an operable reverse gear.

**36.8.2.** Be fitted with a non-torque biasing differential in full and free operation between the driving wheels, unless:

(a) A differential was not fitted by the manufacturer.

(b) *The SRs specify otherwise.*

**36.8.3.** Vehicles may use all wheel drive *unless SRs specify otherwise.*

**36.8.4.** Vehicles may have traction afforded by wheels, track, marine propellers or any combination of these.

**36.9. Electrical Systems**

**36.9.1.** Must not be equipped with more than two auxiliary lights, which must be located in accordance with legal requirements, except where the event takes place wholly on private property.

**36.10. Silencing**

Comply with the silencing levels E 12.17.8.

**36.11.** The following parts of E 12 remain unmodified by this section:

**Brakes Steering Cooling Oil Systems Fuel Systems Weight/Ballast Exhausts.**

**36.12. Safety**

**36.12.1. Competitive Safari, Point to Point and Hill Rally**

There are three classifications of vehicle design, which, whilst requiring the same principles of roll cage design, may employ different mounting methods.

(a) **Monocoque**, being a vehicle of unitary construction employing an integral chassis structure.

Monocoque vehicles must mount the roll cage in accordance with Q 1.2.2, and may fit a diagonal as drawing number Q5.

(b) **Vehicles with Chassis**, being a vehicle employing a separate chassis structure from the body or superstructure.

Vehicles with chassis must mount the roll cage directly to the chassis in accordance with drawing number Q33, following the principles of Q 1.2.2, except where the body contains a superstructure of internal steel pressings including the floor it is permitted to install the roll cage in accordance with 36.12.1 (a). It may be necessary to weld additional chassis outriggers on which to mount the roll cage, such additional outriggers must be of at least 75x50mm box section steel, being not less than 3mm thick. Alternatively, in respect of the main hoop, this may be constructed to drawing number Q38, allowing mounting to the main chassis rails, or to drawing numbers Q50 and Q51. Where the roll cage passes through the superstructure's floor panels, two alternative methods may be employed, either oversize holes which allow the uninterrupted passage of the tubes to the chassis, placed in such a manner as to allow for the movement of the superstructure where this is rubber mounted to the chassis, or by spreader plates to Q 1.2.2, where the cage structure shall be continued beyond the floor pan to the chassis and mounted as previously prescribed to drawing number Q33.

The backstays in short wheelbase vehicles may have to be mounted aft of the rear suspension mountings to the chassis in order to comply with Q 1.2.3.

Drawing numbers Q52 and Q57 shows the installation for an external front cage to an internally mounted rear roll bar and backstays showing the method for attachment through the vehicle's roof skin. This installation may only be used where the body is rigidly mounted to the chassis. The backstays where mounted directly to the chassis may be configured either in line with the main chassis members or angled to the rear roll bar as shown in drawing number Q57.

The longitudinal bars connecting the front to

rear roll bars should be straight or where a manufacturer's truck cab or hard top is fitted the bars may follow the contours of the roof. An optional centre bar may be installed either diagonally or if evenly spaced in line with the exterior longitudinal bars as shown in drawing number Q53. If more than one centre bar is fitted they must be evenly spaced.

Where the roll cage is mounted directly to the chassis the front hoop may be mounted as shown in drawing number Q54. Alternatively the front hoop may be mounted directly to a fabricated chassis extension as shown in drawing number Q55. The chassis extension must be constructed as shown in drawing number Q56.

(c) **Spaceframe**, being a vehicle constructed entirely from a framework including an integral roll cage, of tubes and/or box sections.

All vehicles must comply with Safety Criteria Q 1.5.1 to drawing number Q6a or Q36.

Spaceframe vehicles must have the roll cage incorporated into the frame of the vehicle. It must be welded and integral to the design. Where there may be difficulty with rear engine installations in respect of fitting a diagonal brace, braces to drawings number Q34 or Q35 may be used.

Materials and dimensions must comply with Q 1.3 or be to BS1387 medium weight, blue band, being 42.30x3.2mm for vehicles up to 1000kg or 48.00x3.2mm for vehicles exceeding 1000kg. All diameters are outside diameters. All weights are deemed to be unladen.

New vehicles which do not comply with the above must be approved in accordance with Q 1.4.

All vehicles must comply with Q 2.1.2, Q 3.1.2 (not plumbed in), Q 6 and Q 8.

If a windscreen is fitted it must be of either laminated glass or plastic of a minimum thickness of 4mm. If a plastic windscreen is perforated for viewing purposes, approved goggles or visors must be worn.

Two red warning lights must be fitted, to the specification but not location of Q 5, being rearward facing and mounted as high as is practicable within the bodywork confines, which must be switched on when visibility is reduced, or when instructed to do so by the Clerk of the Course.

A passenger grab rail/handle or strap must be fitted in front of the passenger and must be constructed and installed in such a manner that it does not compromise the safety of the crew.

### **36.12.2. Team Recovery and Timed Trial**

All open or soft top vehicles must comply with Safety Criteria Q 1.5.1 to drawing number Q1, or with the rear stays to Q53, Q50 or Q38.

All vehicles with Manufacturer's hard top or truck cab are recommended to adopt Safety Criteria Q 1.5.1 to drawing number Q1.

All vehicles must comply with Q 3.1.2 (not plumbed in), Q 6.

Criteria Q 2.1.1 and Q 8 are recommended.

If a windscreen is fitted it must be of either laminated glass or plastic of a minimum thickness of 4mm. If a plastic windscreen is perforated for viewing purposes, goggles or visors must be worn.

Wire Mesh is recommended to front and rear of cab, windscreen and rear window.

### **36.12.3. Trials and Orienteering**

Criteria Q 1.5.1 to drawing number 1, Q 2.1.1, and Q 3.1.1 are recommended.

### **36.13. Miscellaneous**

**36.13.1.** Be currently registered and taxed as a PLG vehicle, unless SRs relax this requirement due to the event taking place wholly on private property. *The SRs may also waive the requirement to comply with E 12.19.6.*

**36.13.2.** Comply with all Statutory Regulations as to Construction and Use and lighting of vehicles (especially regarding brakes, lighting, tyres, warning devices, rear view mirror, silencer, speedometer, wings and windscreen) *unless the SRs specify otherwise.*

**36.13.3.** Be fitted with substantial towing point front and rear, painted in a contrasting colour, *unless SRs state otherwise.*

**36.13.4.** Vehicles may be modified from manufacturer's specifications, providing that all such modifications meet Vehicle Regulations.

**36.13.5.** Independently operated rear brakes are permitted.

**36.13.6.** The use of nylon ropes for recovery purposes is recommended. Non-stretch ropes are acceptable, cables or chains are not recommended

### **37. Competitive Safari**

*Classes are free but must be stated in the SRs.*

### **38. Tyro Trial**

All Standard Production 4x4 vehicles with Petrol or Diesel engines including military variants of civilian models, mass produced by a motor manufacturer and generally available for normal retail sale or available via a network of dealers, whether designed principally for the transportation of passengers, commercial use or dual purpose. Saloon cars and car derived commercial vehicles are prohibited.

All vehicles must display a current VED disc, trade plates are not acceptable, and where appropriate the vehicle must have a valid MOT Certificate. Front seats may be replaced but rear seats, and the original number of seats when the vehicle was manufactured must be retained. Bumpers must be retained in their original position. Safety improvements may be added to the vehicle.

### **39. Junior Trials Vehicle**

#### **39.1. Chassis and Body**

The chassis and bodywork must be standard

except where modified to comply with these regulations and must be that from a proprietary machine. E 12.3.1. does not apply in respect of the seat cushion being below the adjacent body. 36.1. does not apply.

**39.2. Engine**

**39.2.1.** Must be fitted with four-stroke petrol or diesel vertical crankshaft engine of the Industrial and Commercial restricted type designed for use on a Ride on Mower or Lawn/Garden Tractor.

**39.2.2.** The engine must be fitted in its original location and retain its governor or restrictor which may not be modified or removed.

**39.2.3.** The engine must be fitted with an effective silencer. The silencer and exhaust manifold are free as to type and location but must be fitted with shields where located outside of the bodywork or chassis.

**39.2.4.** The engine must be fitted with an air filter, the type and location are free.

**39.3. Transmission**

**39.3.1.** Must be fitted with a manual, constant mesh transmission of the type originally fitted to the vehicle. Transmissions of an alternative make or model may be fitted.

**39.3.2.** The driver must be protected from all drive belts/chains.

**39.3.3.** Must not be fitted with a locked, locking or torque-biasing differential.

**39.4. Wheels and Tyres**

**39.4.1.** Wheels and tyres are free.

**39.5. Brakes**

**39.5.1.** Must be fitted with a brake system operating on both rear wheels simultaneously. The brakes will be operated by a single foot pedal and may activate the brakes either mechanically or hydraulically and must be capable of locking the wheels when applied at maximum speed.

**39.5.2.** Must be fitted with a mechanical handbrake operating directly on both rear wheels, which is capable of holding the vehicle on a 45-degree longitudinal gradient.

**39.6. Steering**

**39.6.1.** The steering system must retain its original location and operation, and must be un-assisted. Steering system components are free and may be strengthened

**39.6.2.** A steering damper may be fitted.

**39.7. Front Axle**

**39.7.1.** The location and mounting of the front axle must be standard to the vehicle and no alteration may be made to the chassis or bodywork to increase articulation.

**39.7.2.** The front axle may be modified or replaced.

**39.7.3.** Movement of the front axle may be controlled by the addition of springs and/or dampers, or friction materials between the axle and the chassis.

**39.8. Safety**

**39.8.1.** A roll cage (see drawing Q58) must be fitted comprising a front and rear hoop which extend the full width of the bodywork and which maintains the minimum clearance above the competitors helmet when properly seated (Q31)

**39.8.2.** Sidebars must be fitted which prevent the driver's feet from involuntarily leaving the confines of the vehicle.

**39.8.3.** A rear brace must be fitted to the rear hoop to guide and locate the shoulder straps of the seat belt.

**39.8.4.** The roll cage, comprising the front and rear hoops, lateral bars, side bars and rear brace must comply with Q 1.3 or be to BS1387 medium weight, blue band, being of a minimum 42.30x3.2mm external diameter and wall thickness.

**39.8.5.** The roll cage must be bolted to the chassis with 3mm thick spreader plates and a minimum of two 10mm high tensile bolts at 25mm between centres per mounting (drawing Q13) or; bolted to outriggers of 3mm wall thickness bolted/welded to the chassis, using 3mm thick saddles and two 10mm high tensile bolts at 25mm between centres per mounting (drawing Q59) or; welded to outriggers of 3mm wall thickness bolted/welded to the chassis as drawing Q51.

**39.8.6.** A seat belt to Q 2.1.2 must be fitted.

**39.8.7.** A circuit breaker to Q 8 must be fitted which is operable by the driver when properly seated and which is clearly marked.

**39.8.8.** A crash helmet to Q 10 must be worn.

**39.8.9.** The battery must be securely mounted and fitted in a sealed container or under the bonnet.

**39.8.10.** A strong and clearly marked recovery point must be fitted to the rear of the vehicle.

**39.8.11.** The seat must be rigidly located and designed to securely locate the driver up to and including the shoulders. A head restraint must be fitted where not integral to the seat [Q 13].

**39.8.12.** The fuel tank must be located under the bonnet and comply with Q 14.1.2.

**39.9. Miscellaneous**

**39.9.1.** A front bumper or bush guard must be fitted to protect the chassis and bodywork and which may provide location for under chassis protection and which must provide a suitable towing point.

**39.9.2.** Under vehicle protection skid plates/guards may be fitted to protect the steering, engine and transmission.

**39.9.3.** Ballast may be added to the vehicle provided it is securely attached to the chassis and or skid plates. Ballast must be located below the floor line.