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**A. REGULATIONS APPLYING TO ALL RALLIES****1. Introduction**

**1.1.** Organisers of all rallies, whether using the public highway or not, and all other events using the public highway must comply with Section B of this book and the following.

**1.2.** 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.

**1.3.** In addition, for all events, an MSA permit must be obtained before the event is run. The MSA permit and the CAS Authorisation numbers must be shown in the Final Instructions.

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

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

**1.4. National 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. If appropriate The Motor Vehicles (Competitions and Trials) Regulations must be complied with in all respects

**1.5. International Courses.** When the projected route of an event traverses the territory of other ASNs, the organisers, through the MSA, must obtain the consent of all ASNs through whose territories the route may pass. The selection of roads to be used must be approved by the ASN concerned. A detailed itinerary with expected speeds and distances must be submitted to the ASN for its approval.

**1.6.** The MSA may impose specific restrictions on the number or character of events that traverse foreign territory.

**1.7.** Clubs must not allow a new organiser to organise any event without there being strict checks by experienced people concerning compliance with these Regulations. Organisers of National 'B' and higher status events must have previous organisational experience.

**1.8. Exemption of Permit Events.**

Certain events also qualify for a Permit or Exemption Certificate [B 4 or B 5] provided that they meet the MSA Regulations for organising Rallies.

**1.9.** Organisers intending to use any Forest Enterprise property for events not covered in 24.2.1 must liaise with the Forestry Liaison Officer at least 3 months before the event.

**2. Upgrading of Events**

**2.1.** For a rally to be considered for upgrading to National 'B' status of a similar format it must be observed as a Clubman event and have a minimum of 25 starters unless special dispensation has previously been agreed with the MSA.

**2.2.** For upgrading to National 'A' Stage Rally there must be a minimum entry of 50 as a National 'B' event of a similar format to that proposed for two consecutive years preceding first-time application. Thereafter the minimum entry must not be less than 50 in one of two consecutive years.

**2.3.** Upgrading to an International Stage Rally will be at the discretion of the MSA.

**3. Duties and Responsibilities of Clerks of the Course**

Along with his duties detailed in C 5, the Clerk of the Course should ensure compliance with the following:

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

**3.1.2.** Reasonable precautions must be taken in the selection of route, time of day, control of spectators and any other relevant factors to avoid inconvenience being caused to the general public or to local residents.

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

**3.1.4.** Effective public relations work must be carried out according to the requirements for the type of event. [4]

**3.1.5.** 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.

**3.1.6.** The appointed CAS 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 CAS, particularly concerning the needs of special public relations work in sensitive areas. The RLO must also be consulted, as above, in respect of Multi-Use Stage Rallies. The Route Liaison Officer may:

- (a) Require the sight of all paperwork relating to the event, including PR sheets.
- (b) Request the CAS 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 special 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.

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

**3.1.8.** The necessary permission from Highway Authorities must be obtained in respect of all footpaths and bridleways that are used or crossed and any conditions they lay down must be adhered to. 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 inconvenience unduly 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 Use applying to the Section. Alternative routes for other Rights of Way users must be signposted. Warning Notices [B 18.1.1, 18.3, 18.4] as appropriate and the Safety Code should also be on display in all such areas.

**3.2.** 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. Any event that 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.

**3.3.** 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.

**3.3.1.** No time or speed schedule shall be imposed which requires or encourages competitors, while using a highway open to the public, to achieve an average speed between any two points that exceeds the following limits: [32.1.(b)]

(a) 30mph for cars in the case of all highways other than motorways. For sections run on minor roads under 4m wide during daylight hours (0700 to 2200 hrs) the average speed may not be greater than 20mph unless agreed by the RLO.

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

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



(d) 20mph for cars on neutral sections (except on M, A or B class roads). 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 that they are being asked to average [16.6].

**\*3.3.2.** The organisers may establish a check at any point for the purpose of observing maintenance of a set speed and/or time schedule and/or route, provided that such checks 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 that are to be observed.

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

**3.4.1.** 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 before the competition.

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

**3.4.3.** 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.

**3.5.** 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 [14.4.2.]. 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.

**3.6.** 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.

**3.7.** Competitors must be started on the road sections of a rally at intervals of one minute and will leave the start in numerical order, unless the SRs specify a longer time interval or a different order. On 'Road Rallies' reverse seeding is not permitted.

**3.8.** After a rally has started, the organisers will not accept any claim from competitors concerning:

(a) Force majeure.

(b) Baulking [24.2.10.].

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

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

**3.10.** Stewards or upgrading Observers should be supplied with a complete marked map of the route before the date of the event, and must also be supplied with a set of all instructions and route cards, etc., that are issued to competitors and officials when they are available.

**3.11.** Competition licences should be signed proving that the holders completed the event without adverse report. Signatures may be obtained by both the driver and the navigator or co-driver.

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

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

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

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

**3.12.4.** Any official timepiece timing to the minute that is not within 15 seconds of BBC/ Telecom time or any official timepiece timing to the second that is not within 5 seconds of BBC/Telecom time will be disregarded.

**3.13.** If competing cars or Service Vehicles are required to carry any identification markings, the name of the organising clubs must be incorporated on such identification except for multi-use stage rallies confined wholly to private property.

**3.14.** 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, K 11.2.].

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

**3.15.1.** 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.

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

**3.17.** When the MSA medical and safety radio frequency (81.575MHz FM) is to be used it must be operated in accordance with Radio Communications Agency and MSA licensing requirements (available on request) [24.2.6.].

**4. Public Relations**

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

**4.1. General –**

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

(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 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.** Rallies with Special Stages, including Multi-Use Stage Rallies must comply with 4.3.

**4.3.** See tables below and over page for detailed requirements.

**5. Sound Testing**

**5.1.** Before 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 car reading over 98dB(A) from starting, except for Special Stage Rallies, where a level of 100dB(A) is permitted, unless the SRs specify lower levels. (All measurements refer to the 0.5m test). [E 12.17.8.].

**5.1.1.** For cars of periods A to D there is a waiver from the requirement to use a Sound Meter on daytime events. However, Driving Standards Observers for sound must be appointed.

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

**5.1.3.** 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 and/or Judges [13.1, 13.2, 24.2.11(h), 24.2.12(a), C 12, C 13.] qualified to carry out their duties by experience.

They shall have the authority to prevent the further participation of the car concerned until the car complies with the relevant regulations. [C 12.1]

CODE	PR REQUIREMENTS
A	Personal visit to an adult member of household within 100m.
B	Letter to each householder within 100m.
C	Public notice.
D	Personally visit and obtain signature from an adult member of any household within 500 metres of any point where competitors are required to stop (i.e. any control or clue point).
E	Consult RLO.
F	Personal visit to an adult member of household within 150m.
G	If timed to the second, not pass through any area which has in excess of 20 occupied dwellings within 300m radius of the route, unless written agreement is given by all of the householders within that area and the MSA has given its permission.
H	Letter to each householder within 100m, unless the RLO agrees to a lesser requirement on daylight events.



SPECIFIC REGULATIONS FOR RALLYING

**PR REQUIREMENTS  
ALL EVENTS TRAVERSING THE PUBLIC HIGHWAY**

Permit	Section	Road Type	Time	PR Requirement		
ROAD RALLY (inc. HISTORIC)	STANDARD (timed to second) inc. W 4.1 STANDARD (time to minute)	All Classes (see K.15.2.2) (see K.15.2.3)	23.59 to 1 hour after sunrise	A(G)	D	
		All Classes	24 hour	B	D	
	REGULARITY	A & B Habitation	22.00 to 07.00	C	D	
		Yellow/White UCR/Private	24 hour	H	D	
		A & B Habitation	07.00 to 22.00	E	D	
	TRANSPORT & NEUTRAL	White/UCR/ Private	24 hour	B	D	
		Yellow	22.00 to 07.00	B	D	
		Habitation A, B & (Yellow 07.00 to 22.00)	24 hour	C	D	
	ECONOMY, NAVIGATIONAL & 12 CAR RALLIES (All types) VINTAGE (22.00 to 07.00)	STANDARD & REGULARITY	A & B Habitation	22.00 to 07.00	C	D
			A & B Habitation	07.00 to 22.00	E	D
Yellow/White UCR/Private			24 hour	H	D	
TRANSPORT & NEUTRAL		White/UCR/ Private	24 hour	B	D	
		Yellow	22.00 to 08.00	B	D	
		A, B, Habitation & (Yellow 07.00 to 22.00)	24 hour	C	D	
VINTAGE (07.00 to 22.00)	ALL	ALL	07.00 to 22.00	C	D	
VETERAN	ALL	ALL	24 hour	C	D	
NAV. SCATTERS	ALL	ALL	24 hour	E	D	
TREASURE HUNTS TOURING ASSMS.	ALL	ALL	24 hour	E	D	
SPECIAL STAGE RALLIES including MULTI-USE STAGE RALLIES	ROAD	A & B, Habitation	22.00 to 07.00	C	D	
		Yellow	22.00 to 07.00	B	D	
		White/UCR/ Private	24 hour	B	D	
		A, B, Yellow Habitation	07.00 to 22.00	E	D	
	ACCESS/EGRESS To/From STAGE To PUBLIC HIGHWAY	ALL	24 hour	F	D	
	SPECIAL STAGE	Private or Roads Closed by appropriate Legislation	24 hour	F		
CLASSIC TRIALS and ALL OTHER EVENTS USING THE PUBLIC HIGHWAY		White/UCR/ Private	24 hour	B	D	
		Yellow	22.00 to 07.00	B	D	
		A, B, Habitation & (Yellow 07.00 to 22.00)	24 hour	C	D	

For Codes see table on previous page

## B. COMPETITORS

### 6. General

Competitors in any rally or in any other event using the public highway must ensure that they and their vehicles comply with Section E of this book and the following:

**\*6.1.** Competitors and vehicles must report for the start and for scrutineering at times stated in the SRs.

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

**6.1.3.** Competing cars must comply with the appropriate Technical Regulations [22, 37, E 12].

**6.1.4.** In conjunction with scrutiny of the car, Entrants, Drivers and Co-Driver or Navigators must produce the following for approval:

(a) Competition Licence and/or Club Membership Card as appropriate.

(b) The name and address of Insurers and Insurance Agent in respect of that part of the event on the Public Highway [B 9.3.6].

**6.1.5.** Competitors on Historic Road Rallies, must present at Scrutineering, the DVLC registration document of the vehicle as proof of its period authenticity. If the registration document does not verify this fact, written authorisation from the MSA or an MSA or FIA identity form must be presented.

**6.2.** 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.

### 7. Necessary Licences

**7.1.** (a) A competitor must, if driving in the event, hold a current valid driving licence appropriate to the vehicle.

(b) Both Driver and Co-Driver or Navigator must hold and produce a valid Competition Licence for those rallies specified in the 2006 Chart of Minimum Acceptable Licences as requiring a Competition Licence.

(c) Must hold and produce a valid Club Membership Card for all events of National 'B' status or less.

(d) If the entrant is neither the Driver nor Co-Driver or Navigator, he must hold and produce a valid Entrant's Licence.

**7.2.** Upgrading Competition Licences. See Section E 2.15.4. or the notes accompanying the licence application form.

### 8. Minimum Ages

**8.1.** Drivers must be at least 17 years of age and hold a full RTA licence for all rallies and for all events using the public highway.

**8.1.1.** Navigators (Non-drivers) on Rallies without special stages must be at least 12 years of age and on Rallies with special stages at least 16 years of age.

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

**8.1.3.** Deleted

**8.1.4.** All Competition Licence applications from Minors must be supported by a Parent or Guardian as Guarantor.

### 9. The Crew

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

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

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

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

**9.1.4.** No person shall travel or ride otherwise than in a proper seat.

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

### 10. Numbers [E 11.3.11]

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

**10.1.1.** On Road rallies, rally plates if required by the organisers shall be displayed at the rear of the car and on, or just below, the rear nearside window.

**10.1.2.** On Special Stage rallies competitors must display their allocated competition number on both front doors as specified in E 11.3.11. The numbers must be in position before the car is presented for scrutineering and will be subject to approval as to the position, legibility and size. The timekeepers may decline to record the time of any car whose competition numbers are not readily apparent. Rally plates must be displayed at the front and rear of the car. On Multi-Use Stage rallies front and rear plates are at the organiser's discretion.

### 11. Instructions to Competitors

**11.1. Official Documents.** Along with B 8.3 the SRs for the event must clearly state:

(a) The type of Rally (Road, Navigational, Stage, etc.) that is being organised, and if there will be standard sections, special stages, regularity sections or other types of test.

(b) When details of the route or any test or stage will be issued.

(c) Any maps required (including their scale and issue reference) and any modification of 25.13. In any dispute concerning mileages, these shall

- be calculated according to 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 cars are required to be taxed and insured for use on the public highway [37.9.1].
- (g) Whether competitors are required to carry competition numbers [22.5.4].
- (h) Whether servicing is permitted and if so the manner in which service vehicles will be identified.
- (j) Any information which is required in order to comply with 9.1.3, 3.3.2.
- 11.2.** No oral instruction to competitors during 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. Any instruction concerning these details must be displayed as an official notice at least 30 minutes before the first car is due to start or issued in writing to each competitor who must acknowledge its receipt by signing an appropriate form [B 8.1.4, C 13.2.1].

## C. SPECIFIC REGULATIONS FOR ROAD EVENTS AS DEFINED BELOW

### 12. General

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

**12.2. Historic Road Rally.** As 12.1 above, but participation is limited to cars complying with the appropriate Technical Regulations for Historic or Post-Historic Road Rally Vehicles.

**12.3. Navigational Rally.** A Rally designed to test the navigational skill of the crew.

**12.4. Twelve Car Rally.** A Rally complying with one of the above categories [12.1 or 12.2 or 12.3] and which falls within the provisions of automatic authorisation under the Motor Vehicles (Competitions and Trials) Regulations (where applicable). The category must be indicated in the title of the event (i.e. Economy Twelve Car Rally, etc.).

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

**12.6. Veteran Rally (or Run).** A Rally or Run restricted to vehicles built before 1 January 1919.

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

**12.8. Economy Rally.** Designed to assess the fuel economy of competitors' cars and in which the overall results are based on the relative fuel consumption of these cars.

**12.9. Other Events.** Classic Trials, Off-Road Trials and any other form of event that uses the Public Highway.

**12.10.** These events must comply with the following:-

**12.10.1.** They must not include any Special Stages.

**12.10.2.** Except for Road and Navigation Rallies they must not include any Special Tests.

**12.11.** 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 18(p).

**12.12.** No regular assistance organised in advance may be used by competitors in rallies defined in 12.1 to 12.8 inclusive, except when permitted in the SRs for Vintage or Veteran events.

**12.12.1.** 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.

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

- (a) By a ferry.
- (b) By outside means for a minimum distance necessary to extricate it from difficulty.
- (c) By gravity.
- (d) By its crew.

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

### 13. Duties and responsibilities of the Clerk of the Course [B 12.1, E 3.2]

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

- (a) Failure to stop at Stop or Give Way signs.
- (b) Failure to comply with the requirements of a test.
- (c) False starts on tests or standard sections.
- (d) Unauthorised use of auxiliary lights.
- (e) Unauthorised possession of recorded notes, radio equipment or intercom [12.11].
- (f) Unauthorised servicing.
- (g) Sound.
- (h) Violation of out of bounds areas.

**13.2.** Regional Associations must be advised by event organisers at least two months before all Road Rallies including Navigation and Historic Road Rallies within their area and may appoint a Driving Standards Observer [C 13].

All other events may appoint their own Driving Standards Observers [C 13] to adjudicate on:

- (a) Excessive vehicle sound including exhaust, induction and transmission sources (observed during the event).
- (b) Excessive speed.

(c) Driving in a manner likely to bring motor sport into disrepute.

(d) Compliance with special restrictions e.g. Quiet Zones.

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

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

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

**13.6.** All Timekeepers will be Judges concerning time recorded.

**13.7.** For Road Rally Events (as defined by Permit) only, the Chief Scrutineer must be appointed from the list of MSA Technical Officials.

#### 14. Route

**14.1.** The only route information that may be given out before the competitors' due start time will be information regarding Quiet zones, black spots, rejoin points and Neutral sections. Exceptionally, and if the SRs permit, other route information may be given out in advance on road, or historic road rallies, for those parts of the route that take place between the hours of 0700 and 2200.

**14.2.** The location of all Stop and 'Give Way' junctions along the route must be issued to competitors along with clear instructions as how competitors must treat them [14.2.1]. In addition the organisers must identify any other junction at which competitors are required to stop.

**14.2.1.** Competitors must Stop before entering any road protected by a Stop sign or a Give-Way sign where that part of the event is held between 22.00 and 07.00 hrs Failure to comply will be penalised as in 18(q) [14.2]. Exceptionally, with the specific permission of the RLO, Give Way signs in Quiet Zones may be negotiated according to the Highway Code. Such junctions must be advised to competitors in advance.

**14.3.** Only 1:50,000 scale OS maps may be used. The only information that 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.

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

**14.4.1.** Competitors must visit controls and

checks in the order set out in the Time Card or Route Card unless otherwise specified.

**14.4.2.** 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.

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

**14.4.4.** No private road shall be used by competitors unless specific permission to do so is given by the organisers.

#### 15. Types of Section.

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

All sections will:-

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

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

**15.2. A Standard Section** shall

**15.2.1.** If timed to the second, not pass through any area that has more than 20 occupied dwellings within 300m radius of the route, unless written agreement is given by all the householders within that area and the MSA has given its permission.

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

**15.2.3.** 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.

**15.2.4.** If timed to the second, not start before 2359hrs, nor finish more than one hour after sunrise.

**15.2.5.** 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.

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

**15.2.7.** Not require competitors to average more than 30mph.

**15.3. A Neutral section** shall

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

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

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

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

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

**15.3.6.** 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.

**\*15.4. 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. Competitors will not be required to maintain an average speed in excess of 30mph.

**15.5. A Transport Section** shall

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

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

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

**15.5.4.** Comply with 17.7.

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

**15.5.6.** 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.

## **15.6. Special Tests**

**15.6.1.** Special Tests (Road and Navigation Rallies only)

Written approval must be obtained from the MSA for any special tests, by submitting detailed diagrams and written explanations of their format and finishing procedures. These tests must be designed so that no competitor can be expected to exceed an average speed of 30mph. No benefit shall accrue to any competitor who exceeds 30mph. Test finishes must be arranged in such a way that there can be no possibility of a competitor completing a test whilst a previous competitor blocks the finish. Flying finishes are not permitted. Vehicles must comply with 22.1–22.5 or 22.21.

**15.6.2.** Special Tests (Endurance Road Rallies).

Written approval must be obtained from the MSA for any special tests, by submitting detailed diagrams and written explanations of their format and finishing procedures. These tests must be designed so that no competitor can be expected to exceed an average speed of 40mph. No benefit shall accrue to any competitor who exceeds 40mph. Test finishes must be arranged in such a way that there can be no possibility of a competitor completing a test whilst a previous competitor blocks the finish. Flying finishes are not permitted. Vehicles must comply with 22.21.

## **16. Controls**

**16.1.** Controls, checks and test sites will open at least 15 minutes before the due time of arrival of the first car and close 30 minutes after the due time of arrival of the last car, unless the SRs specify a different opening period.

**\*16.2.** The SRs will specify what penalties will be applied for stopping within sight of any control.

**\*16.3.** The SRs will specify what penalties will be imposed for early or late arrival at any control on a Regularity Section.

**16.4.** If at any control or check due to be operated by officials, the officials are not present during the whole period when the competitors may report, all performances at such a point will be ignored in compiling the results [except as provided for in 13.4].

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

**16.5.** 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.

**16.5.1.** 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.

**16.5.2.** 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.

**16.6.** It will be an offence for any competitor to proceed or continue in the event until the information required by 3.3.1 is provided.

## **16.7. Types of Control or Check**

**16.7.1. 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 that must be placed facing oncoming Rally Cars. The Code Board will be not less than 315 sq cm and will show not more than 5 black numbers or 5 black letters or a combination of both up to a maximum of 7 and be the right way up on a contrasting

background. The size of the letters and/or numbers will be not less than 3 inches high (7.63 cm) with a minimum of 1/2 inch (1.27 cm) stroke width.

**16.7.2. 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 or stamp recorded.

**16.7.3. 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.

**16.7.4. Main Time Control:** Organisers may designate certain Time Controls [16.7.3] such as start controls and restart controls as Main Time Controls. Competitors failing to visit or reporting outside their maximum lateness at MTCs will be deemed to have retired. Early or late arrival or departure will be penalised in accordance with 18(e) or (f).

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

## 17. Timing

**17.1.** All sections must be timed according to the requirements of Scheduled Time, by watches that read to correct BBC/Telecom time of day.

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

### 17.3. Definitions for 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) **Outside Total Lateness (OTL)** is the point where a competitor is deemed not to have visited the control or check because he is more than 30 minutes past his Scheduled Time (including any delay allowance) unless the SRs specify a different period.

**17.4.** The time of arrival at or departure from a control other than intermediate and final controls of regularity sections [where 15.4 applies], will be the time at which the Time Card is presented by the competitor concerned, providing all crew members and car are within the control area.

**17.4.1.** Exceptions to 17.4 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.

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

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

**17.6.** 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.

**17.6.1.** Competitors may themselves reduce lateness without penalty in the following manner, providing the Section is not defined as 'Neutral' [15.3] unless either forbidden to do so by the SRs or if by so doing they commit a breach of 17.7.

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

(b) A competitor who wishes may miss a Control or Controls. He will be penalised in accordance with 18(a) or (b) 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, and the competitor has missed the control at the beginning of a neutral section the competitor will only be permitted to restart without further penalty at their official corrected time based on the time of arrival at the last control visited within maximum lateness.

(c) If the need arises for an organiser to extend maximum permitted lateness, this can only be done at a point on the route at which competitors are required to report to avoid 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.

**17.6.2.** No penalty free lateness or official delay allowance that has been either reduced or foregone as permitted by 17.6 and 17.6.1 may be reclaimed. However, this does not exclude fresh claims based on new circumstances.

**17.7.** A competitor found to have traversed a distance greater than four miles between two consecutive time controls in less than three-quarters of the time specified by the official time schedule will be penalised in accordance with 18(l). 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.

**17.8.** 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 Route or time card(s).

**17.8.1.** Any timing to an accuracy of less than one minute will be recorded on equipment as detailed in 3.12.2.

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

**\*17.8.3.** 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 requirements for sealing watches must be stated in the SRs. The organisers may reject any watch that cannot be satisfactorily sealed or read.

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

**18. Penalties** (see next page)

### 19. Documentation

All documentation issued by the organisers shall have the same force as the SRs.

Along with the requirements of B 8 the following must be included in documentation issued for the event.

**19.1.** The Route Card or Time Card shall clearly:

(a) Indicate the description of each section (Standard; Neutral; Transport; Regularity, etc.) [15].

(b) Specify the time allowed to traverse the route between each time control and all the information necessary to enable competitors to comply with 3.3.1.

(c) Indicate what information the organisers require to be recorded and the places at which these records will be made [16], except as provided for in 3.3.2.

(d) Indicate which checks will be manned by Officials except as regards checks established in accordance with 3.3.2.

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

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

### 20. Results

**20.1.** To be classified as a finisher, a competitor must report to all Main Time Controls and unless otherwise stated in the SRs, at least two-thirds of the controls listed in the Route Card or Time Card and report to the final control, if not an MTC, within the maximum lateness specified, with the same crew in the same car in which they started.

**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 18(q) 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.

**20.2.2.** Damage in relation to 18(q) will be considered as being any tear or indentation exceeding 50mm in depth occurring to the external surfaces of the coachwork or its accessories (excluding windscreens, windows, lamps, and bumpers) above the horizontal plane at the wheel centre.

**18. Penalties**

**SUMMARY OF PENALTIES TO BE APPLIED ON SCHEDULED TIMED EVENTS**

- Performance will be assessed in one of the methods listed, either by time penalty or by the 'fails' system. The SRs must specify which system is to be used.
- \*These penalties may be increased by the SRs; they may not be reduced.
- \*\*The penalty may be increased if stated in the SRs.
- The items in *italics* may not be varied by the rally organisers.

	<b>Time</b>	<b>Fails</b>
<i>(a) Not reporting or reporting OTL at a Main Time Control</i>	<i>Retired</i>	
* <i>(b) Not reporting or reporting OTL at any other Time Control</i>	30 minutes	1 Fail
* <i>(c) Not complying with the route card including visiting a control more than once</i>	15 minutes	1 Fail
* <i>(d) Not reporting at Passage Control or providing proof of visiting a Route Check</i>	5 minutes	1 Fail
* <i>(e) Arrival before scheduled time at the end of a Standard Section</i>	2 minutes per minute	
* <i>(f) Arrival after due time at the end of a Standard Section</i>	1 minute per minute	
* <i>(g) Arrival before due time at the end of a Neutral Section</i>	30 minutes	1 Fail
** <i>(h) Arrival before due time at an intermediate control or finish control of a Regularity Section</i>	Actual time early	
* <i>(j) Arrival after due time at an intermediate control or finish control of a Regularity Section</i>	Actual time late	
* <i>(k) Breach of any statutory requirement concerning the use of a motor vehicle</i>	30 minutes	1 Fail
<i>(l) Contravention of 17.7</i> * <i>First Offence</i> <i>Second Offence</i>	30 minutes	1 Fail <i>Exclusion</i>
<i>(m) Excessive speed or driving likely to bring motor sport into disrepute</i>	<i>Exclusion</i>	
<i>(n) Excessive sound</i>	<i>Exclusion</i>	
<i>(o) Receiving assistance contrary to 12.12</i>	<i>Exclusion</i>	
<i>(p) Breach of 12.11, 22.5.8</i>	<i>Exclusion</i>	
<i>(q) Breach of 9, 20.2, 20.2.2, 14.2.1 or 14.3</i>	<i>Exclusion</i>	

**Penalties left to the discretion of the Clerk of the Course which may go as far as exclusion [C.5.4].**

- (r) Failure to follow the instructions of an official.
- (s) Further breaches of (k).
- (t) Breaches of Regulations detailed in Section O.

**20.3.** Competitors will start with zero fails and/or marks. Classification will be made from competitors who have incurred the least number of fails. Competitors who have incurred an equal number of fails will be classified by reference to total marks lost.

**20.3.1.** 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. Additional Regulations for Specified Types of Event**

Certain types of event are granted certain waivers [21.4] from the requirements of 4 as follows:

**21.1. Navigational Rallies which must comply with the following in addition to the above:**

- (a) Classes must be based on the ability of competitors, for example, masters, experts, non-experts and novices.
- (b) Must not include any vehicle classes, whether by capacity or by group.
- (c) Route cards or Route information (except the location of Give Way signs, rejoin points or Blackspots), must not be issued to any competitor, prior to his starting time.
- (d) Cars must comply with 22.2.7, 22.4.1, 22.5.3 and 22.5.4.

**21.2. Economy or Vintage Rallies, which must comply with the following:**

- (a) Penalties for both early or late arrival must be



imposed at all controls. Such penalties must be at least as great for early arrival as late arrival.  
(b) Must not have any section timed to an accuracy of less than one minute.

**21.3.** Subject to compliance with the above, Economy, Navigational or Vintage Rallies will be required to carry out Public Relations work in accordance with 4.

**21.4. A Twelve Car Rally** must comply with the following:

- (a) Be run according to the requirements of an Economy, Navigational or Vintage Rally, and be so described in the Supplementary Regulations. Any section defined as 'Standard' [15.2] may not be timed to an accuracy of less than one minute.
- (b) It must not form part of any championship other than a championship restricted to bona fide members of the organising club.
- (c) The Route Liaison Officer must be consulted. If the RLO requires additional PR work in sensitive areas this must be completed to his satisfaction.
- (d) It must not be scheduled to run between 1800 hours on a Saturday and 0700 hours on a Sunday unless written permission has been given by the RLO and advised to the MSA. It should normally be run mid-week and in the early evening.

Twelve Car rallies that do not meet these requirements are not permitted.

**21.5. Historic Road Rallies** must comply with the following:

- (a) Classes must be based on the ability of competitors (masters, experts, non-experts, and novices). Additionally it is permitted to sub-divide these classes by vehicle cubic capacity and/or age.
- (b) Unless stated otherwise in the SRs Post-Historic cars must compete for their own separate class awards only. They may not be included in overall or class results.
- (c) PR work in accordance with 4 must be carried out.
- (d) Written approval must be obtained from the MSA for any special tests, by submitting detailed diagrams and written explanations of their format and finishing procedures. These tests must be designed so that no competitor can be expected to exceed an average speed of 30mph. No benefit shall accrue to any competitor who exceeds 30mph. Test finishes must be arranged in such a way that there can be no possibility of a competitor completing a test whilst a previous competitor blocks the finish area.

**\*21.6. A Navigational Scatter Event** must comply with the following:

- (a) Be only open to members of the organising club and not more than eight invited Clubs.
- (b) The SRs should clearly define the nature of the event and specify all navigational equipment required. An estimate of the mileage likely to be covered should be included.
- (c) The points to be visited must be placed

so that there is no single obvious route.

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

(d) Be planned in such a way that the competitors should have ample time to attempt to visit the required number of points.

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

(f) Have no element of timing on the Public Highway, although competitors may be required to finish by a specified time.

(g) PR work must be carried out according to 4.

### **21.7. Exemption of Permit Events**

**21.7.1. A Road Safety Event** must comply with the following:

(a) Not have a route which exceeds 150 miles on the Public Highway except in special circumstances.

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

(c) Have no timing on the road section other than that necessary to determine the duration of the competition.

(d) If any tests of driving ability are included they should not exceed 100m in length. If timed tests are included the speed of the vehicles shall not be the sole determining fact, and at least an equal number of untimed tests must also be included.

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

(f) The title of the event must clearly indicate its connection with Road Safety.

**21.7.2. A Treasure Hunt** 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.

**21.7.3. A Veteran Car Rally** (or Run) which must comply with the following:

- (a) If it is run in accordance with 21.7.3(b), (c), (d) and (e), it will be exempt from the PR requirements of 4 and Public Relations work need only be undertaken by prominent advertising in the area of the route.

- (b) Must allow competitors to set their own average speeds subject to a maximum average speed of 24mph between Start and Finish (or Rest Halt).
  - (c) Must have no intermediate timing points between the Start and Finish (or Rest Halt).
  - (d) Must have only passage controls along its route.
  - (e) Competitors' route instructions should be given in the form of descriptive notes only.
- 21.7.4. Economy Runs.** If held on or using private land the event must receive permission from the MSA before any public announcement.

## 22. Technical Regulations

In addition to complying with E12 all cars competing in Road Rallies must comply with the appropriate part of the following:

### 22.1. Body

**22.1.1.** Have bodywork that represents the manufacturer's original profile and which may include any optional extras available directly from that manufacturer. Bumpers must be fitted. Paintwork must be one colour or manufacturer's original colour scheme. No primer is to be visible.

**22.1.2.** Must not have wheel arch extensions, unless fitted by the manufacturer as a standard manufacturing item to the body shape.

**22.1.3.** All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. This trim will include headlinings, inside door panels, carpets and rear seats. Front seats may be improved or replaced. The trim, including the rear seat may be cut to allow the fitting of a safety cage.

**22.1.4.** Full harness seat belts may be fitted.

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

### 22.2. Engine

**22.2.1.** Have a maximum of four cylinders.

**22.2.2.** Have a maximum of two carburettor chokes (two single or one double).

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

**22.2.4.** Not have forced induction.

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

**22.2.6.** A standard Wankel unit will be

considered as three cylinders – twin Wankel units are prohibited.

**22.2.7.** Comply with the silencing levels C 12.1.1, E 12.17. and 5.1

**22.2.8.** Have induction air filter elements fitted that ensure the vehicle complies with noise regulations E 12.17.

### 22.3. Wheels and Tyres

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

**22.3.2.** Be fitted with tyres that are always legal for use on the public highway. All moulded slick tyres are prohibited including those listed as FIA Approved Moulded Slick Tyres.

**22.3.3.** Have all spare wheels securely fastened in position.

**22.3.4.** Not be fitted with spiked or studded tyres or any non-skid attachments, other than chains if permitted by SRs.

### 22.4. Electrical Systems

**22.4.1.** Have a maximum of four forward facing beams as well as side and indicator lights, unless further restrictions are specified in SRs. Light pods are not permitted. (i) A headlamp provides the main beam and dipped beam functions. An auxiliary lamp provides a beam other than that provided by the headlamp. A headlamp may consist of a single reflector with a dual filament bulb or separate reflectors each with single filament bulbs providing the functions of main beam and dipped beam separately which will be considered as equivalent to a single dual filament headlamp unit. Lamp units comprising two reflectors where one reflector is fitted with a dual filament bulb will be considered as a combined headlamp and auxiliary lamp. In this instance therefore no additional auxiliary lamps may be fitted. (ii) Auxiliary lamps using gas discharge technology are not permitted. Gas discharge headlamp units may not be retrofitted. (iii) Where more than four beams are fitted as standard only four may be used and the remainder must be rendered unusable for the duration of the event.

**22.4.2.** Not use any auxiliary lights in neutral sections except in conditions of fog or falling snow as permitted by law.

**22.4.3.** Have all lights fitted and used according to motor vehicle lighting regulations.

**22.4.4.** External navigational or marshal lights are not permitted.

### 22.5. Miscellaneous

**22.5.1.** Be currently registered and taxed as a Private Car.

**22.5.2.** Comply with all statutory regulations as to the Construction and Use of vehicles (especially regarding brakes, lighting, tyres, warning devices, rear view mirror, silencer, speedometer, wings and windscreen).

**22.5.3.** Not use racing style numbers unless otherwise stated in SRs.

**22.5.4.** Not have any advertising except for event sponsor decals which must be

incorporated within the rally plate.

**22.5.5.** Be equipped with an effective method of stopping fuel supply, operable by the driver when normally seated. (N.B. The ignition switch would normally cover this requirement.)

**22.5.6.** Use pump fuel as defined in Section P.

**22.5.7.** Brakes are free but must comply with Construction and Use Regulations.

**22.5.8.** For all road events the use of global positioning systems or any other type of position determining device is prohibited and will be penalised in accordance with 18(p). Exceptionally the SRs for Navigation Rallies and Navigational Scatters may permit their use.

**22.6. Standard Production Cars**

**Note:** In this section the term MODEL refers to all variants of the same family of cars.

**22.6.1.** Standard Production Cars must comply with 22.1 and 22.5 but are exempt from the requirements of 22.2, 22.3, and 22.4 and must comply with the following regulations:

**22.7. Body (External)**

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

**22.7.1. Body (Internal)**

It is prohibited to add to, remove or change any manufacturer's fitted internal fittings or furniture, except for the following:

- (a) Front seats may be improved or replaced
- (b) Full harness seat belts, (provided the original belts and fittings are left in full working order).
- (c) Rollcage.
- (d) Replacement steering wheel of non-standard diameter or construction.
- (e) Additional gauges giving information on engine performance, etc. (e.g. Tachometers, Oil Pressure or Temperature Gauges, etc.), always providing that the layout of the original instruments is not changed.

**22.8. Engine**

The engine fitted must in all respects conform to that fitted by the manufacturer for the model of vehicle. Air Filters must be fitted but may be changed regarding type and manufacture, but must ensure compliance with Technical Regulation E 12.17. To ensure oil and/or fuel are not deposited on the public highway sumpguards and tankguards may be fitted. It is permitted to fit a guard or guards to the silencing system that must retain at least the same number of silencer boxes and expansion chambers as catalogued for the car.

**22.9. Transmission**

The gearbox shall be that as fitted to the model of vehicle. Any changes to the gearbox or final drive ratio are prohibited.

**22.10. Lights**

The headlights and auxiliary lights shall remain as fitted by the manufacturer. Cars fitted as standard with two headlights may add two auxiliary lights. Cars fitted as standard with more than four forward facing beams may retain them but may only use a maximum of four where appropriate on the event. No external navigation or marshals' lights are permitted. No reversing lights other than those fitted by the manufacturers are allowed. Light pods are not permitted.

**22.11. Wheels and Tyres**

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

**22.12. Suspension**

The suspension system shall remain the same as that fitted by the manufacturer. The shock absorbers may be of any make and may be upgraded from standard. The mounting method and position shall remain as specified by the manufacturer. It is prohibited to fit 'telescopic' instead of 'lever arm' shock absorbers and vice versa.

**22.13. Miscellaneous**

- (a) To avoid misunderstanding, competitors are advised to obtain a copy of the appropriate manufacturer's documentation as to the standard specification of the car.
- (b) Competitors are advised that a method of sealing the engine should be provided if, in the event of a capacity check being ordered, they wish to delay this examination to a later date.

**22.14. Historic Rally Cars:**

**(a) Historic Category 1 Road Rally Cars.**

Must have been registered before 1.1.68, comply with 22.2.8, 22.3.3, 22.3.4, 22.4.1, 22.4.2, 22.4.3, 22.5 and the following [see 22.17.1]:

**(b) Historic Category 2 Road Rally Cars.**

Must have been registered between 1.1.68 and 31.12.74 and comply with all of 22.1 to 22.5.6 inclusive. [see 22.17.1]:

**(c) Historic Category 3 Road Rally Cars.**

Must have been registered between 1.1.75 and 31.12.81, comply with their FIA Group 1 or 3 homologation papers, and comply with all of 22.1 to 22.5.6 inclusive. [see 22.17.1]: Historic Category 3 Road Rally Cars will compete for their own awards only, and they will not be included in the overall or class results.

**22.15. Note.** Cars in categories 1 and 2 registered after the appropriate date may be permitted, provided that documentary evidence is submitted to the MSA to show that the specific car (not model) was manufactured within the specified period. This will include any technical documentation supplied by the manufacturer, documents relative to the vehicle, information available concerning chassis and engine number and other such

information from reliable and/or authenticated sources as may be available. On receipt of satisfactory evidence the MSA will issue an Historic Vehicle identity form which must be presented at scrutineering with the registration document. All cars in Category 3 are required to have a valid Historic Vehicle Identity Form to which the relevant FIA Homologation forms must be attached.

**22.16. Permitted Modifications**

**22.16.1.** Only period modifications used in rallying on the particular make and model of car are permitted for Historic Road Rally Cars. Modifications are only allowed if they were available before 1.1.68 in the case of Historic Category 1 Road Rally Cars, before 1.1.75 in the case of Historic Category 2 Road Rally Cars, and before 31.12.81 in the case of Historic Category 3 Road Rally Cars.

**22.17. Recommended Classes**

Along with the mandatory requirements of 21.5(a), capacity and/or age of vehicle, classes can be introduced. It is recommended that they be the same as for Historic Stage Rallies.

**22.17.1.** Certain waivers may be available for cars entered in Historic Road Rallies run solely for vehicles manufactured before 1.1.42. The MSA, at their discretion may also grant waivers for Historic Category 2 and 3 Road Rally Cars in respect of 22.2.1, 22.2.2 and 22.2.3.

Application for these waivers should be made to the MSA regarding a specific event giving full details of the waivers sought. Any such waivers will be exclusive to an individual motor club and a nominated event.

**22.18. Engine**

**22.18.1.** Forced induction is permitted if by means of a mechanically driven supercharger, or by an exhaust driven turbocharger if fitted as original equipment by the vehicle manufacturer. Such cars will be classified as having an engine capacity increased by one third.

**22.18.2.** Induction air filter elements must be fitted that ensure the vehicle complies with noise regulations E 12.17. Exceptionally, and with the permission of the Chief Scrutineer, those cars where 5000rpm is inappropriate may be tested at 3/4 of maximum rpm.

**22.19. Wheels, Tyres and Brakes**

**22.19.1.** Must be fitted with tyres that are always legal for use on the public highway.

**22.19.2.** The size of the wheel may not differ from that originally fitted by more than 10% on nominal diameter and by 1 inch (25.4mm) on nominal width. The resultant track measurement shall not differ from the original by more than 1 inch. Rims shall not exceed 6 inches.

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

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

**22.19.3.** The fitting of tyres with an aspect

ratio of less than 70% is prohibited.

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

**22.20. Miscellaneous**

**22.20.1.** Not use racing style numbers unless otherwise stated in SRs.

**22.20.2.** Not have advertising. Event sponsor decals are permitted.

**22.20.3.** Use pump fuel as defined in Section P.

**22.21. Endurance Road Rally**

**22.21.1.** Vehicles must comply with 22.1–22.5 and the following:

**22.21.2.** Deleted.

**22.21.3.** Standard production specification engines limited to 1400cc petrol and 2000cc diesel are permitted. Forced induction is prohibited

**22.21.4.** The exhaust system is free but must retain the original exhaust manifold. Where originally fitted with a catalytic converter the standard part must be retained

**22.21.5.** The transmission shall be that as originally fitted to the model of vehicle. Any changes to the gearbox or final drive are prohibited.

**22.21.6.** The suspension type and mountings shall remain the same as that fitted by the manufacturer. The shock absorbers may be of any make and may be uprated from standard, and adjustable spring platform struts are permitted. The mounting method and position shall remain as specified by the manufacturer. Springs are free but must retain their original location. Bushes may be changed for similar polymer materials but rose-joints or similar metal joints are prohibited.

**22.21.7.** Must be fitted with rollover protection to drawing Q1.

**22.21.8.** Must be fitted with seat belts to Q 2.1.2.

**22.21.9. Brakes.** Brake fluid, pads and linings, and stone protection are free.

**22.21.10.** For daylight Endurance Road Rallies it shall be permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturers make or model, or the name of the event, or a recognised motor club, or a registered national charity, provided that it does not impinge upon the drivers view.

**K**

**D. SPECIFIC REGULATIONS FOR SPECIAL STAGE RALLIES**

Along with Parts A & B of Section K the following regulations are applicable to Special Stage rallies.

**23. General**

**23.1. Special Stage Rally:** A Rally containing Special Stages joined by linking sections that may use the Public Highway.

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

**23.3. Multi-Use Stage Rally:** A Special Stage Rally, which uses parts of stages more than four times during any day of the event.

**23.4. Historic Special Stage Rally:** As 23.1 and 23.3 above, but participation is limited to cars complying with the appropriate Technical Regulations for Historic or Post-Historic Special Stage Rally Vehicles.

**23.5. Rally Time Trial:** As 23.3 above. Further details are available from the permit department at the MSA.

**24. Duties and Responsibilities of the Clerk of the Course**

**24.1.** The Clerk of the Course of National 'A' or International Stage Rallies must be licensed by the MSA.

Applicants will only be considered if they have been appointed by an organising club entitled to run events at National 'A' or International status.

**24.2.** The Clerk of the Course should ensure compliance with the following:

**24.2.1.** The use of Forest Enterprise property must have been approved by the MSA. Permission must be applied for by an annually specified date, prior to the Forest Enterprise year (1 January–31 December). No contact shall be made with Forest Enterprise before receiving approval from the MSA or its appointed Forestry Liaison Officer.

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

**24.2.3.** 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.

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

**24.2.5.** A Stage Commander should be appointed for every stage, with the responsibility for ensuring that the stage complies with the Regulations and that an adequate number of marshals are appointed. Marshal locations are to be selected so as not to place them in areas where they may be exposed to significant risk. In allocating individual marshals to specific locations care should be taken to ensure the less experienced marshals are accompanied by experienced colleagues.

**24.2.6.** An Event Safety Officer must be appointed, who is experienced in the current operation of rally stages who appreciates the potential of Rally cars 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) 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) 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 licenced frequency to Ofcom 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.)

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

(a) The number of cars to be sent through any Stage before the competition is to be kept to a minimum, 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 no stage shall start until the Zero car crew have confirmed that the stage is ready for Competitors and the marshals have any spectators on the stage under their control and direction [33.6].

(b) 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 before the stage is 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 and 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 [25.10].

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

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

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

(f) That no competitor will be permitted a re-run of a special stage [25.11].

(g) The system of ensuring that competitors are positively monitored and checked through the stage and 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 before 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 that 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) The location of any competing car that fails to complete the stage is reported to the Stage Commander.

(k) The information required by the Clerk of the Course to consider 24.2.8 is available if the stage is interrupted or stopped for any period of time.

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

**24.2.8.** 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 that is totally or partially responsible for stopping a stage, may benefit from this measure. If they finish the stage they will be given the time that they actually set even if this is greater than the time awarded to other crews.

**24.2.9.** In the case of an event being permitted to seed competitors in reverse order of anticipated performance 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.

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

(a) Impose a penalty in accordance with 31(x) 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.

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

(a) Failure to comply with 25.7.

(b) Failure to comply with 25.9.

(c) False starts on Special Stages.

(d) Unauthorised use of auxiliary lights.

(e) Unauthorised possession of recorded notes, radio equipment. [25.1, 25.13].

(f) Unauthorised servicing.

(g) Unauthorised smoking.

(h) Sound.

(i) Violation of out of bounds areas.

(j) Violation of the regulations regarding crash helmets, seat belts or flame retardant overalls.

**24.2.12.** Driving Standards Observers 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.

**24.2.13.** Checks operated by Judges or DSOs need not be manned for the whole period during which competitors may report and may operate on a random basis. Organisers should include in their SRs the following: "Judges and/or DSOs will be appointed to report on sound levels. Excessive sound will include instantaneous occurrence of noise such as that produced by backfiring caused by anti-lag systems. The penalty for excessive sound may go as far as exclusion".

**24.2.14.** Any competitor driving at an excessive speed, recklessly, or in a manner likely to bring motor sport into disrepute, or

convicted of any driving offence committed during the event may be excluded.

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

**24.2.16.** The Clerk of the Course may appoint Official(s) who are empowered to search competitors and/or their vehicle for unauthorised Pace Notes [25.13]. There should be two such Officials, one male to check male competitors and one female to check female competitors.

## 25. Competitors

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

Furthermore, they shall not use, or carry, any radio transmitting device that operates on, or interferes with, the MSA licensed Frequencies.

Contravention of these regulations will be penalised in accordance with 31(p).

**25.2.** Competitors must present at scrutineering either a valid MSA rally car logbook or a valid MSA historic rally car logbook. Logbooks may be obtained from MSA Scrutineers, by appointment [37.2].

**25.2.1.** Competitors on Historic Special Stage Rallies must present at scrutineering an MSA or FIA Historic Vehicle Identity Form. This will be the definitive document for both technical eligibility and age.

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

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

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

**25.3.2.** All crew members must wear flame resistant overalls. Attention is drawn to Q 9.

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

**25.5.** Competitors must carry an A4 size white board with a red SOS on one side and black OK on the other. Letters to 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. Each competing car must carry a red reflective triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 metres before the car's position, in order to warn following drivers. Any crews failing to comply may be subject to a penalty at the discretion of the Clerk of the Course. This triangle must be placed even if the stopped car is off the road. The road books shall contain a page giving the accident procedure. Any crew retiring from a rally must report such retirement to the organisers as soon as possible, save in a case of force majeure. 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.

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

**25.7.** Competitors must comply with any instructions in the Road Book concerning stopping at road junctions. Failure to comply will be penalised as in 31(b).

**25.8.** Crew members must not smoke during any stage.

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

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

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

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

**25.10.** 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 or track as soon as possible. They must not continue until advised to do so by an official of the event [24.2.7(b)].

**25.11.** Competitors may only attempt a Special Stage once. Re-runs are not permitted [24.2.7(f)].

**25.12.** When manual timing is to be used and

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 orally each second 5-4-3-2-1-GO. Upon the signal GO a visual starting signal must be given which will normally be the raising of a flag from the bonnet (not the windscreen). Any other visual signal to be used must be described in the event SRs.

When automatic timing is to be used the SRs must detail the precise method which will be in operation with a clear description of the countdown method and the signal to GO.

Making a false start will be penalised in accordance with 31(e).

**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

Any crew refusing to start a special stage at the time and in the position allocated to it may be given a penalty of 10 minutes [31(d)] which may be extended as far as exclusion if the clerk of the course so decides, whether the special stage is run or not.

**25.13.** Unless specifically allowed by the SRs, the use of or possession of pace notes or any other means of giving a competitor advice relating to the traversing of a Special Stage on a Multi-Venue rally that has not been provided by the Organisers is forbidden [24.2.11].

On a Multi-Use rally the use, provision or possession of such information unless in accordance with 28.8.8. is prohibited and cannot be varied by the SRs. This does not, however, preclude the crew themselves from recording information during an event for use later on in the same event.

Equally this does not preclude the use of Ordnance Survey maps of 1:25,000 or 1:50,000 scale along with others that are specified in the SRs as being necessary to complete the route. The only supplementary information that 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(q).

## 26. Route

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

**26.1.1.** Competitors must visit controls and checks in the order set out in the Road Book unless otherwise specified thereon.

**26.1.2.** A control or check, 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.

**26.1.3.** The direction of approach to or

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

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

**26.3.** Officials will be on duty at all controls.

**26.3.1.** If at any control the officials are not 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 24.2.13, 32.1(g)].

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

**26.3.3.** 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.

**26.3.4.** 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.

**26.3.5.** 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.

**26.4.** 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.

**26.4.1.** 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.

**26.4.2.** The flying finish line must be at least 200m before the stop line which should be at least 100m before any public highway. Bad weather, slippery conditions and the 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.

**26.4.3.** 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.

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

**26.4.5.** 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.

**26.4.6.** On any stage rally which is not run under a multi-use stage rally permit the maximum number of competitive passes in any one direction over any stage or any part of a stage is limited to four.

**\*26.4.7.** Stage Timing, throughout the event, will be to the preceding second if manual timing is to be used. If automatic timing is to be used timing can be to the preceding 1/10th of a second but only if the intention to do so is stated in the SRs. 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. The only timing that can be considered is from the standing start to the flying finish line.

**26.4.8.** 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'.

**26.5.** 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) 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) The stage has no split route.
  - (iii) The stage is neither a currently nor previously licensed Race, Speed or Kart venue.
  - (iv) It is not an airfield (disused or otherwise).
  - (v) 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) If the stage constitutes a continuous circuit, it must be less than one lap.
  - (vii) Competitors have been seeded by the organisers by performance, in accordance with 24.2.3 without dispensation.
  - (viii) 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 21/2 miles of common route.

- (x) Whether extreme weather will adversely affect a fair competition (for example heavy rain, dust, etc.).

- (xi) Competitors have been seeded by performance, in accordance with 24.2.3 without dispensation.

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

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

**26.7.** 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, B 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.

**26.7.1.** On stage rallies where it is intended to charge for admission, whether directly or through the sale of a programme, specific approval from MSA must be obtained before any publicity is made [26.7.2].

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.

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

**26.7.3.** 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.

**26.7.4.** 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.

**27. Types of Section**

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

**27.1. 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 3.3.1.

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

**28. Special Stages**

**28.1.** Must not include any checks or controls or other requirements that might require or encourage competitors to stop during the stage.

**28.2.** 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.

**28.3.** If the stage is wholly on a sealed surface, be so planned that no competitor will achieve an average speed of more than 75mph.

**28.4.** If run partly or wholly on unsealed surfaces, be so planned that no competitor will achieve an average speed of more than the following:

- International: 70mph
- All other Rallies: 65mph

**28.5.** 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. Crossroads used twice must preserve this separation. The barrier must consist of one or more of the following:

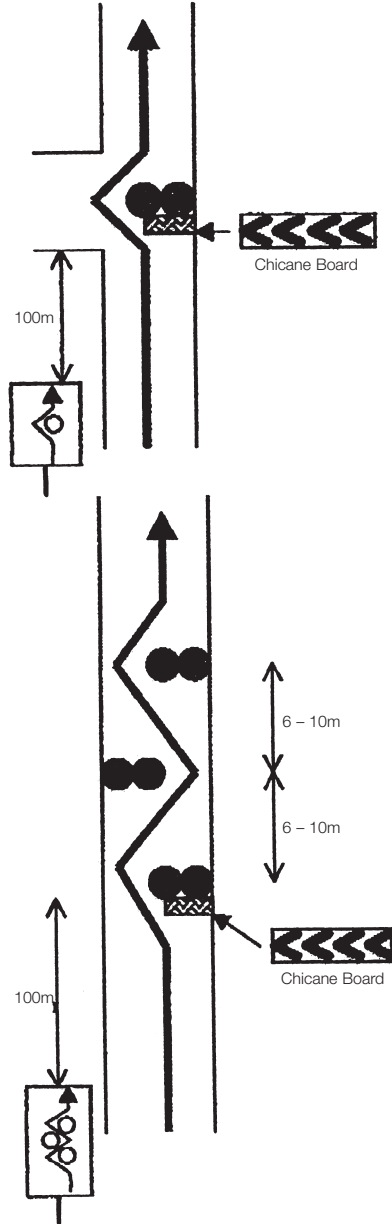
tyres banded in threes, straw bales, earthbanks or similar immovable objects. Motorway cones or blocking tape is not suitable for this purpose.

**28.6.** Not use any currently, or previously, licensed Race, Speed or Kart circuit, nor any airfield (disused or not) unless the MSA has specifically approved the stage layout(s) and safety precautions.



CHICANE ENTRANCE BOARD

Examples of a typical chicane layout:



**28.7.** 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.

**28.8 Special Stages:**

**Arrows and Signs** [25.9]

**28.8.1.** 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:

**28.8.2.** 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. Arrows must not be used to define chicanes. A chevron board, to the design shown opposite, showing the entry to the chicane must be placed in the full view of competitors. This board must be to the minimum dimensions of 30in x 24in (76cm x 61cm).

**28.8.3.** 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.

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

**28.8.5.** 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.

**28.8.6.** A wrong direction should be indicated by a standard 'No Entry' sign (a red disc with a white bar) and all but the correct road should be visibly blocked by means of tree trunks, brushwood, ropes, tape, etc., except as provided for in 28.8.7.

**28.8.7.** In the case of wholly tarmac stages that are run on public roads closed for the purpose under Government legislation, the preceding regulations apply to all road junctions. However, it is not mandatory to block off private driveways unless through the layout of the stage, the organisers consider that they would constitute a hazard for competitors, when they should be blocked off with tape and a 'No Entry' board as a minimum and notified as in 28.8.8.

**28.8.8.** Along with the arrows and signs displayed on the special stage, each competitor must be issued with 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. For stages on airfield type venues it is permissible to substitute a detailed sketch diagram. This diagram must be approved by the MSA before the event.

Such approval will constitute automatic permission to dispense with 'tulip' diagrams.

The warning signs for each location or hazard detailed in the sketch map or 'tulip' will display the corresponding location or hazard number or letter.

**28.9.** 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 30inx20in, 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 must 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.)

**28.10.** 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 30inx24in, 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

Beginning of Control Area (Stage Arrival)	Yellow background	
At Stage Arrival Control	Red background	
At Stage Start	Red background	
Warning of Stage Finish (Both sides of track 100m prior to Flying Finish Line)	Yellow background	
At Flying Finish Line (Both sides of track)	Red background	
Countdown Boards (Evenly spaced between flying finish and stop line)		
At the Stop Line	Red background	



note and report for penalty any competitor overshooting and reversing back against the route of rally traffic.

**28.10.1.** 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.

**28.11.** Signs will be shown to competitors as follows. These signs should have a minimum size of 30inx20in.

Approximately 100m  
before Radio Point

Yellow  
background



At Radio Point

Blue  
background



**28.12.** Radio Point signs as follows must be displayed at and before all designated Radio Points detailed in the Road Book as issued to competitors, other than at those locations signed in accordance with 28.11.

**29. Controls [3.5]**

**29.1.** Controls will open 15 minutes before the due time of arrival of the first car and close on the direction of the Clerk of the Course taking into account the due time of arrival of the last competing car. The SRs may specify a different opening period.

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

**Control procedures.**

**29.3.** At all time controls other than Special Stage Finish controls no penalty will be incurred if the car enters the control area as follows:

The car may enter during the 60 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.)

The responsibility of establishing the correct due time rests solely with the competitor.

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

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

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

Exceptions to 29.2 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.

**29.3.3.** At the end of a rally or at the end of any day of a rally which takes place over more than one day, competitors are allowed to check in advance of their due time. This must be specifically authorised by the rally organisers by means of the SRs or an official bulletin. Competitors arriving early must have their due time entered on the time card; those arriving later than their due time must have their actual time of arrival entered.

**30. Timing**

**All Special Stage rallies must use Target Timing**

**30.1.** An MSA or Regional Association approved Rally Timekeeper must be appointed as a Chief Timekeeper for all stage rallies that use manual timing. Stage rallies intending to use any form of automatic timing must appoint an MSA approved Rally Timekeeper of National 'A' or higher grade who holds a Certificate of Competence issued by the manufacturer of the equipment to be used.

**30.2.** Times will be recorded to whole minutes on all sections except Special Stages which will be timed to the nearest preceding whole second unless the SRs specify that timing will be to the nearest preceding 1/10th of a second [32.1(e)].

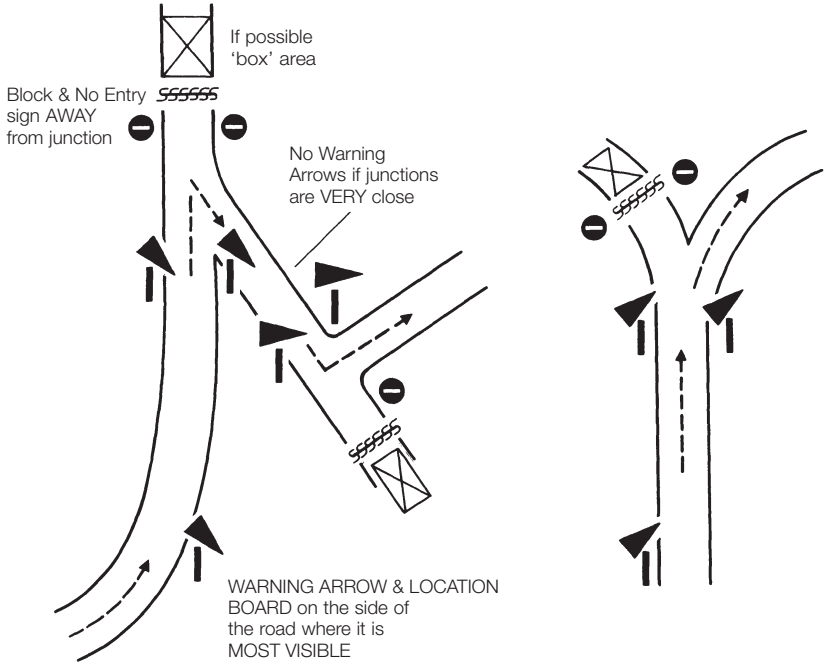
**30.3.** All Timekeepers will be Judges in respect of time recorded.

**\*30.4. Definitions for Target Timing**

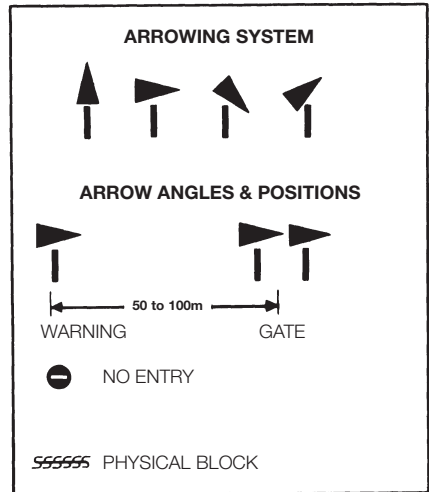
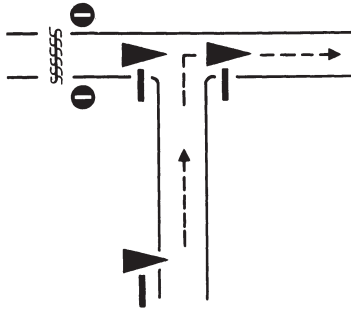
(a) **Target Time** is the time specified to cover the distance between two consecutive controls. A competitor can calculate his Due Time of Arrival at any Time Control by adding the Target Time for the section to his actual time of departure from the preceding Time Control. Each period of time shall 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





**K**



without incurring penalty and must comply with 28.3, 28.4, 26.4.8.

(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 stage. It must be specified 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, if any, 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 or in the order of their arrival at some other preceding control or in the order of General Classification at a specified point if interim results are available. The method 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) **Regrouping Controls.** The Road Book shall specify the controls, if any, where competitors not excluded by reason of having accumulated more than the maximum permitted lateness at that control, will start the next section with zero lateness towards exclusion.

(k) **Special Stage Arrival Control.** At this time control the marshal will enter the competitor's time of arrival and the provisional

starting time for the special stage which must be a minimum of 3 minutes after the arrival time in order to allow the crew to prepare for the stage. The area between the Special Stage Arrival Control and the Stage Start is Parc Fermé but should the crew need to change a flat tyre a maximum of 5 minutes extra will be allowed without penalty and the start time amended accordingly. Any time in excess of this 8 minutes will be penalised in accordance with 31(d). At the Special Stage start the marshal will enter the actual start time which will normally correspond with the provisional start time. The start will then be given in accordance with 25.12.

(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.

**30.5.** Competitors will receive penalties on Special Stages as follows:

- (i) Under Bogey ..... Bogey Time
- (ii) Over Bogey but under Stage maximum..... Actual Time taken
- (iii) Over Stage maximum..... Stage maximum time

**30.6.** 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.

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.

**30.6.1.** No penalty free lateness or official delay allowance that has been either reduced or foregone as permitted by 30.6 may be reclaimed. However, this does not exclude fresh claims based on new circumstances.

**31. Penalties** (see opposite).

**32. Documentation**

**32.1.** The Road Book or Time Card shall clearly:

- (a) Indicate the description of each section (Road Section, Special Stage, Service Area, Regroup, etc.) [27].
- (b) Specify the time allowed to traverse the route between each time control and all the information necessary to enable competitors to comply with 3.3.1.
- (c) Indicate what information the organisers



**31. Penalties**

**SUMMARY OF PENALTIES TO BE APPLIED ON TARGET TIMED EVENTS**

- Competitors will start with zero penalties.
- \*The Supplementary Regulations must state positively whether the penalty for lateness is to be applied. If not stated any such lateness will be penalty-free.
- Performance will be assessed as follows:-

(a) Not reporting at a control	Retired
(b) Not complying with a requirement of the Road Book	10 minutes
(c) Not performing a stage correctly	Stage maximum
(d) Not attempting or being ready to attempt a stage when instructed to do so	10 minutes
(e) Making a false start at a special stage	1 minute
(f)(i) Every second taken to complete a special stage where timing is to the preceding whole second	1 second
(f)(ii) Every second and 10th of a second taken to complete a special stage where timing is to the preceding whole 10th of a second	1 second and 10th of a second
(g) For each minute under target time on a road section or in a service area	1 minute
* (h) Only if specifically mentioned in the SRs, for each minute over target time on a road section or for each minute over target time in a service area	10 seconds
(j) For each minute before or after due time at Main Time Control (out)	10 seconds
(k) Breach of any statutory requirement concerning the use of a motor vehicle	10 minutes
(l) Excessive speed or driving likely to bring motor sport into disrepute	10 minutes
(m) Excessive sound	10 minutes
(n) Receiving assistance contrary to 34	Exclusion and reported to MSA
(o) Breach of 34.1.1	10 minutes
(p) Breach of Regulations: 9, 35.4, 25.1, 25.3, 25.3.1, 25.3.2, 25.8, 25.9.1, 25.9.2	Exclusion
(q) Unauthorised use or possession of Pace Notes [25.13] or unauthorised presence on a stage [6.2]	Exclusion and reported to MSA
(r) Failure to comply with 25.5	Exclusion and reported to MSA
(s) Breach of Regulations: 24.2.7(b) or 25.10.	Exclusion

**Penalties left to the discretion of the Clerk of the Course which may go as far as exclusion [C5.4].**

- (r) Failure to follow the instructions of an official.
- (s) Further breaches of (b), (c), (d), (e), (k), (l), (m) or (n).
- (t) Repeated misbehaviour of service crew.
- (u) Reporting late for Scrutineering.
- (v) Misuse of SOS and/or OK boards.
- (w) Unauthorised testing or practicing [26.6].
- (x) Causing an obstruction [24.2.10].
- (y) Breaches of Regulations detailed in Section O.

require to be recorded and the places at which these records will be made [26.3.3], except as provided for in 24.2.13.

(d) Indicate which checks will be manned by Officials [26.3], except as regards checks established in accordance with 24.2.13.

(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 any 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.

### 33. Medical & Safety Cover

#### 33.1. Multi-Use Stage Rallies

At each venue there must be:

- A Doctor or MSA Registered Paramedic.
- An MSA Licensed Rescue Unit.
- A Recovery Unit.

**33.2.** A Chief Medical Officer, who must be a doctor, must be appointed for all other Stage Rallies. 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.

**33.2.1.** 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.

**33.3.** Cover at Stage Rallies (other than Multi-Use Stage Rallies).

**33.3.1.** Clubman, National 'B' and National 'A' Multi-Venue Stage 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 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 over 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 Licensed Rescue Unit OR an MSA Licensed SSU.

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

**33.3.2.** International Stage Rallies (other than FIA Championships)

At every stage start there must be:

- A Doctor or MSA Registered Paramedic.
- An MSA Licensed Rescue Unit.
- An MSA Licensed Recovery Unit or if unavailable a Commercially Operated Recovery Unit.

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

**33.3.3.** International Stage Rallies (FIA Championship)

Medical and Safety cover must be according to current FIA Regulations.

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

**33.3.4.** For INTERNATIONAL and NATIONAL 'A' 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.

**33.3.5.** 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.

**33.4.** 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.

#### 33.5. Emergency Vehicles

Rally Emergency vehicles can be split into three categories:

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

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

**33.5.2.** 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.

#### 33.6. Course Cars

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.

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

**33.6.2.** The Zero car(s) will only stop in a stage in the case of emergency.

**33.6.3.** Zero car(s) must be fitted with an effective method of communicating with rally control.

**33.6.4.** Except for class eligibility, Zero Car(s) must pass the same pre-event scrutiny as competitors. It is strongly recommended that they have a current MSA rally logbook.

**33.6.5.** There will only be 2 crew members in each Zero car who will wear overalls, helmets and seat belts mandatory for competitors. Fire extinguishers will be fitted and armed as for competitors.

**33.6.6.** 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.

**33.6.7.** No driver who is barred from holding a competition licence may drive an Official, Course or Zero car through a special stage.

**33.7. Fire Extinguishers**

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).

**34. Servicing**

**34.1.** Organised assistance (Service) may be permitted on Special Stage Rallies providing 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.

**\*34.1.1.** 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.

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

**34.1.3.** Paragraphs 34.1. and 34.1.1. 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, other breakdown service 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.

**34.2.** 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.

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

**34.3. Service Areas**

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

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

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

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

**34.4.** 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.

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

- (a) By a ferry.
- (b) By outside means for a minimum distance necessary to extricate it from difficulty.
- (c) By gravity.
- (d) By its crew.

**34.6.** 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 before the event.

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

### 35. Results

**35.1.** To be classified as a finisher, a competitor must report to all controls listed in the Road Book and report to the final control within the maximum lateness specified, with the car in which he started.

**35.2.** Competitors will start with zero time penalties. The results will be established by adding together the times taken during the special stages and the time penalties incurred on the road sections together with all other penalties expressed in time. The competitor with the lowest total will be the winner and so on.

**35.3.** If there is a tie, the competitor who accomplished the best time for the first special stage will be proclaimed the winner. If this is not sufficient to be able to decide between the tying competitors, the times of the second, third, fourth, etc., special stages will be taken into consideration, unless the SRs specify another method of resolving ties. This regulation can be applied at any time during the rally.

**35.4.** 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 31(p) and may be reported to the MSA for further disciplinary action.

**35.4.1.** 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.

**35.5.** There must be no awards for competitors who equal or improve upon the time schedules for any sections nor can there be any awards for the fastest times or fewest penalties on any sections.

### Additional Regulations for Specified Types of Event

#### 36. Multi-Use Stage Rallies

**\*36.1.** The SRs must state whether the Public Highway is being used or not.

**36.2.** 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.

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

**36.3.** 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).

**36.4.** 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.

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

**36.6.** PR work, according to 4.3 must be undertaken irrespective of whether or not the public highway is used on the event.

**36.7.** 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.

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

**36.9.** No practising is permitted.

**36.9.1.** The use, provision or possession of pace notes or any other means of giving advice relating to the traversing of a Special Stage that has not been provided by the Organisers in accordance with 28.8.8. is prohibited. This does not, however, preclude the crew themselves from recording information during an event for use later on in the same event.

**36.10. Historic Special Stage Rallies** must comply with the following:

**36.10.1.** Historic Category 1, Historic Category 2 and Historic Category 3 cars must compete in separate categories with separate results and awards in order to give a clear distinction between the three periods of cars. See 37.12 for recommended classes.

#### 36.11. Special Stage Practice/ Training Events

**36.11.1.** Special Stage Practice/Training Events. Any practising/training event at which members of a MSA registered club are acting in a managing or controlling capacity as representatives of that club requires the specific permission of the MSA in the form of a Permit. The MSA will not permit more than three clubs to jointly organise such an event.

**36.11.2.** The MSA will appoint an Observer to all Special Stage rally practice/training events and the appropriate fees will be charged.

**36.11.3.** Participants in all practice/training events must sign the usual indemnity specified in B 9.4 as well as a declaration that their vehicle is in a fit condition for the event.

- 36.11.4.** Permit fees will be in accordance with current rate for a National 'B' event.
- 36.11.5.** Insurance at the maximum Special Stage rate per competitor will be payable.
- 36.11.6.** There must be no spectators and entry to the venue shall be controlled.
- 36.11.7.** The stages will be organised to the requirements of 24 and 28.
- 36.11.8.** The definition of a Practising/Training Event must be complied with.
- 36.11.9.** Not more than six attempts at any one stage layout will be permitted.
- 36.11.10.** Although no awards or published times are permitted, a bogey time must be set for the stage [based on 28.4] and this time and the length of the stage must be notified in writing to the participants.
- 36.12. Rally Time Trials**
- 36.12.1.** All cars must comply with 37.
- 36.12.2.** No passengers can be carried during practice or competitive runs.
- 36.12.3.** Further details are available from the permit department at the MSA.
- 36.12.4.** Fees are payable in accordance with Section Z.

### 37. TECHNICAL REGULATIONS

In addition to complying with E12 all cars competing in Stage Rallies must comply with the appropriate parts of the following:

#### Special Stage Rallies

##### 37.1. Cars Eligible

- (a) Comply with all Statutory regulations as to Construction and Use of vehicles (especially regarding brakes, lighting, tyres, warning devices, rear view mirror, silencer, speedometer, wings and windscreen).
- (b) Be currently registered and taxed as a private car, unless the SRs relax the requirement for tax only due to the event taking place wholly on private property. However, on such events the car must bear the registration mark of the registration documents which must be produced at scrutineering. A valid MoT certificate must be produced at scrutineering for any car required by law to have such a certificate, whether or not any part of the event takes place on the public highway.
- (c) If fitted with a different engine not have a capacity increase of more than 50% over the original unless the conversion has been inspected and approved in writing by a National 'A' or International Scrutineer.
- 37.1.1.** Those that have been homologated in Groups 'A' or 'N' of the FIA Appendix 'J', or Groups 1, 2, 3 or 4 of the 1981 FIA Appendix 'J', or Non-Homologated Series Production Cars. Modifications are free within MSA Vehicle Regulations and as defined below in 37.1 to 37.9.

The car must be in the configuration as supplied by the manufacturer, with the engine (any production car engine) in the original location and with the original form of induction (normally aspirated or forced induction). The original means of forced induction is limited to the original fuel type.

It must also have the original number of driving wheels (two wheel drive or four wheel drive).

**37.1.2.** Those vehicles not complying with 37.1.1 that are fitted with a production car engine which are:

- (a) Normally aspirated cars not exceeding 3000cc with no more than two valves per cylinder, or
- (b) Normally aspirated cars not exceeding 2500cc with more than two valves per cylinder.

**37.1.3.** Any other cars, not complying with 37.1.1 or 37.1.2 that may be authorised for use at MSA discretion. Approval guidelines for these cars are available from the MSA, but will only be granted for cars which retain the original manufacturer's body construction which must not have been substantially altered. They must also be fitted with a recognised production car engine.

**37.2.** All cars must be presented for Scrutineering with a valid MSA vehicle log book [E 11.3.2].

##### 37.3. Body

**37.3.1.** Have a bulkhead between any fuel tank and filler and driver/passenger compartment sufficient to prevent the passage of flame or liquid. Where a fuel tank constitutes part of a bulkhead between passenger and luggage compartment, an additional bulkhead must be fitted. Additional fuel tank protection may be required.

##### 37.4. Engine

**37.4.1.** Comply with E 12.4.2.

**37.4.2.** Forced Induction engines must be fitted with a restrictor at a maximum of 50mm from the extremes of the compressor blades. The restrictor orifice to be to the dimensions currently in force in FIA Appendix 'J'. Where there are two forms of forced induction fitted, the restrictor must not exceed the appropriate FIA Appendix 'J' dimensions. Provision must be made for fitting seals to the unit(s). A fee of £3.00 is payable for sealing turbo-chargers.

##### 37.5. Wheels and Tyres

**37.5.1.** Not be fitted with spiked or studded tyres or any non-skid attachments, other than chains if permitted in SRs.

**37.5.2.** Have all spare wheels securely fastened in position.

**37.5.3.** Have complete wheels free providing that they can be housed within the original bodywork (including wing extensions) and that they do not exceed the widths in the following capacity divisions:

up to 1000cc	7.0in
up to 1300cc	7.5in
up to 1600cc	8.0in
up to 2000cc	9.0in
up to 3000cc	10.0in
up to 4000cc	11.0in
up to 5000cc	12.0in
over 5000cc	13.0in

Homologated FIA Appendix 'J' rim diameters may be increased by up to a maximum of 2in.

**Note.** Wheel widths relate to the capacity of the vehicle, inclusive of the forced induction coefficient, not the class divisions of the event.

The complete wheel (flange + rim + tyre) shall be measured with the tyre at normal running pressure. The measurement of the width will be taken at the widest point of the complete wheel, above hub level.

**37.5.4.** Have tyres complying with Section R.

**37.5.5.** The use of any device for maintaining the performance of the tyre with an internal pressure equal to or less than atmospheric pressure is forbidden. The interior of the tyre (space between the rim and the internal part of the tyre) must be filled only with air or nitrogen. This does not preclude the use of inner tubes.

**37.5.6.** The use of tyre heating devices is prohibited.

### 37.6. Fuel Systems

**37.6.1.** If the filler cap is of the quick release type or where the vehicle has been fitted with a non-standard filler, be fitted with a recessed fuel filler cap.

### 37.7. Electrical

**37.7.1.** Have any lights, additional to the headlight system and sidelights, considered as auxiliary lights.

**37.7.2.** Not use any auxiliary lights in road sections except in conditions of fog or falling snow as permitted by law.

**37.7.3.** Have all lights fitted in accordance with motor vehicle lighting regulations.

### 37.8. Safety

**37.8.1.** Have safety roll-over bars complying with Q 1.5.1, drawing number Q3, (steel frames mandatory), and longitudinal door bars complying with Q 1.2.5(b) (side sections drawing number Q9).

**37.8.2.** Have circuit breakers complying with Q 8.

**37.8.3.** Have currently FIA Homologated seat belts complying with Q 2.1.2.

**37.8.4.** Have fire extinguishers complying with Q 3.1.4.

**37.8.5.** Have head restraints complying with Q 13.

**37.8.6.** Have substantial underbody protection covering any area of a fuel tank exposed to running damage.

**37.8.7.** Be equipped with high-intensity horns that can be operated by either the driver or the co-driver. Air-horns are strongly recommended.

**37.8.8.** Competing cars must carry an Emergency Red Warning Triangle.

### 37.9. Miscellaneous

**37.9.3.** Windscreens to be of laminated type only.

**37.9.4.** Where advertising is allowed on windscreens it must not obscure the driver's vision nor reduce the minimum unobstructed vertical height to less than 25cm.

**37.9.5.** Comply with silencing levels E 12.17.

**37.9.6.** The fitting of mud flaps behind all four wheels extending to a minimum of 3.8cm each side of the tyre tread and a maximum of 7.6cm above the ground is recommended.

**37.9.7.** Towing eyes of adequate strength and size must be fitted front and rear within the confines of the body. They must be painted a distinctive colour.

**37.9.8.** Any sun roof must comply with J 20.14.6.

**37.9.9.** If a camera is carried, the fitting must be specifically approved by a Scrutineer.

**37.9.10.** Fuel lines may be installed within the driver/passenger compartment on safety grounds (this is for non FIA calendar events only) [E 12.13.].

**37.9.11.** Use pump fuel as defined in Section P.

### Historic Special Stage Rallies

#### 37.10. Cars Eligible

##### 37.10.1. Historic Category 1 Rally Cars:

Have been first registered before 1.1.68, comply with 22.3.3, 37.3.1, 37.4.1, 37.4.3, 37.5.1, 37.7.2, 37.7.3, and the following:

##### 37.10.2. Historic Category 2 Rally Cars:

Have been first registered between 1.1.68 and 31.12.74 and comply with all of 37.1 to 37.9.11 inclusive and the following:

##### 37.10.3. Historic Category 3 Rally Cars:

Cars registered and homologated in Groups 1, 2, 3 or 4 between 1.1.75 and 31.12.81.

Four wheel drive and any forced induction cars are prohibited.

Cars must comply with their homologation forms and all of K 37 with the following exceptions: 37.1.1, 37.1.2, 37.1.3, 37.4.2, 37.4.3, 37.5.3, 37.5.4.

37.8.1. is replaced with 37.13.1.

Cars must comply with all of 37.15.

An Historic Vehicle Identity Form (HVIF) to which the relevant FIA Homologation forms must be attached must be obtained from the MSA.

**Note.** Cars in any of the three categories registered after the appropriate date may be permitted, providing that documentary evidence is submitted to the MSA with the identity form to show that the specific car (not model) was manufactured within the specified period.

This will include any technical documentation supplied by the manufacturer, documents relative to the vehicle, information available concerning chassis and engine number and

such other information from reliable and/or authenticated sources as may be available. On receipt of satisfactory evidence the MSA will issue an Historic Vehicle identity form which must be presented at scrutineering with the registration document.

**37.11. Permitted Modifications**

**37.11.1.** Only period modifications used in rallying on the particular make and model of car are permitted for both Historic and Post Historic Rally Cars. They should be detailed on the Historic Vehicle Identity Form and duly ratified by the MSA. Modifications are only allowed if they were available before 1.1.68 in the case of Historic Rally Cars and before 1.1.75 in the case of Post Historic Rally Cars. In addition Post Historic Rally Cars must comply fully with 37.1.1 or 37.1.2. In all cases the onus of proving a modification as being period rests with the competitor who must submit, if required, documentary evidence.

**37.11.2.** Exceptionally the MSA may grant a dispensation to use non-original parts, parts from a different model, or parts from a later period, provided that the use of these parts does not confer an advantage in either performance or reliability. The MSA will give consideration to written requests from competitors who are unable to source vital components. Competitors will be notified by means of a bulletin in Motorsports Now! of any part subject to dispensation and a full list of dispensations will be published annually.

**37.12. Recommended Classes**

**37.12.1.** Historic Category 1 Rally Cars

- Class A1:  
Pre-1.1.60 up to 1200cc
- Class A2:  
Pre-1.1.60 ..... over 1200cc up to 1500cc
- Class A3:  
Pre-1.1.60 over 1500cc
- Class B1:  
From 1.1.60 to 31.12.67 ..... up to 1000cc
- Class B2:  
From 1.1.60 to  
31.12.67 ..... over 1000cc up to 1300cc
- Class B3:  
From 1.1.60 to  
31.12.67..... over 1300cc up to 1600cc
- Class B4:  
31.12.67..... over 1600cc up to 2000cc
- Class B5:  
From 1.1.60 to  
31.12.67..... over 2000cc up to 2500cc
- Class B6:  
From 1.1.60 to  
31.12.67..... over 2500cc

Cylinder bores may be 60 thousandths of an inch oversize without affecting class eligibility.

**37.12.2.** Historic Category 2 Rally Cars

- Class C1:  
From 1.1.68 to  
31.12.74..... up to 1300cc

- Class C2:  
From 1.1.68 to  
31.12.74..... over 1300cc to 1600cc

- Class C3:  
From 1.1.68 to  
31.12.74..... over 1600cc to 2000cc

- Class C4:  
From 1.1.68 to  
31.12.74..... over 2000cc

- Class C5:  
From 1.1.68 to  
31.12.74: All cars having engines with both more than one camshaft and more than two valves per cylinder. All cars with a Rotary Engine.

Cylinder bores may be 60 thousandths of an inch oversize without affecting class eligibility.

**37.12.3.** Historic Category 3 Rally Cars

- Class D1:  
From 1.1.75 to  
31.12.81..... up to 1300cc

- Class D2:  
From 1.1.75 to  
31.12.81..... over 1300cc to 1600cc

- Class D3:  
From 1.1.75 to  
31.12.81..... over 1600cc to 2000cc

- Class D4:  
From 1.1.75 to  
31.12.81..... over 2000cc

- Class D5:  
From 1.1.75 to  
31.12.81: All cars having engines with both more than one camshaft and more than two valves per cylinder. All cars with a Rotary Engine.

Cylinder bores may be 60 thousandths of an inch oversize without affecting class eligibility.

**37.13. Safety**

**37.13.1.** Be equipped with a safety roll-over bar to Q 1.5.1 drawing number Q37. Dotted lines are optional. The bars must remain within the confines of the passenger compartment and not be used as suspension pick-up point bracing unless the competitor can prove that this was done in period to the specific model.

**37.13.2.** Have currently FIA Homologated seat belts complying with Q 2.1.2.

**37.13.3.** Be equipped with fire extinguishers complying with Q 3.1.4 and also all the relevant parts of Q 3. The driver and co-driver must each be able to activate the extinguishers when normally seated with seat belts fastened.

**37.13.4.** Be equipped with an internal switch that is capable of isolating all electrical circuits and completely stopping the engine. The operating switch must be positioned so that it can be operated by the driver or the co-driver when normally seated with seat belts fastened. Must also be equipped with an external circuit breaker complying with Q 8.

**37.13.5.** Be equipped with a front windscreen of laminated glass. In exceptional cases where it is not possible to obtain a suitable



windscreen, toughened glass is permitted. In such a case it is compulsory for both crew members to wear either a visor or goggles of splinter-proof material when on a special stage. In an open car, whatever the material of the windscreen, the wearing of a visor or goggles is compulsory when on a special stage. Cars permitted to compete without a laminated screen must have a suitable identification mark placed on the windscreen to enable officials to recognise them.

**37.13.6.** Be equipped with substantial underbody protection covering any area of a fuel tank exposed to running damage.

**37.13.7.** Be equipped with high-intensity horns that can be operated by either the driver or the co-driver. Air-horns are strongly recommended.

**37.13.8.** Be equipped with head restraints complying with Q 13.

**37.13.9.** Glass sun roofs are not permitted.

**37.14. Engine**

**37.14.1.** Forced induction is only permitted if by means of a mechanically driven super-charger, or by an exhaust driven turbocharger if fitted as original equipment by the vehicle manufacturer. Such cars will be classified as having an engine capacity increase of one third.

**37.14.2.** Comply with silencing levels E 12.17. Exceptionally and with the permission of the Chief Scrutineer those cars where 5000rpm is inappropriate may be tested at 3/4 of maximum rpm.

**37.15. Wheels, tyres and brakes**

**37.15.1.** The size of the wheel may not differ from that originally fitted by more than 10% on nominal diameter and by 1 inch (25.4mm) on nominal width. The resultant track measurement shall not differ from the original by more than 1 inch. Rims shall not exceed 6 inches for cars up to and including 2000cc and 7 inches for cars over 2000cc.

**37.15.2.** The fitting of tyres with an aspect ratio of less than 70% is prohibited.

**37.15.3.** Slick tyres are prohibited. There must be a moulded tread pattern at least 1.6mm deep over the whole width of the tyre.

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

**37.16. Miscellaneous**

**37.16.1.** Be currently registered and taxed as a private car, unless the SRs relax the requirement for tax only due to the event taking place wholly on private property. However, on such events the car must bear the registration mark of the registration documents (and the identity form) which must be produced at scrutineering. A valid MoT certificate must be produced for all cars, whether or not any part of the event takes place on the public highway.

**37.16.2.** Where advertising is allowed on windscreens it must not obstruct the driver's sight nor reduce the minimum unobstructed vertical height to less than 25cm.

**37.16.3.** The fitting of mud flaps behind all four wheels extending to a minimum of 3.8cm each side of the tyre tread and a maximum of 7.6cm above the ground is strongly recommended.

**37.16.4.** Competing cars must carry an emergency Red Warning Triangle and be fitted front and rear with towing eyes of adequate strength and size within the confines of the body. The towing eyes must be painted a distinctive colour.

**37.16.5.** Use pump fuel as defined in Section P.