

A. ORGANISATION

Organisers of any Trial must comply with the Common Regulations for Organisers (Section B) and the following:

- 1.1.** A permit for the organisation of a Trial is issued at the sole discretion of the MSA.
- 1.1.1.** A club will only be allowed to run events up to National 'B' status, unless the MSA have specifically approved an application for National 'A' status.
- *1.2.1.** Wherever possible for Production Car or Sporting Trials, the use of road sections should be avoided. The SRs should clearly state if the public highway is to be used.
- 1.2.2.** Such parts of the event as are on the Public Highway must comply with the Motor Vehicles (Competitions and Trials) Regulations and will require Public Relations work to be undertaken to the requirements of K 4.
- 1.3.** Attention should be paid to the following points:
 - 1.3.1.** Every practicable precaution must be taken to avoid depositing mud or soil on the public highway when leaving private property.
 - 1.3.2.** Warning notices as required by B 18.1 must be displayed.
 - 1.3.3.** The entry in Sporting or Production Trials should be split into equal numerical groups, which should start at different observed sections simultaneously.
 - 1.3.4.** The beginning and end of observed sections must be marked by signs. The starts of sections should be reasonably flat and wide so that all competitors can at least enter the section.
 - 1.3.5.** The layout of sections should take account of the location of possible failure points and, particularly for Sporting Trials, safe exit routes. The layout should ensure that it can be marshalled by the minimum possible number of officials.
 - 1.3.6.** Sections, if possible, should be of sufficient width to allow a choice of route and at no point be less than 4m wide with 14m turning circle between 'walls' for Production Car Trials. They should be of a winding nature so as to place a premium on driving skill, although the radius of all corners must be adequate for all cars entered. Avoid where possible using trees or natural hazards as course boundaries. Stakes should not be placed against trees.
 - 1.3.7.** If possible, alternative routes should be planned in case of changes of weather condition.
 - 1.3.8.** It is recommended that sections be laid out using a minimum of 13 pairs of marker stakes (see diagram page 184) of a minimum height of 1m and with colour coding to clearly identify each side of the route. Metal rod markers should not be used. Markers should

- be placed to avoid the likelihood of competitors putting four wheels out between markers and where they are unlikely to be moved by bushes or branches. Clearly visible sub-section numbers should have a minimum figure height of 50mm.
 - 1.3.9.** If sub-section numbers are not placed on both sides of the route, the numbers should be on the right-hand side with the corresponding guide markers on the left-hand side. Sub-section markers to be closely grouped in areas of expected failure.
 - 1.3.10.** The organisers of events on a single site, particularly in Sporting Trials, should have on site at a pre-identified location a First Aid Kit (including an eye bath).
 - 1.3.11.** Organisers should be aware of the nearest hospital and the best route to get to it in case of incident.
 - 1.3.12.** When competitors under 17 are permitted to compete, note 3.2.4 [E 2.7.2].
 - 1.3.13.** The organisers may at any convenient time after the start of the competition, require competitors in all classes to increase or decrease the minimum permitted tyre pressure by a maximum of 5lbs/sq.in. This decision must be advised to competitors in writing and sufficient time for competitors to comply must be allowed.
 - 1.3.14.** No person under the age of 14 may act as a marshal or assistant marshal unless under the constant supervision of a marshal over 18 years old.
- 1.4. Standard Car Trials.** Standard Car Trials must meet the requirements of 1 above, [with the exception of 1.1.1, 1.3.6, and 1.3.13] and these additional requirements:
- 1.4.1.** A club will only be allowed to run a Standard Car Trial (SCT) at Clubman's or Clubsport status.
 - 1.4.2.** Each trial section must be at least 5m wide, with a minimum turning circle of 14m.
 - 1.4.3.** The SRs may make the carrying of a passenger optional; any passenger must wear a properly fastened safety belt and occupy the seat alongside the driver.
- 2. Classic Reliability Trials [4.1]**
Classic Reliability Trials must meet the requirements of 1 above [with the exception of 1.3.7 and 1.3.8] and these additional requirements:
- 2.1.1.** Any time schedule on the public highway or any part of the route must not exceed:

Motorways	60mph
Trunk and 'A' roads	30mph
'B' roads	262/3 mph (daylight)
	20mph (darkness)
All other roads	20mph (daylight)
	15mph (darkness)
 - All heavily populated areas 15mph
 - 2.1.2.** When Time Controls are less than 20 miles apart, except start and finish where the

length of the route is 20 miles or less, the time schedule on the public highway must not exceed an average speed of 15mph.

2.1.3. The Route Card must show both time and mileage between individual points so that changes in permitted average speeds are apparent.

***2.1.4.** Any maps required by competitors must be notified in the SRs.

2.2. Observed sections may not be more than a quarter of a mile long, and no special time schedule may be applied from start to finish of a section more than 100yds long.

2.3. Organisers should ensure that:

2.3.1. The status of any tracks along the route is verified.

2.3.2. Where it is proposed to use/cross any Footpath or Bridleway ensure the following:

(a) Agreement of Landowner and agreement of Highway Authority (unless the route is already on a road of higher status).

(b) Notify the Police (clarify the nature of the event).

(c) Notify the National Parks (if appropriate).

(d) Notify the Parish Council.

(e) That a Liaison Officer is appointed to deal with these matters and the resolution of any difficulties in this connection.

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

2.3.4. Any Holding Controls should be located to avoid public nuisance.

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

2.3.6. Marshals should be well briefed and be readily identified.

2.3.7. A Chief Official, well identified and briefed, should be appointed for each observed section to ensure that the Trial is seen not to unduly inconvenience other users such as horse riders, walkers, cyclists and other members of the public. He must also have a working knowledge of the Rights of Use of the section.

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

(a) Instruction on closing of gates etc.

(b) Clearing of roads at end of sections.

(c) That competitors are required to follow the 'Country Code', and that failure to observe the Code may lead to disciplinary action.

(d) Instructions to competitors in SRs and Final Instructions of events utilising Footpaths and Bridleways should be issued as follows: "This event is routed along and/or across public rights of way. Competitors must exercise caution and reduce their speed accordingly near other path users. Be especially careful near horses. Slow down, stop and switch off your engine if necessary".

B. COMPETITORS

Competitors in any Trial must comply with the Common Regulations for Competitors (Section E) and the following:

***3.1.1.** Competitors must report at the start and for scrutineering at the times stated in the SRs.

3.1.2. Any Competitor reporting late may be fined, excluded or may forfeit any claim to a favourable starting position.

3.1.3. At the start each competitor (which term includes passengers) and car will be checked for eligibility.

3.1.4. Drivers in Clubsport events restricted to members of the organising club and a maximum of 2 others [B3 & B4] must produce a valid Club Membership Card. Drivers in Clubman or above status events must produce a valid Competition Licence as detailed in Section E.

3.1.5. Cars competing in Sporting Trials must comply with Technical Regulations 5 and 8 or 9 as appropriate.

3.1.6. Cars competing in Production Car Trials must comply with Technical Regulations 5 and 7, *except that in Clubsport or Clubman events, the organisers may state in their SRs that any or all of the following PCT Technical Regulations have been replaced by the equivalent Classic Trials Regulations, or deleted:-*

7.4(a), (d), (e), 7.7.1, 7.8, 7.9.1, 7.9.3.

3.1.7. Cars competing in Classic Trials must comply with Technical Regulations 5 and 6.

3.1.8. Cars competing in Standard Car Trials must comply with Technical Regulations 5 and 10.

3.2. The Crew

3.2.1. Passengers. During all Observed Sections and tests the seat alongside the driver must be occupied in accordance with the requirements below [except as specified in 1.4.3 and 3.2.9]:

3.2.2. Passengers shall be properly seated, meaning that the person and the seat back shall be upright and the seat and passenger shall face forward.

3.2.3. Where the driver is over 17 and holds a full RTA licence the passenger alongside the driver must fulfil the minimum age requirement of 3.2.5 opposite.

3.2.4. (a) In both Production Car Trials and Standard Car Trials entries may be accepted from drivers aged 15 or 16, or from drivers of 17 or over who do not hold a full RTA licence. In such cases the driver must be accompanied by a passenger who holds a full RTA licence and is experienced as a driver of Production Car Trials and/or Sporting Trials.

(b) In Sporting Trials entries may be accepted from drivers aged 16, or from drivers of 17 or

over who do not hold a full RTA licence. Such drivers must be accompanied by a passenger who holds a full RTA licence and is experienced as a driver in Sporting Trials.

3.2.5. Minimum passenger ages:-

Sporting Trials:	16
Classic Reliability Trials:	14
Production Car Trials:	12

3.2.6. The rear seats of saloon cars may be occupied by the number of persons for whom they were designed.

3.2.7. Any passengers who occupy the rear seats of saloon cars must not be less than two years of age. Any child under four years of age must be in an approved 'child seat' whilst on observed sections.

3.2.8. Passengers under 16 years of age will not be deemed competitors for the purpose of licences or club membership, and will not be required to sign-on. They will, however, be required to produce a letter of consent from parent or guardian at 'signing-on' and this letter will be retained by the organisers.

3.2.9. In Classic Reliability Trials the passenger is not required to occupy the front seat in any car which has a suitable rear seat, *unless the SRs state to the contrary*. However, in class 8 the passenger must occupy the seat alongside the driver, and no other passenger may be carried.

3.2.10. The persons comprising the crew at the start shall not be varied during the event except in accordance with official approval or instructions.

3.2.11. The same driver shall drive throughout the competition.

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

3.3. Numbers

3.3.1. Numbers will be allocated by ballot within classes.

***3.3.2.** In Classic Reliability Trials, *unless the SRs state otherwise*, numbers will be allocated by the organisers.

3.3.3. Number cards will be issued at the start and must be displayed on each car throughout the competition.

***3.3.4.** Competitors will start in numerical order. In PCTs *unless the SRs specify otherwise*, at some convenient break after approximately half the Observed Sections have been attempted, the running order will be reversed within each class. Competitors will remain in the correct running order unless instructed otherwise by an Official.

3.3.5. Number cards must be removed at the finish or if a competitor retires.

3.4. Observed Sections and Route

3.4.1. Details of Observed Sections and tests (if any) will be issued at the start.

3.4.2. The onus of following the correct route will rest with the competitor.

3.4.3. Any signs displayed, other than in an Observed Section, will be a supplementary aid without mandatory authority.

***3.4.4.** There will be no time schedule to be maintained during the event (except in Classic Reliability Trials) *unless the SRs specify otherwise*.

3.4.5. Competitors will proceed from point to point with as little delay as possible and any competitor suspected of loitering may be ordered to proceed by an Official.

3.4.6. Competitors arriving at a test or an Observed Section more than 20 minutes after the preceding competitor may be refused permission to attempt that test or observed section.

3.4.7. No unauthorised assistance is allowed and cars must complete the course under their own power.

3.4.8. No case of force majeure will be taken into consideration.

3.4.9. Before attempting an Observed Section, a car will be brought to rest with a leading front wheel hub vertically over the start line, as indicated by Officials, and the driver will not proceed until instructed to do so. (It is permissible to start the car when only one hub is on the line and the car is askew providing that the other hub has not crossed the line.)

3.4.10. Competitors will attempt to negotiate Observed Sections non-stop, *unless the SRs specify otherwise*. Failure of a car to maintain unassisted forward motion in the direction of the course will be regarded as failure to comply with this requirement. The point of failure will be at a vertical line from the centre of the hub of the front wheel which is the furthest from the start of the section.

3.4.11. Observed Sections may be divided into Sub-Sections. In such cases signs will indicate the beginning and end of such Sub-Sections.

3.4.12. A car will be deemed to have entered an observed section, or sub-section, when a vertical line from the leading front wheel hub centre has passed the marker(s) indicating the beginning of the Section.

3.4.13. A car will be deemed to have left an observed section, or sub-section, when a vertical line from the leading front wheel hub centre has passed the marker(s) indicating the end of that Section.

3.4.14. Failure to proceed, whether involuntary or otherwise, from the starting position into an Observed Section when instructed to do so will be regarded as failure in that Section.

3.4.15. Failure in a lower or earlier Sub-Section will constitute failure in all succeeding Sub-Sections. The start line will indicate the greatest penalty and the finish line the zero penalty.

3.4.16. A competitor will also be deemed to have failed to negotiate an Observed Section non-stop should:

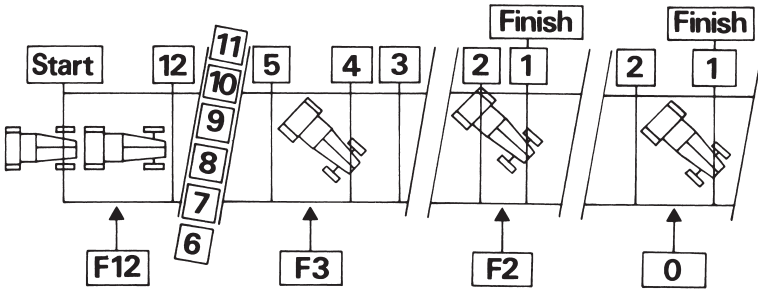


Diagram illustrating the application of 3.4.10 to 3.4.17. The lower figures preceded by F indicate the correct penalties for a car stopping in the position shown.

- (a) Any part of the competitor's car and/or occupant touch a marker and/or
- (b) All four wheels of the competitor's car be outside the boundary of the course at the same time, the boundary being represented by a straight line drawn from course marker to course marker along the direction of the course.

The point of failure will be deemed to be that at which a marker is struck or in the case of more than one marker, the first marker or the point at which the boundary of the course is first crossed by all wheels of the competing car.

3.4.17. Should the point of failure as defined by 3.4.16 coincide with the division between two Sub-Sections the marks lost will be those appropriate to failure in whichever of the two Sub-Sections provides the greater penalty.

3.5. Results

3.5.1. Judges may be appointed to adjudicate on:

- (a) Conforming with the correct route on the course.
- (b) Touching markers.
- (c) Failure to proceed non-stop when required.
- (d) Conformity with Regulation 3.2.
- (e) Noise.
- (f) Time of arrival/departure at observed section, test, control or check.
- (g) Unauthorised smoking.
- (h) Unauthorised assistance or servicing.

3.5.2. Performances on any Observed Section or test may be ignored at the Organiser's discretion even though there have been successful attempts to negotiate the section or test. If this discretion is exercised no performance on the section or the test in question shall be taken into account when compiling the results.

3.5.3. To be classified as a finisher a competitor must have attempted at least three-quarters of the total number of Observed Sections and arrive at the finish within 20 minutes of the time of arrival of the preceding car.

3.5.4. Competitors will start with zero marks. The competitor incurring the least penalty or best Index of Performance will be the winner and so on.

3.5.5. Except in Classic Reliability Trials, each competitor will be provided with a results card which he will carry and produce on demand for Officials to mark at each Section.

***3.5.6.** In calculating class positions the actual number of Marks Lost by each competitor will decide. However, where an overall best performance, irrespective of class is required, an Index of Performance will be established for each class by taking the average performance of the best 50% of finishers (or if there is an odd number, of finishers plus one) in the class.

(N.B. To be classified as a finisher for index purposes only, a competitor must have attempted all sections). Competitors' marks lost are then expressed as a percentage of this index. In Classic Reliability Trials where an overall best performance is required, irrespective of class, the SRs will specify whether actual Marks Lost or Index of Performance will apply.

3.5.7. In the event that the best 50% of finishers [as defined in 3.5.6] results in less than five, scores equivalent to that of the class winner will be added to the results of the class a sufficient number of times, so that the average for the class can be based on five scores.

3.5.8. In the event of one or more competitors finishing with a total score of zero for the whole event, then a notional penalty of one mark will be added to the total score of ALL finishers before working out the Index of Performance.

3.5.9. Ties will be resolved by comparing the number of penalties lost by each competitor on each section and in favour of the competitor who has the greater number of low penalties. Should this method not resolve the tie, the organisers will resort to 'furthest, cleanest' principle, starting from hill one.

***3.5.10.** Penalty marks will be incurred as follows, unless otherwise stated in the SRs.

	<i>Marks Lost</i>
(a) Each minute late in reporting at the start or a re-start.....	5
(b) Failing in an Observed Section (where an Observed Section is divided into sub-sections the penalty for failure will decrease in proportion to the number of sub-sections negotiated non-stop)..	12
(c) Not attempting, or being ready to attempt, an Observed Section, sub-section or test, when instructed so to do	12
(d) Not complying with a reasonable instruction by an Official for which a penalty is not otherwise stipulated, and provided warning of penalty is given	12
(e) Driver and/or passengers not seated in accordance with 3.2	12
(f) Running with tyre pressure lower than that permitted by Technical Regulations	50
(g) Varying ballast during event (per offence)	50

4.1. Classic Reliability Trials [2]. Additional to and taking precedence over 3.1 to 3.5.

***4.1.1.** The SRs will specify:

- (a) If public roads are to be part of the route.
- (b) If Observed Sections or tests are on a public road.
- (c) The method of detailing the route and any maps required.
- (d) If there is any time schedule.
- (e) The time interval between cars at the start.
- (f) The method of resolving ties.

4.1.2. The boundaries of Observed Sections will be indicated by natural hazards, flags or posts.

4.1.3. The Start or re-start line in an Observed Section or test may be varied for each class.

4.1.4. Any signs displayed except during Observed Section, test or quiet zone will be supplementary aid without mandatory authority *unless otherwise specified by the SRs*. The mandatory marking for quiet zones does not preclude the competitor's responsibility to take the necessary action, should the sign not be in position.

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

4.1.6. Competitors shall visit controls, checks, Observed Sections and tests in the order set out in the Road Book or Route Card unless otherwise specified thereon. A control or check shall be deemed to extend for 50 metres around the actual point at which officials are making their records, unless clearly visible signs are displayed to define a different area.

4.1.7. Judges may be appointed to adjudicate on:

- (a) Stopping at Stop and Give Way signs.
- (b) Unauthorised use of auxiliary lights.

(c) Unauthorised possession of radio equipment.

(d) Contravention of Out of Bounds areas.

4.1.8. 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.
- (d) Inconsiderate parking or waiting.

4.1.9. The Official in charge of any control or check, may decline to mark or may withhold a competitor's Road Book, Route Card or Time Card if the car concerned has suffered damage to the exhaust system, resulting in excessive sound.

***4.1.10.** 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 which are to be observed.

***4.1.11.** The SRs must specify the exact procedure to be followed on each section where there is a stop and restart test. Unless they specify otherwise, a stop and restart will take place at either a line to be stopped astride, or in a designated zone within which at least two wheels must be placed. When the car, as judged by a marshal, is completely at rest, it must restart in a forwards direction only. Any rearward movement of the vehicle will incur a penalty.

4.2. Timing

4.2.1. Standard Time. Is the time of day a notional competitor number zero would be due at any Control or Check.

4.2.2. Scheduled Time. Is the actual time of day each competitor is required to be at any specified point. Schedule time can be calculated for any point for any competitor by adding that competitor's competition number multiplied by the time interval between competitors at the start to the Standard Time at that point.

4.2.3. Target Time. Is the time specified for covering the distance between any two consecutive Controls or Checks.

4.2.4. Due Time. Is the time of day a competitor is due at any Control or Check inclusive of any previous lateness.

4.2.5. All official clocks or watches will be set to BBC or Telecom signals so that a competitor can always verify the accuracy of the timepiece.

4.2.6. Competitors will be timed by the official timepieces in the charge of officials.

4.2.7. The onus of presenting the Road Book or Route or Time Card rests with the competitor.

4.2.8. When Scheduled Time is used a competitor late at one control or check may be an equivalent amount late at succeeding controls or checks without incurring further penalty. This is termed 'penalty free lateness'. When 'Target Time' is used, each period of time shall be treated individually and no penalties thereby incurred carried forward. Nevertheless, whichever system of timing is used, a competitor will be deemed not to have reported at a control or check if he is more than 30 minutes past his Due Time, *unless the SRs specify a shorter period.*

4.2.9. Competitors delayed under the instructions of a bona fide official of the event may claim an official delay allowance free of penalty.

***4.2.10.** 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 so long as an instruction to this effect is given in the SRs or Official Instructions for the event.

4.2.11. Competitors may themselves reduce lateness without penalty in the following manner, unless either forbidden to do so by the SRs or by so doing they commit a breach of 4.2.12.

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

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

4.2.12. 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 valid official time schedule will be penalised in accordance with 4.2.16 (j) and (l).

4.2.13. No oral instruction to competitors during the course of the event will be valid, when such instruction may affect the route, the time schedule or the layout of performance of an observed section or test. Any such instruction **must** be displayed as an official notice **or** issued in writing to each competitor.

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

4.2.15. Competitors shall declare in writing to the organisers at the finish whether during the competition they have been involved in any incident or accident involving and/or causing damage to other persons or property.

4.2.16. Penalty marks will be incurred as follows, *unless otherwise stated in the SRs.*

Marks Lost

- (a) Each minute late in reporting at the start or re-start 5
- (b) Failing in Observed Section not divided into sub-sections 6
- (c) Failing in Observed Section which includes a stop and re-start type test 6
- (d) Failing in an Observed Section which is divided into sub-sections. (The penalty for failure will decrease in proportion to the number of sub-sections negotiated non-stop.)12
- (e) Failing stop and re-start type test 6
- (f) Not attempting, or being ready to attempt, an Observed Section, sub-section or test, when instructed so to do12
- (g) Not complying with a reasonable instruction by an official for which a penalty is not otherwise stipulated and provided warning of penalty is given12
- (h) Driver and/or passengers not seated in accordance with 3.212
- (i) Each minute early or late arriving at or departing from a time control, subject to penalty free allowance of plus or minus (max five minutes)12
- (j) Causing undue noise at any point12
- (k) Offence under K 18 (k) (l)12
- (l) Additional Penalty. Paragraph 4.2.12. refers12
- (m) For second offence under (j), (k) Exclusion or (l)sion
- (n) Varying ballast during event (per offence)50

C. TECHNICAL

In addition to complying with E 12 and the appropriate sections relating to their category of Trial, all vehicles competing in Standard Car Trials, Classic Reliability Trials, Production Car Trials or Sporting Trials must:

5. Body (including Aerodynamics).

5.1. Be equipped with an effective windscreen or aero type screen (not applicable for Sporting Trials).

5.1.1. If a non-production car, not exceed in body overhang one-fifth of the overall car length at the front, and one-third at the rear. Overhang is measured from the line of the road wheel centres.

5.1.2. If a production car, have any extensions not exceeding the overhang proportions of a non-production car. Any additional spare wheel carrier should be fitted as close as possible to the body.

5.1.3. If a production car, not have to comply with E 12.2.2.



5.2. Seating

5.2.1. Be equipped with two fixed seats for driver and passenger, the rearmost part of these must not be behind the rear wheel axis. In the case of non-production cars the rearmost part of any additional seat must not be more than 38.5cm behind the rear wheel axis.

5.3. Wheels

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

5.3.2. Carry a spare wheel with tyre capable of use as a replacement for one wheel on the car.

5.4. Transmission

5.4.1. Be fitted with non-torque biasing differential in full and free operation between the driving wheels (it is not permitted to fit any form of differential that was originally offered by its Manufacturer as Torque-biasing whether fitted in modified form or not) unless:
(a) A differential was not fitted by the manufacturer.

(b) The vehicle is restricted to running in a nominated class.

5.4.2. Use two-wheel drive only, *unless SRs allow four-wheel drive*. Four-wheel drive vehicles operating in two-wheel drive are not eligible, *unless permitted by SRs*.

5.5. Silencing

Comply with silencing levels E 12.17.

5.6. Safety

If a non-standard car, the fitting of a safety roll-over bar as per Safety Requirements section Q 1.5.4 is recommended.

5.7. Other than E 12 and in the following sections, there are no special requirements under Vehicle Regulations for:

Chassis Engines Suspension Brakes Steering Cooling Oil Systems Fuel Systems Electrical Systems Weight/Ballast Exhausts.

5.8. Miscellaneous

***5.8.1.** Be currently registered and taxed as a private car, *unless SRs relax this due to the event taking place wholly on private property*.

***5.8.2.** Comply with statutory regulations as to construction and use and lighting of vehicles (especially regarding brakes, lighting, tyres, warning devices, rear view mirror, wings, silencer, speedo-meter and windscreen) *unless SRs state otherwise*.

5.8.3. If fitted with forced induction apply a co-efficient of 1.4.

6. CLASSIC RELIABILITY TRIALS VEHICLES

6.1. Be classified as follows *unless otherwise stated in SRs*.

1. Front engine, front wheel drive Production cars (except vehicles in Class 6).
2. Production Cars built prior to 1941 and the following: MG TC, Morgan 4-4 Series I, HRG 1100 & 1500, and Ford models (upright models to 1959) E04A,

E494A, E4930A/B, E93A, E493A and 103E.

3. Front engine, rear wheel drive Production saloons (except vehicles in Class 6).
4. Rear engine, rear wheel drive Production saloons up to and including 1300cc (except vehicles in Class 7).
- 5(a). Front engine Production sports cars (except vehicles in Classes 1 or 6).
- (b). Vehicles built from pre-1941 components (except vehicles in Class 2) and satisfying the tyre regulations stated in 6.7.5.
- 6(a). Rear engine, rear wheel drive Production cars (except vehicles in Class 4).
- (b). Front engine Production cars fitted with torque biasing differentials as standard equipment.
- 7(a). Production cars modified beyond permitted limits.
- (b). Rear engine Production cars fitted with torque biasing differentials as standard equipment.
- (c). Front engine cars manufactured on a limited basis conforming to accepted specification. These cars comply with either or both of the following:
 - (i) have the rearmost part of the front seat cushion(s) forward of any part of the rear tyres.
 - (ii) have a wheelbase of 90in (228.6cm) or greater.
- 8(a). Non-production cars.
- (b). Rear engine cars (except vehicles in Classes 4, 6 and 7).
- (c). Front engine cars manufactured on a limited basis (except those in Class 7) including those which:
 - (i) have the rearmost part of the front seat cushion(s) rearward of any part of the rear tyres, and
 - (ii) have a wheelbase less than 90in (228.6cm).

6.1.1. A current MoT certificate must be produced at events.

6.2. Safety

Must comply with Construction and Use Regulations, and be fitted with Safety Belts if appropriate.

6.2.1. Fire extinguishers to safety criteria Q 3.1.1 are recommended.

6.3. Chassis/Body

6.3.1. Must comply with the definition of a Saloon, Closed, Sports or Touring car as applicable.

6.3.2. In Classes 1 to 6 have the silhouette of the vehicle, as seen from the side, unaltered except for the engine cover and bumpers. Bumpers may be removed. Bumpers, if fitted, must be in the original manufacturer's position.

6.3.3. Retain the original wheelbase. Any alteration to the wheelbase of a production car (except in Class 2) will transfer the car to Class 8.

6.3.4. Be equipped with the same number of

seats as intended by the manufacturer.

6.3.5. Have the forward and rearward bulkheads of the engine compartment in their original positions.

6.3.6. Retain the engine cover, boot lid, and wings although the material may be changed.

6.3.7. The position of the battery may be changed. Any further modifications will cause the vehicle to be reclassified to Class 7.

6.3.8. The weight distribution of the vehicle may be altered by the addition of ballast. In Classes 1 to 7 any ballast, tool or other boxes must be positioned within the body shell or the bumpers, be firmly secured and must not be visible or protruding nor be varied during events [6.3.2]. The addition of a luggage box, within the plan view of the car, may be included in an accepted specification for a car in Class 7(c).

6.3.9. In Class 2 the chassis must be by the original manufacturer for the vehicle although a change in bodywork is permitted providing it is in keeping with the period.

6.3.10. To be eligible for Class 7 the chassis/floor pan of the original car (between wheel centres) must be retained.

6.4. Engine

6.4.1. There are no restrictions on engine tuning, providing the cylinder block is of the same manufacture and configuration as the original. The make, type and number of carburettors is unrestricted.

6.4.2. The position of the engine mountings in the chassis may not be altered. Any further modifications will cause the vehicle to be reclassified to Class 7.

6.4.3. Comply with E 12.4.2.

6.4.4. No part of the external exhaust system may be more than one metre above the ground.

6.5. Brakes

Not have separate braking of individual driven wheels (fiddle brakes).

6.6. Springs and Shock Absorbers, Anti-tramp and Anti-roll Bars. Springs and shock absorbers may be changed and additional springs and shock absorbers may be fitted. Anti tramp bars, anti roll bars, Panhard rods and Watt linkages are permitted. Except for Classes 7(a) and 8 the original springing system and spring mounting points must be retained in operational use, e.g. leaf spring systems must retain at least the minimum number of leaves specified by the manufacturer and must not be replaced by coil or other springing systems.

6.7. Wheels and Tyres

6.7.1. Use standard diameter wheels, except for Class 7 and Class 8. In Classes 1, 3 to 6 where any production car manufactured before 1960 was fitted with wheels of diameter greater than 15in by the manufacturer, competitors may use smaller diameter wheels on both/either axles. This regulation does not apply to Class 2.

6.7.2. In Class 8, the maximum tyre section shall be 185. In all Classes 1–8 (except Class 2) the maximum permitted difference between front and rear tyres shall be two sections. No wheel/tyre may be smaller than that recommended by the car manufacturer.

6.7.3. Use standard tyres with the exception of Michelin XRN, Pirelli P7, Uniband Rally Steel, Goodyear All Weather Steel Radial, Goodyear Ultra Grip, Goodyear Ultra Grip II, Sterling (ATS) All Seasons Remould. All types of 'Grip', 'Town & Country', 'M&S' or 'All Seasons' are prohibited.

6.7.4. In all classes, spare wheels must be firmly secured by a permanent fixing. Not more than two spare wheels may be carried externally, which must be fitted as close as possible to the bodywork (excluding bumpers). However, no part of the spare wheel(s) may be mounted externally in front of the windscreen, or on the roof. Cars with an external rear-mounted spare wheel in the manufacturer's standard position may add a second spare wheel, mounted flush with the original wheel, with no spacer. The spare wheel(s) or mounting(s) may not extend rearwards more than 200mm from a vertical line passing through the rearmost part of the original bodywork (excluding bumpers), or more than 100mm beyond the rearmost part of the original bumper position for the model of vehicle, whichever creates the lesser protrusion. In all cases, wheels fitted in the manufacturer's original position and number are acceptable. An alternative maximum dimension, not exceeding 400mm, may be included in an accepted specification for a car in Class 7 (c).

6.7.5. In Class 2 vehicles must use tyres of cross-ply construction (which need not be listed in Lists I or II, but which must not be of Grip, Town & Country, Dual Purpose or M&S pattern) with the rolling radius to remain as original on vehicles and:

(a) Be fitted with tyres up to 6.00 section maximum if engine capacity is up to and including 1999cc.

(b) Be fitted with tyres up to 7.50 section maximum if engine capacity is over 1999cc.

6.8. Transmission

6.8.1. Not be permitted to change the GEARBOX or transaxle casing (except in Class 7 or Class 8).

6.8.2. Not be permitted to fit limited slip, torque biasing, locked or lockable differentials other than as provided for in Classes 6 and 7 (but not 7(c)) as standard equipment.

6.8.3. Not change or modify the rear axle casing except for cars in Class 7, Class 8 and those cars in Classes 1, 3 to 6 whose model and mark type was originally manufactured before 1955.

6.8.4. Original gear ratios may be changed.

6.9. Electrical Systems

6.9.1. Have a maximum of four forward facing

beams in addition to side and indicator lights.

6.9.2. Not use any auxiliary lights in non-competitive sections except in conditions of fog or falling snow as permitted by law.

6.9.3. All lights must be fitted and used in accordance with the motor vehicle lighting regulations.

6.10. Miscellaneous

6.10.1. The fitting of a safety roll-over bar is recommended.

6.10.2. The fitting of sump, chassis and exhaust underbody guards are permitted.

6.10.3. The footbrake, clutch and accelerator pedals must be in their original positions.

6.10.4. Proprietary tow bars may be fitted.

6.10.5. Any car which has been improved within the manufacturer's specification for the range will be considered as Production.

6.10.6. Silence to E 12.17 level 'C' with engines running at three quarters maximum rpm.

6.10.7. For vehicles in Class 2 (pre-1941) any mechanical modification, as permitted by 6 must be compatible with the period.

7. PRODUCTION CAR TRIALS

FORMULA

7.1. *Classes are free but must be stated in the SRs.* The following are recommended:

(A) FWD PRODUCTION CARS – CARRYING NO BALLAST

It is permitted to fit a sumpguard weighing not more than 10kg. Cars must be taxed for road use.

Tyre pressures:	up to 1000cc:	10 psi
	up to 1200cc:	12 psi
	up to 1400cc:	14 psi
	up to 1600cc:	16 psi
	over 1600cc:	18 psi

(B) FWD PRODUCTION CARS

Tyre pressures:	up to 1000cc:	10 psi
	up to 1200cc:	12 psi
	up to 1400cc:	14 psi
	up to 1600cc:	16 psi
	over 1600cc:	18 psi

(C) RWD PRODUCTION CARS

Tyre pressures:	FE Sports cars	up to 1800cc:	16 psi
	FE Sports cars	over 1800cc:	22 psi
	RE cars up to 1300cc:		20 psi
	RE cars over 1300cc:		24 psi
	*FE Saloon Cars	up to 1800cc:	14 psi
	*FE Saloon Cars	over 1800cc:	20 psi

*These cars must have an overall first gear ratio which is numerically less than 17:1.

(D) MODIFIED PRODUCTION CARS AND KIT CARS

Production cars modified beyond Regulation

M 7 and modified up to the limits specified in M 6.1 (Classes 1-6).

Front engined Kit Cars to approved MSA specification.

Front engined Kit Cars modified beyond Regulation M 7 and modified up to the limits specified in M 6.1

Class 7(c) (ACTC approved specification).

Tyre Pressures:	FE RWD cars:	22 psi
	RE RWD cars:	26 psi
	FE Kit cars:	24 psi
	FWD cars:	18 psi

Notes:

1. Any car fitted with a torque biasing differential or any other form of traction control as catalogued for that car will have tyre pressures set at 4 psi above the relevant class pressure.

2. Cars with an overall length of 166 inches and over in classes A and B may reduce tyre pressures by not more than 4 psi subject to an absolute minimum pressure of 10 psi.

7.1.1. An official handbook as issued by manufacturer, showing the specification normally sold on the UK market must be produced on demand. Optional or alternative equipment as listed in the manufacturer's handbook may be fitted with the exception of gear and differential ratios. Special tuning and competition catalogues etc., are not acceptable as manufacturer's handbooks.

7.1.2. A current MoT certificate must be produced at events.

7.2. Safety

7.2.1. Comply with Construction and Use Regulations, and be fitted with safety belts if appropriate.

7.2.2. Safety roll-over bar to safety criteria Q 1.5.1 are strongly recommended.

7.2.3. Seat belts to safety criteria Q 2.1.1 are recommended.

7.2.4. Fire extinguishers to safety criteria Q 3.1.1 are recommended.

7.3. Chassis/Body

7.3.1. Not have any chassis or body alterations except(a) Bodywork ahead of and below the centre line of the front wheels and behind and below the centre line of the rear wheels may be removed.(b) Panels to the front and rear of the centre line of the front and rear wheels respectively may be replaced by panels from any model in the same family of cars.

7.3.2. The weight distribution of the vehicle may be altered by the addition of ballast, such additional ballast must be positioned within the body shell or bumpers, must be firmly secured and not be visible or protruding nor be varied during events.

7.3.3. The fitting of sump, chassis and exhaust underbody guards are permitted.

7.3.4. External mirrors may be removed.

7.4. Engine

Engine tuning is permitted within the following limitations:

- (a) The cylinder head and block must remain that originally supplied by the manufacturer as standard for that model.
- (b) If the class structure recommended in 7.1 is used, carburettors, inlet and exhaust manifolds must remain as originally supplied by the manufacturer as standard for that model (except for Classes B, C & D).
- (c) Fuel injection and/or forced induction are prohibited unless offered by the manufacturers as standard or optional equipment for that model.
- (d) The stroke of the crankshaft may not be altered.
- (e) Cylinders may be rebored to a maximum of +0.060in.

7.5. Brakes

Not have separate braking of individual driven wheels (fiddle brakes). It is permitted to increase braking power.

7.6. Springs and Shock Absorbers

Retain mounting points unaltered, however, spring and shock absorbers may be changed and anti-roll bars and anti-tramp bars are permitted.

7.7. Wheel and Tyres

7.7.1. *Unless specified otherwise in SRs* use only wheels of a size that are/were available as standard or optional equipment on any version of the same make and model of the vehicle, provided that they can be fitted without altering the hubs or anything attached to them.

7.7.2. If standard wheels on older cars are not available, use in their place wheels not larger than the original in diameter and rim width. Where wheels are changed, diameters less than 15in are prohibited. Tyres of up to 155 section are permitted unless a wider section was specified as standard. Cars originally fitted with wheels of over 15in diameter may use wheels of 15in diameter.

7.7.3. Tyre sizes and aspect ratios are free, providing they are compatible with Construction and Use regulations for the vehicle concerned [subject to 7.7.1]. Tyres must not be 'Grip', 'Town and Country', 'M&S' or 'All Seasons' patterns. The following tyres are specifically excluded: Sterling (ATS) All Seasons Remould, Michelin XRN, Pirelli P7, Uniband Rally Steel, Goodyear All Weather Steel Radial, Goodyear Vector.

7.7.4. On the driven wheels only, use minimum tyre pressures as listed in 7.1.

7.7.5. Carry spare wheels and tyres in the same numbers and mounting position(s) as provided by the manufacturer.

7.8. Transmission

If the class structure recommended in 7.1 is used, only use gear and axle ratios as stated in the official manufacturer's handbook for the model and year of manufacture except for vehicles in Class D. Where components are changed to alter gear ratios as provided for above, they must be readily interchangeable and from the same car manufacturer.

7.9. Miscellaneous

7.9.1. Have bumpers fitted, when originally supplied for the vehicle.

7.9.2. Be permitted to use proprietary accessories available for the vehicle.

7.9.3. Not use alloy or plastic panels unless fitted as original equipment.

7.9.4. If the class structure recommended in 7.1 is used, rear seats must be fitted in the same way as originally supplied (except in Class D).

8. NATIONAL TRIALS CAR FORMULA

8.1. Description

8.1.1. Be a four-wheel vehicle complying with Technical Regulations except E 12.2.5/6/7, 12.13.2/3, 12.14.3/4, 12.19.4/6/7/8, M 5.1, 5.8.1/2 and Period Vehicle Waivers.

8.1.2. Be divided into two classes, up to 850cc and over 850cc up to 1650cc.

8.2. Safety

8.2.1. Safety Criteria Q 8 is mandatory. Q 1.5.4(b) and 3.1.1 are recommended.

8.3. Chassis

8.3.1. Chassis construction is free.

8.3.2. Wheelbase and width: see dimensions chart.

8.3.3. Have the engine located with the centre of the foremost original manufacturer's sparking plug orifice being not more than one-fifth of the wheelbase behind the centre line of the front wheel hubs where the only operative water radiator is mounted in front of the engine, or one-eighth if no such radiator is fitted in front of the engine (tolerance 1cm).

8.4. Body.

Have the bodywork of adequate strength and workmanlike construction providing a compartment for driver and passenger and meeting the following criteria:

8.4.1. Front and rear overhang: see dimensions chart.

8.4.2. Be equipped with fixed seats for driver and one adult passenger.

8.4.3. Have the seat backs not less than 30.5cm measured from the uncompressed base seat cushions along the angle of the seat back. The rear-most portion of the seats (without cushions) at this 30.5cm height must not be behind a line through the vertical axis of the rear hubs.

8.4.4. Have all passenger handles of rigid construction, securely anchored and be neither flexible nor adjustable. No handle must be capable of touching the ground in the event of a roll-over and all handles must be sited so that in the event of the car hitting a solid object such as a tree, handles are protected from contact with the object by the chassis. One must be fixed a minimum of 63.5cm forward of the centre line of the rear axle.

8.4.5. Have rear mudguards of adequate strength to protect driver and passenger from wheels and tyres. They must cover the full length of the tyre in plan view at the top of the

wheel and must extend outwards to within 5cm of the outside edge of the tyre wall. Front mudguards must cover the full width of the tyre over an arc of 90° and extend rearward to not more than 10° above the horizontal line through the front hub.

8.5. Engine

8.5.1. Use a single four-stroke production car engine not exceeding 1650cc. Modifications are free.

8.5.2. Comply with E 12.4.2.

8.6. Suspension

8.6.1. Any form of suspension may be used.

8.6.2. Minimum track front and rear, see diagram.

8.7. Steering

8.7.1. Not utilise four-wheel steering. Any form of connection from steering wheel to the front wheels is permitted.

8.7.2. The position of the two swivel axes must not vary whilst steering.

8.8. Brakes

8.8.1. Be fitted with operative and effective front and rear brakes. Independent rear braking is permitted.

8.8.2. Use only single leading-shoe drum brakes or disc brakes on the rear wheels.

8.8.3. Not use any self compensating control on the rear brakes.

8.9. Wheels and Tyres

8.9.1. Have wheels fitted that meet the following criteria:

(a) Not exceed a rim width of 11.43cm (4.5in) measured between the bead flanges.

(b) Not exceed a rim diameter of 15in. in the case of the driven wheels.

(c) Tyre security devices are permitted in the rims.

8.9.2. Have tyres fitted that meet the following criteria:

(a) Maximum size on driving wheels 165x15.

(b) Use tyres on driving wheels from Tyre List III. [Section 'R'].

(c) Carry at least one spare driving wheel as fitted on the car, fitted with any listed tyre.

(d) Motorcycle tyres on non-driving wheels are permitted.

8.9.3. Not use any chains, spikes, or non-skid attachments on wheels.

8.10. Transmissions

8.10.1. Be equipped with a differential gear of a type which divides torque equally between the driving wheels.

8.10.2. Not use any locked or lockable, torque biasing or limited slip differentials or any other automatic device which is designed to achieve the same result.

8.10.3. Have any clutch/torque converter attached to the engine flywheel which must be bolted directly to the engine crankshaft.

8.11. Weight.

Free.

8.12. Miscellaneous

8.12.1. Have the starter motor mounted on either engine block or clutch cover.

8.12.2. All measurements must be in accordance with these regulations when the car is unladen on a level horizontal surface.

8.12.3. Comply with the silencing levels E 12.17.

9. 750 MOTOR CLUB TRIALS FORMULA

9.1. Description

Full details of this Formula are available from the 750 Motor Club Ltd., West View, New Street, Stradbroke, Suffolk IP21 5JG. Tel 01379 384268.

10. STANDARD CAR TRIALS

10.1. Description. A standard car is defined as a model having been produced in quantities of not fewer than 5000 per annum, regardless of engine capacity. The car must be in current production, or have been in production within the preceding ten calendar years. It must have been available through a dealer network and must be to standard UK specification, as detailed in the handbook.

10.1.1. An official handbook issued by the manufacturer, and showing the UK specification, must be produced on demand.

10.1.2. Optional or alternative equipment, as listed in the manufacturer's handbook may be fitted, with the exception of gear and final drive ratios.

10.1.3. A valid tax disc must be displayed, and a current MoT certificate (where appropriate) must be produced at events.

10.2. Classes

A. Cars with an overall length of 12ft or less.

B. Cars with an overall length of more than 12ft, up to and including 14ft.

C. Cars with an overall length more than 14ft.

Lengths will be as specified in the handbook.

10.3. Cars must comply with the Construction and Use Regulations. A fire extinguisher [Q 3.1.1] is recommended.

10.4. Weight. The weight distribution may not be altered by the addition of any form of ballast.

10.5. Engine. The engine must be as originally specified by the manufacturer, with no modifications, except that cylinders may be rebored to a maximum of +0.060 in.

10.5.1. The fitting of sump, chassis or exhaust underbody guards is not permitted.

10.6. Transmission. Only the gear and final drive ratios as stated in the official manufacturer's handbook may be used.

10.6.1. Use two-wheel drive only, unless SRs allow four-wheel drive. Four-wheel drive vehicles operating in two-wheel drive are not eligible, *unless permitted by SRs.*

10.6.2. Separate braking of individual wheels (fiddle brakes) is not permitted, but the braking power may be increased.

10.6.3. Springs and dampers may not be changed. Anti-roll or anti-tramp bars must remain if fitted as standard.

10.7. Wheels. Only the standard size wheel for the model is permitted. Any size of tyre suitable for the standard wheel may be used, subject to compliance with 7.7.3, 7.7.4 and 7.7.6.

10.7.1. The minimum tyre pressures on the driven wheels are:

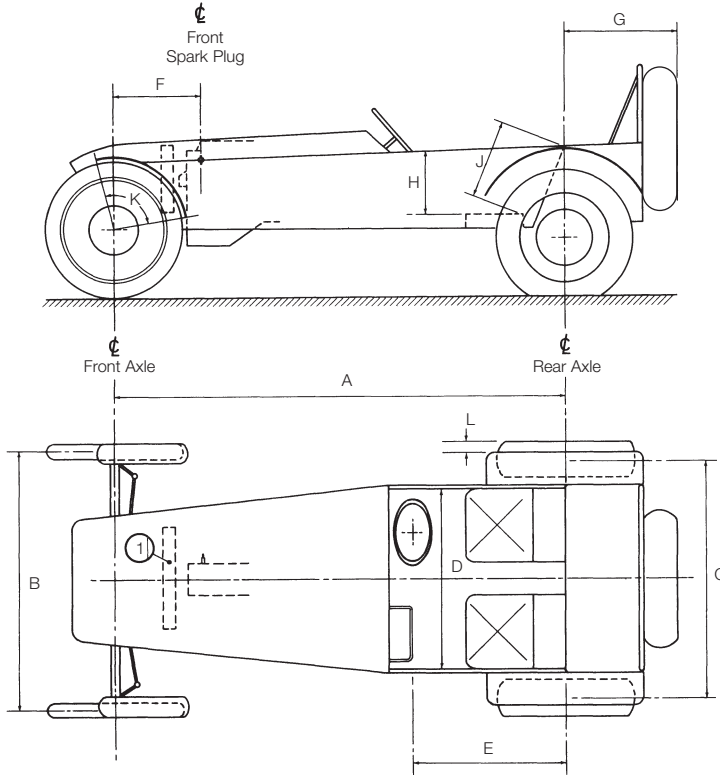
Front wheel drive cars – 18psi.

Front engine, rear wheel drive – 18psi.

Rear engine, rear wheel drive – 22psi.

Any car with a torque biasing differential or any other form of traction control, must add 5psi to the above.

NATIONAL TRIALS CAR FORMULA DIMENSIONS



	Classes		
	Under 850cc	Over 850cc	
A	Minimum wheelbase	190.5	198.0
B	Minimum front track	112.0	112.0
C	Minimum rear track	112.0	112.0
D	Minimum cockpit width	81.28	81.28
E	Minimum to passenger handle	63.5	63.5
F	Maximum front axle to no. 1 plug (with minimum wheelbase)	38.1	39.6
G	Maximum rear overhang	1/3 of wheelbase	
H	Minimum height side to seat	15.24	15.24
J	Minimum seat back height	30.5	30.5
K	Minimum front mudguard arc	90°	
L	Maximum rear mudguard from tyre edge	5.08	5.08
			all dimensions in cm

Note ① Radiator in front of engine, if water cooled.