



Chapter 13

Rally

CHAPTER 13 RALLY

This Chapter must be read in conjunction with [Chapters 1-11](#) as appropriate.

This Chapter is separated into the following appendices:

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CHAPTER 13 RALLY

Appendix 1 - Regulations Applying to All Rallies including Public Relations and Sound Testing

1. General

- 1.1. This Appendix must be read in conjunction with all applicable Appendices to this Chapter and [Chapters 3 and 5 and 7](#).
- 1.2. Any **Competition** traversing a **Public Highway** in England **Wales** or Scotland is subject to the provisions of the Motor **Vehicles (Competitions and Trials) Regulations**. **Applications** to run such events must be made to the **Competition Authorisation Office (CAO)** at the **ASN** or in the case of Scotland to the Royal Scottish Automobile **Club**. Details of the authorisation procedure are available from either organisation.
- 1.3. The **ASN Permit** must be obtained for all **Events** before they are run.
- 1.4. The **ASN Permit** applications must be made in accordance with [Ch.3](#) prior to the **CAO Authorisation** being granted.
- 1.5. The **Permit** and the **CAO Authorisation** (where applicable) numbers must be shown in all **Final Instructions**.
- 1.6. The **Permit** itself is validated only when authorisation has been granted.
- 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**.
- 1.8. **Organisers of Interclub** and higher status **Events** must have sufficient previous organisation experience.
- 1.9. The **ASN** will appoint a **Safety Delegate** to all **Multi- Venue Stage Rallies** and any other **Stage Rally** including **Rally Time Trials** and **Rally Demonstration Events** where the **ASN** deems it appropriate to do so.
- 1.10. The use of the public forest estates managed by **Natural Resources Wales ('NRW')**, **Forestry and Land Scotland ('FLS')** and **Forestry England ('FE')** must have been approved by the **ASN**. Permission must be applied for by an annually specified date prior to the **Forestry** year (which runs 1 January - 31 December).
- 1.11. No contact should be made with **NRW**, **FLS** or **FE** respectively before receiving approval from the **ASN** or its appointed **Forestry Liaison Officer** or **Rally4Wales**.
- 1.12. Specifically in the case of **Rally** if a **Championship Round** is cancelled or changes its date due to reasons of **Force Majeure** then the **Championship Organisers** may arrange for an alternative **Event** or date for an **Event** to be included in the **Championship** calendar. Subject to the overriding authority of the **ASN** only one such change to that **Championship** is permitted and is subject to prior **ASN** approval and will only be permitted if less than 15% of the **Competitors** registered for the **Championship** object in writing to the change.
- 1.13. Any Organising Club or Promotor who proposes to establish a new Stage Rally, Road Rally or Targa Road Rally, or Rally Championship, must complete an Expression of Interest form and submit this to the ASN Head of Rallying in advance for ratification. No promotion must take place prior to ratification by the ASN.

2. National Courses

- 2.1. The selection of any route for a **Competition** is subject to **ASN** approval. When requesting approval a detailed itinerary must be submitted giving the exact distances to be covered.
- 2.2. Where appropriate The Motor **Vehicles (Competitions and Trials) Regulations** must be complied with in all respects.

3. International Courses

- 3.1. When the projected route of an **Event** traverses the territory of other **ASNs** the **Organisers** (through the UK **ASN**) must obtain the consent of all **ASNs** through whose territories the route may pass.

- 3.2. The selection of roads to be used and a detailed itinerary with expected speeds and distances must be approved by the **ASN** concerned.
- 3.3. The **ASN** may impose specific restrictions on the number or character of events that traverse any foreign territory.

4. Other Events

- 4.1. Certain **Events** also qualify for a **Permit** or **Exemption Certificate** ([Ch.3](#)) provided they meet the **ASN Regulations** for organising **Rallies**.

5. Upgrading of Events

- 5.1. For a **Rally** to be considered for upgrading from **Clubman** to **Interclub** status of a similar format it must be observed as a **Clubman Event** and have a minimum of 25 starters unless special **ASN** dispensation has previously been agreed in writing.
- 5.2. For upgrading to **National Stage Rally** there must have been a minimum **Entry** of 50 as an **Interclub Event** of a similar format to that proposed for two consecutive years preceding first time application. Thereafter the minimum **Entry** must not be less than 50 in one of two consecutive years.
- 5.3. Upgrading to an **International Stage Rally** will be at the discretion of the **ASN**.

6. Public Relations

- 6.1. **Public Relations** work must be undertaken by **Organisers** on all **Events** using the **Public Highway** in accordance with the current legislation and as follows:
 - 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.
 - c. If the **Event** is run in England or **Wales** do not intimate that it is authorised by the Police.
 - d. Avoid asking for 'authorisation' or 'permission' from house-holders – it invites unnecessary difficulties.
 - e. All **PR work** must be by responsible members of the **Organising Club** or of a **Local Club**.
 - f. The work should be completed to allow enough time to undertake a re-route should this prove necessary.
 - g. All **PR** letters must be checked by the **RLO** and must indicate who is the **Organiser** (with a contact address including email and phone number) the date of the **Event** in which direction it is travelling and the approximate time of passing.
 - h. **Special** consideration should be given to householders with pets or livestock.
- 6.2. Where an **Organiser** is intending to publish a guide to the route or specific locations for spectators to see the **Event** ensure that:
 - a. Householders within 500m of any specifically advised location have been effectively **PR'd** without difficulty and these areas are marshalled.
 - b. The information issued contains warnings of locations that spectators must avoid (blackspots, sensitive areas etc).
 - c. Ensure that each **PR** crew prepares reports on each visit and these are available to the **Clerk of the Course** and the **Stewards** on the day of the **Event** and to the **RLO** on request.
 - d. **Special** note must be made about problem areas for the benefit of future **Events** and these reports must be passed on to **RLOs**.
- 6.3. Contact should be made with local Police before and immediately after all **Events**.
- 6.4. **Rallies with Special Stages** including **Single Venue Stage Rallies** must comply with [App.19 Charts 1 and 2](#).

7. Noise Testing

- 7.1. Before the start of a **Competition** all **Competitors**' cars and those **Officials**' cars that are expected to follow a substantial part of the route must pass a sound test.
- 7.2. This test must be conducted by an **Environmental Scrutineer** using a sound meter as prescribed in the **Technical Regulations** at [Chapters 5 and 7](#)..
- 7.3. Any **Vehicle** reading over 98dB(A) in this test will be prohibited from starting (except in **Special Stage Rallies** where a level of 100dB(A) is permitted) unless the **Official Documents** specify lower levels.
- 7.4. All measurements refer to the 0.5m test in [Ch.7](#). Wherever practical the 2.0m test should be used for **Road** and **Targa Road Rallies**.
- 7.5. For **Vehicles** of Periods A to D there is a waiver from the requirement to use a sound meter on daytime **Events** but **Driving Standards Observers** for sound must be appointed.
- 7.6. The **Organisers** must make arrangements for a suitable testing site to be available and ensure that adequate personnel are appointed.
- 7.7. A further sound test of the same **Vehicles** must be made on any road sections and these should be manned by a **Driving Standards Observer** and / or **Judge of Fact** appointed and named in the **Official Documents** and qualified to carry out their duties by experience.
- 7.8. The **DSO** have the authority to stop any **Vehicle** until it complies with relevant sound regulations.

8. Instructions to Competitors

- 8.1. In addition to the requirement of [Ch.3](#) the **Official Documents** 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 **Special 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 [App.10 Art.7.42](#)).
 - d. In any dispute concerning mileages these shall be calculated according to 1:50000 OS maps (or equivalent local maps).
 - e. Any modification of the **Event Regulations** in relation to **Pace Notes**, **Subjective Route Notes** or other means of giving **Competitors** advice relating to the traversing of a **Special Stage**. ([App.10 Art.7.42](#))
 - f. The type of timing to be used.
 - g. A reminder of which sub-sections of the **Technical Regulations** apply.
 - h. Whether or not **Vehicles** are required to be taxed and insured for use on the public highway.
 - i. Whether servicing is permitted and if so then the manner in which **Service Vehicles** must be identified by **Official Service Plates** affixed to the **Service Vehicle**.
 - j. Any information which is required in relation to checks established by the **Organisers** to observe maintenance of a set speed and / or time schedule and / or route.
- 8.2. No oral instruction to **Competitors** during an **Event** will be valid if this affects the route the time schedule or the layout or performance of a **Stage** or test.
- 8.3. Any instruction concerning these aspects must be displayed as an **Official** notice at least 30 minutes before the first **Vehicle** is due to start or issued in writing to each **Competitor** who must acknowledge receipt in writing. The instruction and acknowledgment are **Official Documents**.

9. Documentation

- 9.1. All documentation issued by the **Organisers** is deemed an **Official Document** under the **NCR** and the

Route Card, Road Book or Time Card must specify the following:

- a. A description of each section (**Standard, Neutral, Transport Regularity** etc).
- b. The time allowed to traverse the route between each time **Control** and all the information necessary to enable **Competitors** to comply with it.
- c. What information the **Organisers** require to be recorded and the locations (**Controls** – see [App.13](#)) at which these records will be made except as provided for in [Art.8.1.j.](#) above
- d. Which **Checks** will be manned by **Officials** except checks established in accordance with [Art.8.1.j..](#) above
- e. Which portions of the route will be timed to less than one minute.
- f. Any 'out of bounds' areas to be respected.
- g. The areas where the **Organisers** require **Competitors** to observe special driving restrictions (ie **Quiet Zones**).
- h. The order in which **Controls** and **Checks** must be visited.

CHAPTER 13 RALLY

Appendix 2 - Duties and Responsibilities of Clerks of the Course for All Types of Rally

1. General

- 1.1. This Appendix must be read in conjunction with all applicable Appendices to this Chapter and Chapters 2 and 3 and 5.
- 1.2. In addition to organisational responsibilities the **Clerk** is the first **Judicial** body at an **Event** and accordingly is obliged to exercise that responsibility including the provisions of [Ch.2](#). This responsibility may be delegated to a **Deputy Clerk**.

2. PART A – All Rallies

- 2.1. In addition to the duties detailed in [Ch.5](#) the **Clerk of the Course** should ensure compliance with the following:
 - a. The organisation and **Regulations** for the **Event** must meet the requirements of the relevant **Statutory Instruments**.
 - b. Reasonable precautions must be taken in the selection of route, time of day, control of spectators and any other relevant factors to avoid inconvenience to the general public.
 - c. The **Organisers** must familiarise themselves with the medical and ambulance facilities along the route.
 - d. Effective **Public Relations** work must be carried out in accordance with [App.1 Art.6.1–6.4](#).
 - e. In farming areas **Event** details must be sent to the appropriate County Secretary of the **National Farmers' Union** and any similar **National** bodies.
 - f. The appointed **CAO Route Liaison Officer (RLO)** for each of the Counties and **National Parks** through which the route passes must be consulted about the draft route at least three months before the **Event** date and before submission to the **CAO**. This is particularly important when special public relations work in sensitive areas is required.
 - g. The **Route Liaison Officer** must also be consulted as above in respect of **Single Venue Stage Rallies** and all other **Rallies** whether using the **Public Highway** or not.
- 2.2. The **RLO** may:
 - a. Request the sight of all paperwork relating to the **Event** including **PR** sheets.
 - b. Request the **CAO** where applicable to suspend authorisation or the **ASN** to suspend the **Permit** until the route or the effectiveness of the **PR work** in his area has been confirmed.
 - c. Require the **Clerk of the Course** to order re-routes as appropriate to avoid areas of special concern.
 - d. Exercise discretionary judgement on where competitive sections may be run and their length and withhold agreement to the route if not satisfied with any aspect of the organisational standards or route planning.
 - e. Require the **Clerk of the Course** to order additional technical restrictions on **Vehicles** as appropriate in their area with the approval of the **ASN**.
- 2.3. Private property of any description must not be used without written permission from the landowner or authorised agent.
- 2.4. The necessary permission from Highway Authorities must be obtained in respect of all **Footpaths**, **Bridleways** and **Restricted Byways** that are used or crossed and any conditions laid down must be adhered to. These locations must be adequately marshalled by **Officials** who are well briefed and properly identified. One **Official** must be appointed for each such section to ensure that the **Event** is seen not

to inconvenience unduly members of the public. The **Official** must have a good working knowledge of the **Rights of Use** applying to the **Section**. Alternative routes for other **Rights of Way** users must be signposted. **Warning Notices** in accordance with [Ch.3](#) as appropriate and the **Safety Code** should be on display in all such areas.

- 2.5. Appropriate sanitation must be available throughout the route of the **Event** the locations of which must be communicated within **Event** documents. Particular consideration must be given to locations prior to **Special Stages** and at **Service Areas** and **Rest Halts**. **Local** authority guidance is especially relevant in respect of the provision for Spectators. Further guidance is given in the **Stage Rally Safety Requirements**.
- 2.6. No person may drive more than 200 miles continuously without relief and there must be a prescribed rest period of at least one hour for each **Driver** at intervals of not more than 200 miles.
- 2.7. Any **Event** that runs for more than 14 hours must unless previously agreed by the **ASN** have a rest halt of at least two hours.
- 2.8. Wherever **Competitors** are on a **Public Highway** they must be controlled by a pre-determined speed schedule unless they are allowed to complete the **Event** in their own time. This schedule must not require or encourage **Drivers** to exceed any statutory limits where imposed or be considered dangerous or unreasonable in relation to prevailing traffic conditions and the nature of the route.
- 2.9. No time or speed schedule must be imposed which requires or encourages **Competitors** while using a highway open to the public to achieve an average speed between any two points that exceeds the following limits:
 - a. 30mph for **Vehicles** in the case of all highways other than motorways. For sections run on minor roads under 4m wide during daylight hours (07.00 to 22.00 hrs) the average speed may not be greater than 20mph unless agreed by the **RLO**.
 - b. 60mph for cars in the case of motorways.
 - c. 25mph in the case of any **Vehicle** subject to a speed limit (such as vans).
 - d. 20mph for **Vehicles** on neutral sections (except on M A or B class roads).
- 2.10. There must be no bonus for exceeding the specified average.
- 2.11. **Competitors** must be given in advance by **Official Document(s)** all the information necessary to enable them to calculate the speed that they are being asked to average ([App.5](#)).
- 2.12. The **Organisers** may establish a check at any point for the purpose of observing maintenance of a set speed and/or time schedule and/or route provided that **Competitors** are advised of these checks in the **Official Documents** and are given all the necessary information to enable compliance.
- 2.13. Where **Competitors** are going onto a highway from private ground every practicable precaution should be taken to avoid depositing mud or soil on the highway.
- 2.14. The use of gated roads should be avoided if practicable but if **Competitors** are to traverse a gated road then adequate arrangements must be made to ensure that all gateways are manned by **Marshals** who must ensure that no **Competitor** is required to open a gate and that all gates are closed after the **Competition**.
- 2.15. Occupiers of land adjacent to the road must be advised before the **Competition**.
- 2.16. Except when used as **Special Stages** the use of single-track roads should be avoided if practicable during daylight but if **Competitors** are to traverse such roads the speed set must be lowered as appropriate.
- 2.17. Those sections of an **Event** involving difficult navigation by means of map references or a detailed route card must be scheduled so that no **Competitor** is traversing minor roads during the busy morning or evening hours unless the required average speed is not more than 20mph.
- 2.18. **Controls** must be sited at places where there is adequate room for **Officials'** and **Competitors'** **Vehicles** to stop without affecting non-**Rally** traffic.
- 2.19. **Controls** must be sited at least 500m from occupied houses except where written approval has been obtained from the occupants.

- 2.20. All **Controls** must be clearly identified at the roadside ([App.5](#)).
- 2.21. **Controls** at which **Competitors** are required to stop for the purposes of recording a time and which are on the public highway must not be less than two miles from any similar control.
- 2.22. **Competitors** must be provided with all necessary regulatory information at or before their starting time.
- 2.23. **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 **Official Documents** specify a longer time interval or a different order. **Road** sections prior to a **Stage** must be a minimum of five minutes regardless of distance.
- 2.24. **Events** must provide additional road timing when utilising media interviews at **Stage** ends. A figure of one additional minute is recommended.
- 2.25. On **Road Rallies** reverse seeding is not permitted.
- 2.26. After a **Rally** has started the **Organisers** must not accept any claim from **Competitors** concerning either **Force Majeure** or baulking. Nonetheless the **Clerk of the Course** has the judicial discretion to disqualify any **Competitor** proven to have unreasonably baulked another ([Art.4.39 below](#)).
- 2.27. Wherever possible the **Event** route should be checked for damage immediately before and after the **Event**.
- 2.28. The **Safety Delegate**, **Stewards** and **Observers** (as appropriate to the **Event**) must be supplied with a complete marked map of the route before the date of the **Event** and must also be supplied with a set of all instructions and route cards that are issued to **Competitors** and **Officials** as soon as they are available.
- 2.29. **Competition Licences** should be signed proving that the holders completed the **Event** without adverse report. Signatures may be obtained by both the **Driver** and the **Navigator** or **Co- Driver**.
- 2.30. The **Chief Timekeeper** appointed for the **Event** is responsible for issuing timing equipment and ensuring that the **Marshals** are competent to use it.
- 2.31. The **Chief Timekeeper** must be able to deal with operational problems affecting timing equipment.
- 2.32. Any section of an **Event** that is timed to less than one minute must be timed by certified equipment digital clocks to **ASN** specification R(O/I)R or E/B recording clocks printing to seconds or automatic apparatus.
- 2.33. All official clocks or watches must be set to GMT / BST time.
- 2.34. Any official timepiece timing to the minute that is not within 15 seconds of GMT / BST time or any official timepiece timing to the second that is not within five seconds of GMT / BST time will be disregarded.
- 2.35. If competing **Vehicles** or service **Vehicles** are required to carry any identification markings the name of the **Organising Clubs** must be incorporated except in **Single Venue Rallies** confined wholly to private property.
- 2.36. All **Official** bulletins, **Permits** and authorisations, times and results (unless issued in accordance with [Ch.3](#)) must be published on an **Official Notice Board** whose location has been notified to **Competitors** in the **Official Documents** for the **Event** ([Ch.5](#)).
- 2.37. At **Events** where there are **Classes** for designated groups or categories of **Vehicle** suitable arrangements to undertake eligibility checks should be available before the **Competition** or at its conclusion.
- 2.38. Any **Event** with a **Class** or **Classes** exclusively for historic **Vehicles** as defined in the **NCR (Historic Special Stage Rallies)** must appoint a **Historic Grade Eligibility Scrutineer**. **Events** with a **Class** or **Classes** exclusively for historic **Vehicles** as defined (**Historic Road Rally Cars**) may be required to appoint a **Historic Grade Eligibility Scrutineer** at the discretion of the **ASN**.
- 2.39. All modified / **Competition Vehicles** used as **Course** / **Safety Cars** on **Special Stage** and **Targa Road Rallies** must comply with the relevant **Technical** and **Safety Regulations**.
- 2.40. **Technical** and **Safety Regulation** checks may be carried out both before and during an **Event**.
- 2.41. The **Chief Scrutineer** must be available throughout the **Event** to ensure that the **Technical Regulations** are complied with.
- 2.42. When the **ASN Safety** and **Medical Radio** frequencies (81.575 and 81.5375MHz FM) are to be used

they must be operated in accordance with Ofcom and **ASN** licensing requirements (see Art.69.b. below). **Operational Guidelines** for the use of the **ASN Safety** and **Medical Radio** frequencies are issued to all **Radio Licence Holders** and the **Radio Marshals Handbook** is published on the **ASN** website.

3. PART B – Road Events

Additional Duties and Responsibilities of the **Clerk of the Course** are as follows:

- 3.1. Enforce the obligations of **Entrants** under the **NCR** ([Ch.6](#)).
- 3.2. Ensure the relevant obligations of **Organisers** under the **NCR** ([Ch.3](#)).
- 3.3. **Judges of Fact** may be appointed to adjudicate on:
 - a. Failure to stop at **Stop** or **Give Way** junction.
 - 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 ([App.3](#)).
 - f. **Unauthorised** servicing.
 - g. Excessive **Noise**.
 - h. Violation of out of bounds areas.
- 3.4. **Regional Associations** must be advised by **Event Organisers** at least two months before all **Road Rallies** including **Navigation** and **Historic Road Rallies** take place within their area.
- 3.5. **Regional Associations** may appoint a **Driving Standards Observer** as an **Event Official** ([Ch.5](#)).
- 3.6. All other **Events** may appoint their own **Driving Standards Observers** ([Ch.5](#)).
- 3.7. **Driving Standards Observers** will adjudicate on:
 - a. Excessive **Vehicle Noise** 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**.
- 3.8. Any **Competitor** driving at an excessive speed or recklessly or in a manner likely to bring motor sport into disrepute or convicted of any driving offence committed during an **Event** may be **Disqualified**.
- 3.9. **Checks** operated by **Judges of Fact** or **DSOs** need not be manned for the whole period during which **Competitors** may report and may operate on a random basis.
- 3.10. The **Official** in charge of any control or check may mark or withhold a **Competitor's Route Card** or **Time Card** if a **Vehicle** has suffered damage to its exhaust system.
- 3.11. All **Timekeepers** will be **Judges** concerning time recorded.
- 3.12. For **Road Rally Events** (as defined by **Permit**) and all **Events** including **Special Tests** the **Chief Scrutineer** must be appointed from the list of **ASN Technical Officials** (NAT).
- 3.13. For all Road, Road Timed and Navigational Rally Events the Clerk of the Course must be Licensed by the **ASN** ([Chapter 5](#))
- 3.14. Applicants for Road Rally Clerk of the Course Licence will only be considered if appointed by an Organising Club entitled to run such Events.

4. PART C – Special Stage Rallies

Additional Duties and Responsibilities of the **Clerk of the Course** are as follows:

- 4.1. For all **Special Stage Rallies** the **Clerk of the Course** must be licensed by the **ASN** ([Ch.5](#)).
- 4.2. Applicants for accreditation as **Stage Rally Clerk of the Course** will only be considered if appointed by an **Organising Club** entitled to run such **Events**.
- 4.3. All other motor sporting users of **Venues** to be used as **Special Stages** must be notified of arrangements for using the **Venue**.
- 4.4. **Competitors** must be seeded as follows:
 - a. Numerically in order of anticipated performance with the first **Competitor** having the best performance potential
OR;
 - b. Only for **Multi-Venue Stage Rallies** in **Forestry**: Classes 9 to 13, Classes H1(a), H1 and H9 are permitted to run at the front of the field numerically in order of anticipated performance with the best performance potential at the front. All other **Classes** to run numerically in order of anticipated performance following a suitable time gap.
 - c. **ASN** reserves the right to give prior approval for other methods of seeding.
- 4.5. The **Chief Scrutineer** must be appointed from the list of **ASN Technical Officials**.
- 4.6. Ensure that a **Safety Plan** is produced in accordance with the **ASN Stage Rally Safety Requirements** and that all **Officials** involved in the running of the **Event** are aware of the plan and where appropriate have received training.
- 4.7. 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.
- 4.8. **Marshal** locations should be selected so as not to place them in areas where they may be exposed to significant risk.
- 4.9. In allocating individual **Marshals** to specific locations care should be taken to ensure that less experienced **Marshals** are accompanied by experienced colleagues.
- 4.10. An **Event Safety Officer** must be appointed who is experienced in the current operation of **Special Stages** and who understands the potential of **Rally Vehicles** in differing weather conditions.
- 4.11. The **Event Safety Officer** must be assisted by a Spectator **Safety Officer** who is responsible for specific arrangements to accommodate spectators in suitable areas, to prevent access to other areas and to make suitable access facilities for spectators' use.
- 4.12. The **Spectator Safety Officer** shall ensure that:
 - a. There should be a copy of the **Safety Code** on display at all entrances where the public are likely to enter.
 - b. All and any publication giving **Event** information online or in print whether published for spectators or **Officials** must include a copy of the **Safety Code**.
- 4.13. The **Event Safety Officer** is responsible for ensuring that there are effective arrangements to supplement the general marshalling strength organised by the **Stage Commander** as follows:
 - a. There must be pre-determined arrangements available to every **Stage Commander** for summoning appropriate emergency services via rendezvous points if necessary to the scene of an incident.
 - b. At each **Stage** unless the complete route is visible from the **Start** or **Finish** areas there must be provision of an effective radio communications network operated through a nominated **Controller**

under the direction of the **Clerk of the Course** linking **Officials** at **Start**, **Finish** and intermediate points with **Rescue** and **Medical Services**. The frequency must be secure from misuse and be either the **ASN Safety** Frequency or a privately licensed frequency to Ofcom **Regulations**. The **Controller** must be experienced in the use of radios and in controlling a network and must ensure the disciplined use of the radios. Where the **ASN Safety** Frequency is used the **Radio Controller** must hold a valid **ASN Radio Controllers Licence**. Notes on radio procedure are available from **ASN**.

- 4.14. Written instructions on the operation of **Stages** prepared in accordance with the **ASN Stage Rally Safety Requirements** must be made available to all **Officials** and **Marshals**. These must clearly establish:
 - a. That the number of **Vehicles** to be sent through any **Stage** before the **Competition** shall be in accordance with the **ASN Stage Rally Safety Requirements**.
 - b. The crew of each **Safety Car** must have specific duties based on the current **ASN Safety Car** Roles and Responsibilities. On all **Multi Venue Rallies** at least two **Vehicles** of the **Safety Car** train must complete the entire route
- 4.15. No **Stage** must start until the **ASN Safety Delegate** or subsequent designated **Safety Car** crew where applicable has confirmed that it is ready for **Competitors** and that the **Marshals** have all spectators on the **Stage** under their control and direction ([App.20](#)).
- 4.16. There must be no movement of any **Vehicle** or of the **Rescue** services once the **Stage** has opened without the specific approval of the **Stage Commander** and then only after suspending the **Stage** and being satisfied that it is cleared of competing **Vehicles**.
- 4.17. On any **Special Stage** where extreme circumstances make it necessary to neutralise the **Competition** e.g. where spectator safety is compromised or to authorise the movement of non-competing or **Rescue Vehicles** the system of **Red Signals** must be in place. These should be located at mid **Stage Rescue** points all locations where a **Rescue** / emergency **Vehicle** may re-enter the **Stage** following a shortcut and at each mandatory **Radio Point** ([App.12](#)). **Red Signals** will be displayed at all mandatory **Radio Points** preceding the incident only on the specific instruction of the **Clerk of the Course** or **Stage Commander**.
- 4.18. **Red Signals** must be prominently displayed (held out steady not waved) by a designated **Marshal** who MUST wear a **Marshals'** tabard.
- 4.19. **Red Signals** shall measure a minimum of 60cm x 70cm.
- 4.20. **Competitors** who have been shown a **Red Signal** will be given a notional time for the **Stage**.
- 4.21. The time of the deployment of the **Red Signals** will be recorded and notified to the **Clerk of the Course**.
- 4.22. No **Signal** other than a **Red Signal** may be deployed at any point along the route of the **Special Stage**.
- 4.23. Under no circumstances will any **Vehicle** be allowed to drive in the reverse direction of the **Stage**.
- 4.24. Detailed emergency procedures and equipment which must be made available by the **Event Safety Officer**.
- 4.25. 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.
- 4.26. No **Competitor** will be permitted a re-run of a **Special Stage** ([App.10](#)).
- 4.27. The system of ensuring that **Competitors** are positively monitored and checked through a **Stage** must be clearly stated in both the **Event Safety Plan**. For this purpose **Organisers** may either use numbered **Stage Time Cards** or note the previous **Competitor's Competition Number** with the next **Competitor** to leave the **Start**.
- 4.28. All non-competing **Vehicles** must be parked in an appropriate place at least 30m from a road used as a **Special Stage** between a point before the **Start** control and a point 100m beyond the **Finish** stop control.
- 4.29. Any non-competing **Vehicle** required solely for purposes of safety may be parked at any place designated appropriate by the **Stage Commander** and / or **Event Safety Officer**.
- 4.30. Any road that may form an escape between the start and stop **Controls** must be kept clear and unobstructed

for a distance of at least 100m bearing in mind the potential approaching speed of **Competitors**.

- 4.31. The location of any competing **Vehicle** that fails to complete the stage must be reported to the **Stage Commander**.
- 4.32. The information required by the **Clerk of the Course** to consider [Art.4.34–4.38](#) below must be available if the **Stage** is interrupted or stopped for any period of time.
- 4.33. Reasonable precautions must be taken to protect private property situated adjacent to any **Stage** against damage.
- 4.34. Should the normal running of a **Special Stage** be stopped after the passage of one or more **Competitors** for any reasons whatsoever and it proves impossible to allow other **Competitors** to cover the **Stage** competitively the **Clerk of the Course** may give to each crew which has not been able to cover the **Stage** in the normal manner a notional time corresponding to the slowest time set up to the moment of interruption.
 - i. Where a Competitor is unable to complete a Special Stage competitively due to a significant delay outside of their control, and there is satisfactory evidence to demonstrate the significant delay, the Clerk of the Course may give the crew a notional time relative to their performance during the event.
 - ii. Where there is evidence of the actual time lost as a result of the delay, the Clerk of the Course may give the crew an adjusted time. Where evidence of the time lost is not available, the Clerk of the Course may give the crew a notional time corresponding to the slowest time set prior to the crew completing the stage.
- 4.35. 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).
- 4.36. 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.
- 4.37. In the case of an **Event** being permitted to seed **Competitors** in reverse order of anticipated performance the **Clerk of the Course** may give **Competitors** a notional time corresponding to the fastest time set at the moment of interruption or apply the next fastest time (up to the 5th fastest time) if the fastest time represents a complete anomaly.
- 4.38. If the normal running of a **Special Stage** is red **Signalled** prior to any **Competitors** completing that **Stage** competitively and where circumstances allow the stage to be re-started, 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 time set by the first following **Competitor** who completes the stage competitively after the interruption, however if this time represents a complete anomaly, the next **Competitor**'s time may be retained (and so on until the 5th recorded time following **Stage** re-start).
- 4.39. The **Clerk of the Course** has discretionary powers to impose a penalty in accordance with [App.8 \(gg\)](#) or [App.14 \(gg\)](#) on any **Competitor** who causes or is part of a serious blockage on a **Special Stage** whether intentionally or otherwise if their actions prevent any other **Competitor** from completing the **Stage** competitively. The **Clerk** can also impose further penalty under [Ch.2](#) as appropriate.
- 4.40. **Judges of Fact** may be appointed to adjudicate on:
 - a. Failure to comply with the **Medical Requirements** specified in [Ch.6 \(App.2\)](#).
 - b. Failure of **Competitors** to comply with Specific **Regulations**
 - c. Failure to comply with the prescribed route requirements at [App.10 Art.7.27–7.35](#).
 - d. False starts on **Special Stages**.
 - e. **Unauthorised** use of auxiliary lights.
 - f. **Unauthorised** possession of pace notes or radio equipment ([App.10 Arts.7.1–7.3](#) and [App.10 Art.7.42–7.44](#)).

- g. **Unauthorised** servicing.
- h. **Unauthorised** smoking.
- i. Excessive **Vehicle Noise** (observed during the **Event**).
- j. Violation of out of bounds areas.
- k. Violation of the regulations regarding crash helmets seat belts or flame-retardant overalls.

4.41. **Driving Standards Observers** may be appointed to adjudicate on:

- a. Excessive **Vehicle Noise** (observed during the **Event**).
- b. Excessive speed.
- c. Driving in a manner likely to bring motor sport into disrepute.

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

4.43. **Organisers** should include in their **Official Documents** the following notice to **Competitors**:
Judges of Fact and / or DSOs will be appointed to report on noise levels. Excessive noise will include instantaneous occurrence of noise such as but not exclusively that produced by backfiring caused by anti-lag systems. The penalty for excessive noise may go as far as Disqualification.

4.44. Any **Competitor** driving at an excessive speed or recklessly or in a manner likely to bring motor sport into disrepute or who is convicted of any driving offence committed during the **Event** may be **Disqualified**.

4.45. The **Official** in charge of any **Control** or **Check** may mark or withhold a **Competitor's Road Book** or **Time Card** if the **Vehicle** concerned has suffered damage to its exhaust system.

4.46. The **Clerk of the Course** can appoint **Officials** empowered to search **Competitors** and their **Vehicles** for **Unauthorised Pace Notes**.

4.47. There should be two such **Officials** one male to check male **Competitors** and one female to check female **Competitors**.

4.48. An **Organiser** may permit the supply of subjective route notes. This must be stated in the **Official Documents** and the subjective route notes must be prepared by a **ASN** registered supplier.

CHAPTER 13 RALLY

Appendix 3 - Specific Regulations for Road Events

1. General

- 1.1. This Appendix must be read in conjunction with all applicable Appendices and in particular [App.1](#) and [App.9](#).
- 1.2. The following definitions and regulations apply.

2. Road Rally

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

3. Historic Road Rally

- 3.1. As **Road Rally** but participation is limited to **Vehicles** complying with the appropriate **Technical Regulations** for **Historic Category 1, 2, 3 and 4 Road Rally Vehicles** [App.15](#) and [17](#). Must comply with the following:

- a. **PR** work in accordance with [App.1 Arts.6](#) must be carried out.
- b. **Classes** must be based on the ability of **Competitors** (masters, experts, non-experts and novices) and/or by age and cubic capacity of the vehicles entered.
- c. Written **ASN** approval must be obtained for any **Special Tests**. Detailed diagrams and written explanations of their format and finishing procedures must be submitted. These tests must be designed so that no **Competitor** can be expected to exceed an average speed of 30mph. No benefit should accrue to any **Competitor** who exceeds 30mph. Test finishes must be arranged in such a way that there can be no possibility of any **Competitor** completing a test whilst a previous **Competitor** blocks the **Finish** area.

4. Navigational Rally

- 4.1. A **Rally** designed to test the navigational skill of the crew. **Navigational Rallies** must additionally comply with the following:

- 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. Except for **Novice Crews** (as defined in the **Official Documents**) only the following information may be issued to a **Competitor** before their due start time:
 - i. **Rejoin Points**
 - ii. **Main Time Controls**
 - iii. Blackspots and
 - iv. the location of the **Finish**.
- d. Information in a sealed opaque envelope is not considered issued until the envelope is opened.
- e. Except for **Novice Crews** (as defined in the **Official Documents**) no more than 15% of the **Time Controls** may be issued to **Competitors** as **Rejoin Points**.
- f. **Rejoin Points** may only be located at the end of **Neutral Sections**.
- g. **Vehicles** must comply with the **Technical Regulations** in respect of silencing and permitted **Noise** levels including mandatory fitment of induction filter elements ([App.15 Art.12.2](#)).

- h. **Vehicles** must comply with the **Electrical Systems** provisions of the **Technical Regulations** ([App.15 Art.5](#)).
- i. **Vehicles** must comply with the **Miscellaneous** provisions of the **Technical Regulations** ([App.15 Art.6](#)).

5. Veteran Rally (or Run)

- 5.1. A **Rally** or **Run** restricted to **Vehicles** built before 1st January 1919.

6. Vintage Rally (or Run)

- 6.1. A **Rally** complying with one of the above categories and restricted to **Vehicles** built in Periods A to D (Non- **Rally**). The category must be indicated in the title of the **Event** (i.e **Vintage Twelve Car**). Must comply with the following:

- a. Subject to compliance with the below 7.b. and c. **Economy, Navigational or Vintage Rallies** will be required to carry out **Public Relations** work in accordance with [App.1 Arts.23 – 26](#).
- b. **Penalties** for both early or late arrival must be imposed at all controls. These penalties must be at least as great for early arrival as late arrival.
- c. Other than for **Regularity Sections** and **Special Tests** they must not have any section times to less than one minute.

7. Economy Rally

- 7.1. Designed to assess the fuel economy of **Competitors' Vehicles** and in which the overall results are based on the relative fuel consumption of the **Vehicles**.

Must comply with the following:

- a. **Penalties** for both early or late arrival must be imposed at all controls. These penalties must be at least as great for early arrival as late arrival.
- b. Other than for **Regularity Sections** and **Special Tests** must not have any **Section** timed to less than one minute.
- c. Subject to compliance with the above **Economy Navigational or Vintage Rallies** will be required to carry out **Public Relations** work in accordance with [App.1 Arts.6](#).

8. Twelve Car Rally

- 8.1. A **Rally** that complies with one of the above categories and which falls within the provisions of automatic authorisation under the Motor **Vehicles (Competitions and Trials) Regulations** (where applicable). The category must be indicated in the title of the **Event** (i.e **Economy Twelve Car Rally**).

Must comply with the following and **Twelve Car Rallies** that do not meet these requirements are not permitted:

- a. Must be run according to the requirements of an **Economy, Navigational or Vintage Rally** and be described in this way in the **Official Documents**.
- b. Any section defined as a **Standard Section** may not be timed to less than one minute ([App.4 Art.4.1](#)).
- c. Must not form part of any **Championship** other than one restricted to bona fide members of the **Organising Club**.
- d. A Route Liaison Officer (**RLO**) must be consulted.
- e. If the **RLO** requires additional **PR** work in sensitive areas this must be completed to the **RLO** satisfaction.
- f. Must not be scheduled to run between 18.00 hours on a Saturday and 07.00 hours on a Sunday unless written permission has been given by the **RLO** and advised to the **ASN**.
- g. Should normally be run mid-week and in the early evening.

9. Navigational Scatter Event

9.1. 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).

Must comply with the following:

- a. **Public Relations** work must be carried out according to [App.1 Arts.6](#)
- b. The **Official Documents** should clearly define the nature of the **Event** and specify all **Navigational** equipment required.
- c. An estimate of the mileage likely to be covered must be included in the **Official Documents**.
- d. The points to be visited must be placed so that there is no single obvious route.
- e. **Competitors** should have a completely random choice concerning order of visit and must not be required to visit more than 75% of the points listed.
- f. They must be planned in such a way that the **Competitors** have ample time to attempt to visit the required number of points. The majority of the points should not be readily accessible without leaving the **Vehicle**. The **Vehicle** should be an incidental means of transport between the various points.
- g. There should be no element of timing on the **Public Highway** although **Competitors** may be required to finish by a specified time.

10. Targa Road Rally

10.1. A schedule timed **Rally** where the principal **Competition** comprises the **Competitor**'s performance on **Special Tests** where the marking for maintaining a time schedule forms a part of the **Competition**.

Must comply with the following:

- a. Not include any **Standard Sections**
- b. **Regularity Sections** may be included
- c. **Classes** must be based on the ability of **Competitors** (masters, experts, non-experts, and novices) and may be sub-divided by **Vehicle** cubic capacity and / or age.
- d. **Special Tests** must comply with the **Special Tests** provisions of [App.4 Arts.8 to this Chapter](#).

11. Endurance Road Rally

11.1. A **Road Rally** where a substantial proportion of the **Competition** takes place on the **Public Highway** timed to the minute and which shall also include **Special Tests** on private property which may be timed to the second.

12. All Events

12.1. **Road Safety Events** and any other form of **Event** that use the **Public Highway** must comply with the following:

- a. Must not include any **Special Stages**.
- b. Except for **Road, Historic Road, Enduro, Targa** and **Navigation Rallies** they must not include any **Special Tests**.
- c. **Competitors** must not carry any form of Intercom (ie any method of voice amplification) or any radio transmitting device. Exceptionally mobile telephones are **Permitted** if the **Official Documents** specifically allow them. Failure to conform will be penalised by **Disqualification** from the **Event**.
- d. No regular assistance organised in advance may be used by **Competitors** in **Rallies** defined in [Arts.2 above](#) inclusive except when **Permitted** in the **Official Documents** for **Vintage** or **Veteran Events**.
- e. No assistance may be expected from the **Organisers**.

- f. **Competitors** are responsible for ensuring that they are supplied with fuel, oil, water etc. even though the **Organisers** may advise where these supplies may be obtained.
- g. A **Vehicle** may not be moved other than by its own power except:
 - i. By a ferry.
 - ii. By outside means for a minimum distance necessary to extricate it from difficulty.
 - iii. By gravity.
 - iv. By its crew.
- h. **Competitors** are strongly recommended to carry a **First Aid Kit**, high visibility vests or jackets and a torch.
- i. The use of in car cameras is forbidden. Breach of this **Regulation** will result in **Disqualification** from the **Event**.
- j. **Organisers** must not sanction encourage or facilitate the filming of **Events** taking part on the **Public Highway**.

CHAPTER 13 RALLY

Appendix 4 - Road Events – Routes and Sections

1. General

- 1.1. This Appendix must be read in conjunction with all applicable Appendices.

2. Routes

- 2.1. A **Road Rally Route** is the **Route** provided by the **Organisers** and conforming with the **NCR**.
- 2.2. The only route information that may be given out before the **Competitors**' due start time will be information regarding **Quiet Zones**, **Black Spots**, **Rejoin Points** and **Neutral Sections**. Exceptionally for **Road**, **Targa** or **Historic Road Rallies**, and only if the **Official Documents Permit**, other route information may be given in advance for those parts of the route that take place between the hours of 07.00 and 22.00.
- 2.3. The location of all **Stop** and **Give Way** junctions along the route must be issued to **Competitors** along with clear instructions as how they must treat them ([Art.2.5](#) below).
- 2.4. **Organisers** must identify any other junction at which **Competitors** are required to stop.
- 2.5. **Competitors** must stop before entering any road protected by a **Stop** junction or a **Give Way** junction where any part of the **Event** is held between 22.00 and 07.00 hrs. Failure to comply will be penalised by **Disqualification** from the **Event**.
- 2.6. Exceptionally and only with the specific permission of the **RLO**, **Give Way** signs in **Quiet Zones** may be negotiated according to the **Highway Code**. All such junctions must be advised to **Competitors** in advance.
- 2.7. Only 1:50,000 scale OS maps may be used.
- 2.8. The only information that can be added to the OS map as sold is:
 - Highlighting numbers, words and legends printed on the map within the confines of the outer printed grid numbers.
 - Highlighting and repeating grid lines and numbers and marking adjacent map numbers outside the of the outer printed grid numbers.
 - Information provided by the **Organisers** of the **Event**.
- 2.9. The onus of following the correct route rests with the **Competitor** who must visit **Controls** and **Checks** in the order set out in the **Time Card** or **Route Card** unless otherwise specified.
- 2.10. Any **Control** or **Check** ([App.5](#)) is deemed to extend for 50m around the actual point at which **Officials** are making their records or where a **Code Board** is situated and that point should be preceded by a **Control Board** 50m in advance.
 - If a different area is specified, the preceding **Control Board** may be sited accordingly. The location of any such **Control** or **Check** with a differing area must be provided to **Competitors** in advance.
 - Code Boards** which are clearly visible for more than 100m when approached from the correct direction, or for which **Organisers** are using existing road signage, are exempt from this requirement.
 - Regularity Intermediate **Time Controls** ([Art. 6.2](#)) and **Checks** operated by **Judges of Fact** established in accordance with **Ch.13 App.2 Art.3.3** are exempt from these requirements but must be clearly identified to competitors approaching them from the correct direction.
 - An example of all **Official Boards** must be on display at **Signing On** for the **Event**.
- 2.11. The direction of approach to a **Control** or **Check** will be specified by the route information. Approaching a manned control from any other direction or visiting a **Control** or **Check** more than once will involve a **Penalty** ([App.7A](#), [App.7B](#) and [App.8](#)).

- 2.12. No private road must be used by **Competitors** unless specific permission to do so has been given by the **Organisers**.
- 2.13. **Quiet Zones** – may be defined by the **Organisers** to traverse locations with PR concerns. **Competitors** must pass through in as high a gear as possible to minimise noise, without the use of auxiliary lights (except as permitted by relevant law when driving in fog or falling snow), and complying with any other instructions given by the **Organisers**.
 - a. Any **Quiet Zone** in a **Standard or Regularity Section** must be monitored by a **Driving Standards Observer**.
 - b. The start and end of all **Quiet Zones** must be clearly indicated. **Organisers** may achieve this by placing their own **Boards** or using existing road signage. The method of indication must be clearly communicated to all **Competitors** and, where **Organisers**' own **Boards** are used, examples should be displayed as per **Art.2.10.d**.
 - c. The locations of all **Quiet Zones** must be provided to all **Competitors** in advance.

3. Sections

- 3.1. The following terminology and restrictions apply to all **Road Rally Sections** and no other title or description will be valid.
- 3.2. No **Section** will have a **Flying Finish Time Control**.
- 3.3. No **Section** will have any award for **Competitors** who equal or improve upon the **Section** time schedule or record the fastest times or least penalties on any **Section**.
- 3.4. At the start of any **Section** or **Special Test** held in whole or in part on private property the **Organisers** must provide a **Medium Spill Kit**.

4. Standard Sections

- 4.1. A **Standard Section** may not use the same stretch of road more than once nor include any intermediate **Time Controls**. Where a **Standard Section** is timed to the second it must not:
 - a. 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 **ASN** has given its permission.
 - b. Join or cross any A-class road except where there is a manned control at which **Competitors** must stop at the junction.
 - c. **Start** on or use an A-class road for more than 200m continuously.
 - d. **Start** the first car before 23.59hrs and the last car including any lateness must finish 1/2 hour before sunrise.
 - e. 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.
- 4.2. **Organisers** may erect signs warning of natural hazards but they must be removed after the **Events**.
- 4.3. **Standard Sections** must not include any road with a speed limit of 40mph or lower without the express permission of the **RLO**.
- 4.4. **Standard Sections** must not require **Competitors** to average more than 30mph.
- 4.5. If timed to less than a minute then **Standard Sections** must not include more than 250m of private property other than **Footpaths** and **Bridleways** and **Restricted Byways** for which approval has been granted by the landowner and the **Highway Authority** where appropriate.

5. Neutral Sections

- 5.1. A **Neutral Section** must be used to take **Competitors** through a **PR**-sensitive or densely populated area.
- 5.2. Must be completed by **Competitors** without the use of auxiliary lighting except as permitted by law in conditions of poor visibility. **Organisers** must remind **Competitors** of this requirement in their **Official Documents**.
- 5.3. **Neutral Sections** must not:
 - a. Be timed to less than one minute.
 - b. **Permit Competitors** to make up time on the public road.
 - c. Have any lateness **Penalty** applied except for **Maximum Lateness**.
 - d. Have an average speed of more than 20mph except on M, A or B class roads.

6. Regularity Sections

- 6.1. The locations of the **Start** and **Finish** of **Regularity Sections** must be given to **Competitors** in advance.
- 6.2. Each **Regularity Section** must contain at least one **Intermediate Time Control** the location of which must not be given to **Competitors** in advance.
- 6.3. **Competitors** must be advised in writing before entering such a section whether they are required to stop at **Intermediate Time Controls** which should be identified by a control board.
- 6.4. 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 **Vehicle** is required to stop will be at the moment of the **Vehicle** entering the relevant **Time Control** area.
- 6.5. **Penalties** must be specified in the **Official Documents** and must be imposed for stopping within sight of but outside the control area of any **Intermediate Time Control** and the **Finish Time Control**.
- 6.6. **Competitors** should not be required to maintain an average speed in excess of 30mph.
- 6.7. May only be included in the following rallies as defined by **Permit**:
 - a. **Historic Road**
 - b. **Endurance Road**
 - c. **Targa Road**
 - d. **Navigation**
 - e. **Veteran**
 - f. **Vintage**
 - g. **Economy**.
- 6.8. **Consistency Tests** may only be run under a **Historic Road Rally Permit** and at a **Venue** with a current **ASN Track Licence**. Written **ASN** approval must be obtained before the **Events** for all **Consistency Tests** by submitting detailed diagrams and written explanations of their format and finishing procedures.

7. Transport Sections

- 7.1. A **Transport Section** is used to transport **Competitors** between other types of section where the route is not **PR** sensitive or densely populated.
- 7.2. These **Sections** must not be timed to less than one minute nor less than four miles in length and must not have any lateness penalty applied other than for maximum lateness.
- 7.3. They must comply with [App.5 Art.5.19](#) and breach of this **Regulation** will be penalised in accordance with [App. 7A \(I\)](#), or [App. 7B \(I\)](#) for **Historic Road Rally Events**.
- 7.4. If using roads where a 30mph or 40mph limit is in force then a lower average speed must be imposed

depending on the proportion of restricted roads in the **Section**.

8. Special Tests

- 8.1. Written ASN approval for any **Special Tests** must be obtained before the **Events** by submitting detailed diagrams including all roads on the test venue, distances between manoeuvres, overhead images of the land being used, written details of the terrain being used and WhatThreeWords locations for the **Test Start** and **Test Finish** in addition to explanations of their format and finishing procedures before the **Event**.
- 8.2. These tests must be designed so that no **Competitor** can be expected to exceed an average speed of 30mph or 40mph for **Endurance Road Rallies**.
- 8.3. No benefit must accrue to any **Competitor** who exceeds this speed.
- 8.4. **Test** finishes must be arranged so that there can be no possibility of a **Competitor** completing a test whilst a previous **Competitor** blocks the **Finish**.
- 8.5. **Flying Finishes** are not permitted. **Stop** lines must be clearly defined on route instructions and with stop boards on the test. The board must have minimum dimensions of 76cm x 61cm.
- 8.6. **Vehicles** must comply with the relevant Technical **Regulations** appropriate to the type and or class of **Vehicle** ([App. 15](#)).
- 8.7. **Passengers** may not be carried in the rear seats of open **Vehicles**.
- 8.8. **Rallies with Special Tests** may not permit **Vehicles** of commercial type such as vans / pickups.
- 8.9. **Tests** must be designed and laid out to ensure **Vehicles** are not able to be driven towards each other. See the **Club Toolkit** for further guidance on this.
- 8.10. For all Events utilising **Special Tests**, fire extinguishers (minimum 5kg total capacity in units of not less than 2kg) must be available at each **Test** finish.
- 8.11. **Road Rallies** with Standard Sections timed to an accuracy of less than a minute may include one **Special Test** at the start of the itinerary and one additional **Special Test** at the same location, which the first **Competitor** must start no earlier than midnight, and all **Competitors** must complete before 03:00.

CHAPTER 13 RALLY

Appendix 5 - Road Events - Controls and Timing Including Results

1. General

1.1. This Appendix must be read in conjunction with all applicable Appendices.

2. Controls Documentation

2.1. All documentation issued by the **Organisers** have the same force as the **Official Documents**. Along with the requirements of [Ch.3 Art.21](#) the **Route Card** or **Time Card** must specify the following:

- a. A description of each section (**Standard, Neutral, Transport, Regularity** etc).
- b. The time allowed to traverse the route between each time **Control** and all the information necessary to enable **Competitors** to comply with the average speed limits applicable to the entire **Route** including those provided by the **Official Documents**.
- c. What information the **Organisers** require to be recorded by **Competitors** and the location of **Controls** (but not **Route Check** recorded by **Competitors** and the location of **Controls** (but not **Route Checks**) at which these records will be made.
- d. The location of check points established by the **Organisers** to observe **Competitor** maintenance of a set speed and / or time schedule and / or **Route** will not be disclosed but **Competitors** must be notified in the **Official Documents** of the fact of such check points being deployed so as to enable compliance.
- e. Which checks will be manned by **Officials** except checks established in accordance with c. above.
- f. Which portions of the route will be timed to less than one minute.
- g. Any 'out of bounds' areas to be respected.
- h. The areas where the **Organisers** require **Competitors** to observe special driving restrictions (ie **Quiet Zones**).
- i. The order in which **Controls** and **Checks** must be visited.

2.2. **Controls** checks and test sites must open at least 15 minutes before the due time of arrival of the first **Vehicle** and close 30 minutes after the due time of arrival of the last **Vehicle** unless the **Official Documents** specify otherwise.

2.3. The **Official Documents** will specify what penalties will be applied for stopping within sight of any **Control** and for early or late arrival at any **Control** on a **Regularity Section**.

2.4. Timing related penalties are provided at [App.7](#) for **Road Scheduled Time Events** and at [App.8](#) for **Road Target Timed Events**. **Organisers** acting through the relevant **Judicial** body may also apply penalties pursuant to [Chapters 2 -5](#) of the **NCR**.

2.5. 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 then all performances at that point will be ignored in compiling the results except where the **Check Control** is operated by an appointed **Judge of Fact** or **DSO** when **Check Control** may be operated on a random basis.

2.6. All performances will be ignored if a **Control** or **Check** is not sited at the location specified in **Official Documents**.

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

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

- 2.9. **Organisers** must refer to **Marshals**’ check sheets in case of doubt.
- 2.10. If there is a discrepancy between the time allowance shown by the **Organisers** on a **Time Card** and that shown on any other document then the **Time Card** value will be taken to be correct unless previously amended in an official bulletin.
- 2.11. It is an offence for any **Competitor** to continue in an **Event** until the information required to achieve conformity with the **Event** time / speed schedule is provided by the **Organisers** in **Official Documents**.

3. Types of Control or Check

3.1. Route Check

- a. An unmanned **Check** to prove a **Competitor’s** adherence to the correct route.
- b. Proof of passage will entail the **Competitor** recording the symbols from a **Code Board** that is to be placed facing oncoming **Rally Vehicles** or at parallel to the road when afforded line of sight of more than 50 metres.
- c. The **Code Board** will be not less than 315 sq cm and will show not more than five black numbers or letters (or a combination of both up to a maximum of seven) and be the right way up on a contrasting background.
- d. The size of the letters and numbers will be not less than 7.63cm with a minimum of 1.27cm stroke width.

3.2. Passage Control

- a. A manned **Control** established to prove a **Competitor’s** adherence to the correct route.
- b. It cannot be located less than 500m from any other manned **Control**.
- c. The only information permitted to be recorded is the **Marshal’s** signature or stamp and the authentication of the records held by the **Competitor**.

3.3. Time Control

- a. A manned **Control** established to record the time of a **Competitor** who must come to a stop for the purpose.
- b. It can additionally record the direction of approach and departure of the **Competitor**.
- c. The only other information permitted to be recorded by the **Marshal** is the authentication of the records held by the **Competitor**.
- d. These records to be valid must be signed by the **Marshal** with the **Competitor** not being required to make any entry on the **Time Card**.

3.4. Main Time Control

- a. **Organisers** may designate certain **Time Controls** ([Art.3.3 above](#)) such as **Start Controls** and **Restart Controls** as **Main Time Controls (MTCs)**.
- b. **Competitors** failing to visit or reporting outside their **Maximum Lateness** at **MTCs** will be considered to have retired.
- c. Early or late arrival or departure will be penalised in accordance with [App.7.e or f](#).

3.5. Stop / Go Control

- a. A manned **Control** where **Competitors** are required to stop in line with at least a pair of course markers. **Crews** must not be held they should stop and then be immediately ‘released’ by the **Marshal** when safe to do so.

4. Timing

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

5. Definitions for Scheduled Timing

5.1. **Standard Time** is the time of day a notional **Competitor** number zero would be due at any **Control** or **Check**.

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

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

5.4. **Delay Allowance** is an allowance free of **Penalty** granted to specific **Competitors** following a delay under the instructions of an authorised **Official** of the **Event**. Any **Delay Allowance** must be recorded in writing on the **Competitor's Time Card** by that **Official**.

5.5. **Due Time** is the time a **Competitor** is due at any **Control** or **Check** inclusive of any previous lateness.

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

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

5.8. **Outside Total Lateness (OTL)** is the point where a **Competitor** is considered not to have visited a **Control** or **Check** being more than 30 minutes past the **Scheduled Time** (including any **Delay Allowance**) unless the **Official Documents** specify a different period.

5.9. The time of arrival at or departure from a **Control** other than intermediate and final **Controls of Regularity Sections** (where [App.4 Art.6 apply](#)) will be the time at which the **Time Card** is presented by the **Competitor** concerned providing all crew members and **Vehicles** are within the **Control** area.

5.10. Exceptions to [Art.5.9](#) above are:

- In the **Event** of a competing **Vehicle** 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.
- In the **Event** of a **Competitor** presenting a **Time Card** to **Officials** at a time when the **Vehicle** is outside the **Control** area the **Officials** have discretion as to whether or not to make a record on the **Time Card**.

5.11. The onus of presenting the **Time Card** rests with the **Competitor**.

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

5.13. When a **Penalty** is imposed for timekeeping error of less than one minute the time will be recorded to the preceding second.

5.14. 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.

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

5.16. **Competitors** may themselves reduce lateness without **Penalty** in the following ways providing the **Section** is not defined as **Neutral** and unless either forbidden to do so by the **Official Documents** or if by so doing they commit a breach of [Art.5.19](#) below:

- By reporting at any **Control** following one at which a penalty was applied for lateness at any time not earlier than **Scheduled Time**.

- b. By missing a **Control** or **Controls**. The **Competitor** will be penalised in accordance with [App.7 \(a\) or \(b\)](#) for every **Control** missed. On rejoining the route at a **Control** at the end of **Standard Section** the **Competitor** will be permitted to restart without further **Penalty** at any time between their original **Scheduled Time** and their **Maximum Permitted Lateness** in relation to their original **Scheduled Time**. If the rejoining **Control** is at the end of a **Neutral Section** and the **Competitor** has missed the **Control** at the beginning of a **Neutral Section** they will only be permitted to restart without further **Penalty** at their official corrected time based on the time of arrival at the last **Control** visited within **Maximum Lateness**.
- 5.17. If the need arises for an **Organiser** to extend **Maximum Permitted Lateness** this can only be done at a point on the route at which **Competitors** are required to report to avoid **Disqualification**. **Maximum Permitted Lateness** can then only be extended for the following part of the route and cannot be applied retrospectively for earlier **Sections**.

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

- 5.18. No **Penalty Free Lateness** or official delay allowance that has been either reduced or foregone as permitted by [Art.5.15](#) above can be reclaimed. However, this does not exclude fresh claims based on new circumstances.
- 5.19. 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 [App.7A Art.1\(l\)](#). In calculating the penalty any fraction of minute will be ignored. The 3/4 rule does not apply to sections of less than 8 minutes scheduled duration.

This **Regulation** does not preclude the **Organisers** providing specific sections for time recovery. For example:

- In a nine-minute section a **Penalty** is imposed if a **Competitor** completes a **Section** in less than six minutes.
- In a 10-minute section – seven minutes.
- In an 11-minute section – eight minutes.
- In a 12-minute section – nine minutes.
- 5.20. **Times** will be recorded to whole minutes unless the **Official Documents** state otherwise.
 - a. Any portions of the **Event** to be timed to seconds will be clearly indicated in the **Route** or **Time Cards**.
 - b. Any timing to less than one minute will be recorded on equipment as detailed in [App.2 Arts.2.30–2.34](#).
- 5.21. **Competitors** will be timed by the official timepieces in the charge of **Officials** unless the **Official Documents** state that watches carried by the **Competitors** can be used.
- 5.22. If **Competitor's** own watches are used they must be of a size and type to enable the dial to be read clearly and must be sealed.
 - a. The requirements for sealing watches must be stated in the **Official Documents**.
 - b. The **Organisers** may reject any watch that cannot be satisfactorily sealed or read.
 - c. If any sealed watch varies from **Official Time** by more than one minute the **Competitor** concerned will be timed by official clocks from then on unless the **Official Documents** make provision for the replacement or re-setting of the watch concerned.

6. Results

- 6.1. To be classified as a finisher the **Competitor** must report to all Main **Time Controls** and unless otherwise stated in the **Official Documents** at least two-thirds of the **Controls** listed in the **Route Card** or **Time Card**.
- 6.2. The **Competitor** must report to the final **Control** if that is not an **MTC** and within the **Maximum Lateness**.

specified and with the same crew in the same **Vehicle** in which that crew started.

- 6.3. **Competitors** at the conclusion of their **Competition** must sign a declaration to the effect that they have not been involved in any incident that may have caused damage to persons or property or alternatively give details of any such incident. Non-compliance will be penalised by **Disqualification** and must be reported to the **ASN** for further disciplinary action.
- 6.4. **Competitors** who retire will be required to submit a form to the **Event Secretary** within 72 hours of the **Event**. Failure to return a form may result in a fine of up to the relevant maximum permitted under the **NCR**.
- 6.5. For the purposes of considering **Disqualification**, **Vehicle** damage 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.
- 6.6. **Competitors will start with zero fails and/or time penalties. Classification will be made from Competitors who have incurred the least number of fails.**
 - a. **Competitors who have incurred an equal number of fails will be classified by reference to total time penalties accumulated.**
 - b. **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 then with the lesser Penalty) will be judged the winner unless another method of resolving ties is specified in the Official Documents.**

CHAPTER 13 RALLY

Appendix 6 - Exemption of Permit Events

1. General

- 1.1. This Appendix must be read in conjunction with all applicable Appendices.
- 1.2. This Appendix applies to all of:
 - a. **Road Safety Events** and
 - b. **Treasure Hunts** and
 - c. **Veteran Car Rallies (or Runs)** and
 - d. **Economy Runs**.

2. Road Safety Events

- 2.1. Must comply with the following:
 - a. They must 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. They must not have any timing on the road sections other than that necessary to determine the duration of the **Competition**.
 - d. If any **Tests** of driving ability are included they must not exceed 100m in length.
 - e. If timed **Tests** are included the speed of the **Vehicles** must not be the sole determining factor and at least an equal number of untimed **Tests** must also be included.
 - f. All tests whether timed or untimed must include an element of maneuvering skill or judgement on the part of the **Driver** in addition to testing the capabilities of the **Vehicle**.
 - g. The title of the **Event** must clearly indicate its connection with road safety.

3. Treasure Hunts

- 3.1. Must comply with the following:
 - a. No merit must attach to being the first to arrive at the **Finish** or at 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 win 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 that is likely to inconvenience or offend anyone not taking part in the **Event**.

4. Veteran Car Rallies (or Runs)

- 4.1. These must comply with the following:
 - a. If they are run in accordance with b. and d. below it will be exempt from the **PR** requirements of **App.19** and **Public Relations** work need only be undertaken by prominent advertising in the area of the route.
 - b. They must allow **Competitors** to set their own average speeds subject to a maximum average of 24mph between **Start** and **Finish** (or **Rest Halt**).

- c. They must have no intermediate timing points between the **Start** and **Finish** (or **Rest Halt**) and must have only passage controls along their route.
- d. **Competitors'** route instructions should be given in the form of descriptive notes only.

5. Economy Runs

- 5.1. If held on or using private land **Economy Runs** must obtain **ASN** prior written permission before any public announcement is made.

CHAPTER 13 RALLY

Appendix 7A - Road Scheduled Time Events

Penalties

1. Summary of Penalties to be Applied on Scheduled Timed Events

- 1.1. Performance will be assessed in one of the methods listed, either by time **Penalty** or by the 'fails' system. The **Official Documents** must specify which system is to be used.
- 1.2. *These penalties may be increased by the **Official Documents**; they may not be reduced.
- 1.3. **The penalty may be increased if stated in the **Official Documents**.

	Time	Fails
(a) <i>Not reporting or reporting OTL at a Main Time Control</i>		<i>Retired</i>
*(b) Not reporting or reporting OTL at any other Time Control	30 minutes	1 Fail
*(c) Not complying with the Route Card including visiting a Control more than once	15 minutes	1 Fail
*(d) Not reporting at Passage Control or providing proof of visiting a Route Check	5 minutes	1 Fail
*(e) Arrival before scheduled time at the end of a Standard Section		2 minutes per minute
*(f) Arrival after due time at the end of a Standard Section		1 minute per minute
*(g) Arrival before due time at the end of a Neutral Section	30 minutes	1 Fail
***(h) Arrival before due time at an Intermediate Control or Finish Control of a Regularity Section		Actual time early
*(j) Arrival after due time at an intermediate control or finish control of a Regularity Section . Exceptionally at a single intermediate or finish control of a Regularity Section held between 07.00 and 22.00hrs this penalty may be reduced.		Actual time late
*(k) Breach of any statutory requirement concerning the use of a motor vehicle	30 minutes	1 Fail
(l) Contravention of App.5 Art.5.19 *First Offence	30 minutes	1 Fail
		<i>Disqualified</i>
(m) Excessive speed or driving likely to bring motor sport into disrepute		<i>Disqualified</i>
(n) Excessive Noise		<i>Disqualified</i>
(o) Receiving assistance contrary to App.3 Art.12.1.d		<i>Disqualified</i>
(p) Breach of App.3 Art.12.1 (intercoms); App.15 Art.6.6 (Registration Plates)		<i>Disqualified</i>
(q) Breach of App.4 Arts.2.5–2.8 inclusive ; App.5 Arts.6.2 and 6.3 ; App.9 Arts.4		<i>Disqualified</i>

- 1.4. The items in italics may not be varied by the **Rally Organisers**.

2. Penalties left to the discretion of the Clerk of the Course which may go as far as Disqualification.

- a. Failure to follow the instructions of an **Official**.
- b. Further breaches of (k).
- c. Breaches of **Regulations** referred to in [**Ch.2**](#).

CHAPTER 13 RALLY

Appendix 7B - Road Scheduled Time Events

Penalties

1. Summary of Penalties to be Applied on Scheduled Timed Historic Road Rally Events

- 1.1. Performance will be assessed in one of the methods listed, either by time **Penalty** or by the 'fails' system. The **Official** Documents must specify which system is to be used.
- 1.2. *These penalties may be increased by the **Official** Documents; they may not be reduced. They may be varied between period categories ([App.15 Art.9.2](#)).
- 1.3. **The penalty may be increased if stated in the **Official** Documents.
- 1.4. The items in *italics* may not be varied by the **Rally Organisers**.

	Time	Fails
**(a) Not reporting or reporting OTL at a Main Time Control	15 minutes	
*(b) <i>Not reporting or reporting OTL at any other Time Control</i>	1 minute	1 Fail
*(c) <i>Not complying with the Route Card including visiting a Control more than once</i>	1 minute	1 Fail
*(d) <i>Not reporting at Passage Control or providing proof of visiting a Route Check</i>	1 minute	1 Fail
*(e) <i>Arrival before scheduled time at the end of a Standard Section</i>	1 minute per minute	
*(f) Arrival after due time at the end of a Standard Section . If a standard section is held totally on private land the final control can be timed to the second	15 seconds per minute	
*(g) Arrival before due time at the end of a Neutral Section	30 minutes	1 Fail
**(h) Arrival before due time at an Intermediate Control or Finish Control of a Regularity Section	Actual time early	
*(j) Arrival after due time at an intermediate control or finish control of a Regularity Section . This may be capped at 1 minute. Exceptionally at a single intermediate or finish control of a Regularity Section on each leg this penalty may be reduced.	Actual time late	
*(k) Breach of any statutory requirement concerning the use of a motor vehicle	30 minutes	1 Fail
(l) Contravention of App.5 Art.5.19	*First Offence	30 minutes
	Second Offence	Disqualified
(m) <i>Excessive speed or driving likely to bring motor sport into disrepute</i>	Disqualified	
(n) <i>Excessive sound</i>	Disqualified	
(o) <i>Receiving assistance contrary to App.3 Art.12.1.d</i>	Disqualified	
(p) <i>Breach of App.3 Art.12.1 (intercoms); App.15 Art.6.6 (Registration Plates)</i>	Disqualified	
(q) <i>Breach of App.4 Arts.2.5–2.8 inclusive; App.5 Arts.6.2 and 6.3; App.9 Arts.4</i>	Disqualified	

2. Penalties left to the discretion of the Clerk of the Course which may go as far as Disqualification.

- a. Failure to follow the instructions of an **Official**.
- b. Further breaches of (k).
- c. Breaches of **Regulations** referred to in **Ch.2**.
- d. Any other breach of the **NCR** may be penalised by the **Clerk of the Course** in accordance with **Ch.2 App.2 Art.2.1**

CHAPTER 13 RALLY

Appendix 8 - Target Timed Special Stage Event Penalties

Penalties

1. Summary of Penalties to be Applied on Target Timed Events

- 1.1. Competitors will start with zero penalties.
- 1.2. *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.
- 1.3. Performance will be assessed as follows:

(a) Not reporting or reporting OTL at a Control ;	Retired
(i) Multi-Venue Stage Rallies Or Not completing or missing a Stage	15 Minutes plus stage maximum per stage
(ii) Single Venue Stage Rallies (inc Rally Timed Trials)	30 minutes per stage or MTC/TC
(b) Not complying with a requirement of the Road Book	10 minutes
(c) Not performing a Stage correctly	Stage maximum
(d) Not attempting or being ready to attempt a stage when instructed to do so	1st Offence - 10 minutes 2nd Offence - Disqualification
(e) Making a false start at a Special Stage	1st Offence – 10 seconds (plus actual false start time) 2nd Offence – 1 minute 3rd Offence – 3 minutes Further Offences – at the Clerk of the Course ' discretion
(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 Official Documents , 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 Noise	10 minutes
(n) Receiving assistance contrary to App.18 Arts.1.4–1.14	Disqualification & reported to the ASN
(o) Breach of App.18 Art.1.3, Art.1.7 and Art.1.8 .	10 minutes
(p) Breach of Regulations: App.9 Arts.4, App.5 Art.11.3, App.10 Art.7.1–7.2, Arts.7.5–7.9, Arts.7.21–7.32, App.13 Art.14.4	Disqualification

(q) Unauthorised use or possession of Pace Notes (App.10 Art.7.42) or unauthorised presence on a Stage (App.9 Art.1.7)	Disqualification & reported to the ASN
(r) Failure to comply with App.10 Art.7.22–7.32	Disqualification & reported to the ASN
(s) Breach of Regulations : App.2 Art. 4.17 or App.10 Art.7.30	Disqualification
(t) Breach of Regulation : App.18 Art.1.9	Disqualification & reported to the ASN
(u) Breach of Regulation : App.16 Art.7.11	5 minutes

2. Penalties left to the discretion of the Clerk of the Course which may go as far as disqualification ([Ch.5 Part A App.5 Art.2](#)).

- (aa) Failure to follow the instructions of an official.
- (bb) Further breaches of (b), (c), (d), (e), (k), (l), (m) or (n).
- (cc) Repeated misbehaviour of service crew.
- (dd) Reporting late for Scrutineering.
- (ee) Misuse of SOS and/or OK boards.
- (ff) Unauthorised testing or practicing ([App.12 Art.3.27](#)).
- (gg) Causing an obstruction ([App.2 Art.4.39](#))
- (hh) Breaches of **Regulations** detailed in [Ch.2](#).
- (ii) Failure to comply with control check-in procedures.

CHAPTER 13 RALLY

Appendix 9 - Competitors Regulations including Licensing

1. General

- 1.1. This Appendix must be read in conjunction with all Applicable Appendices and **NCR Chapters 1 and 2** and **6 to 9** and **24**.
- 1.2. Competing **Vehicles** must comply with the appropriate **Technical Regulations** at **Ch.7** and **Apps.15 – 17** of this Chapter.
- 1.3. **Commercial Vehicles** are not permitted in rallies except in accordance with **Ch.7** and where the time schedule is set to a lower average speed of 25mph compliant with MV(C&T)R.
- 1.4. **Competitors** and **Vehicles** must report for the **Start** and for scrutineering at the times stated in the **Official Documents** or risk being disqualified or forfeiting their starting position.
- 1.5. At **Event Sign-On**, **Entrants**, **Drivers** and **Co-Driver** or **Navigators** must produce for approval their **Competition Licence** and / or **Club Membership Card** and the name and address of their insurers covering any part of the **Event** on the **Public Highway** and an **Entrants Licence**.
- 1.6. **Competitors on Historic Road Rallies** must also present the DVLA registration document of their **Vehicle** as proof of its period authenticity. If the registration document is not sufficient verification then written authorisation from the **ASN** (or an **ASN / FIA** identity form) must be presented.
- 1.7. Any **Competition Licence** holder who **Permits** the unauthorised presence at any time of any **Vehicle** on a known or former **Special Stage** or on private property including land owned or managed by any of the Defence Infrastructure Organisation or Natural Resources Wales or Forestry and Land Scotland or the Forestry England or DAERA Forest Service NI will be Disqualified from any related **Event** and referred to the **ASN National Court**.

2. Necessary Licences

- 2.1. A **Competitor** must hold a current valid RTA licence appropriate to their vehicle on an **Event**.
- 2.2. Both **Driver** and **Co-Driver** or **Navigator** must hold and produce a valid **Competition Licence** for those rallies specified in the **ASN Chart of Minimum Acceptable Licences** as requiring a **Competition Licence**.
- 2.3. Exceptionally and for **Clubmans Historic Road Rallies** only **Competitors** who are not eligible to apply for an **ASN Competition Licence** may obtain an **Historic Regularity Competitors Permit** which use and validity is limited solely to that **Rally**.
- 2.4. **Competitors** must hold and produce a valid **Club Membership Card** for all **Events** of Interclub status or less.
- 2.5. If the **Entrant** is neither the **Driver**, **Co-Driver** or **Navigator** then they must hold and produce a valid **Entrant's Licence** (See **ASN Chart of Minimum Acceptable Entrant's Licences**).
- 2.6. To upgrade a **Competition Licence** refer to **Ch.6** or the notes accompanying the **Licence** application form.
- 2.7. All new **Drivers Competition Licences** holders are limited to **Vehicles** in Classes 4 to 16 and H1(a) to H14 for a minimum of 4 **Events**. On completion of 4 **Events**, evidence must be provided to the **BARS** instructor who will then advise the **ASN** if the **Competitor** is able to avail of Classes 1 to 3, H15 and H16. Evidence is considered to be a signature from the **Clerk of the Course** or results from the 4 completed **Events**.
 - a. The **BARS** Instructor will advise the **Competitor** if it is required to complete further **Events**.
 - b. If the **Competitor** disputes the requirement to complete further **Events**, they must contact the **ASN Rally** department by writing to rally@motorsportuk.org.
 - c. **Competitors** who have existing experience within a different discipline, or experience within the **Rally** discipline that is deemed acceptable by the **BARS** Instructor, may be granted permission to compete

in all classes, at the time of undertaking their **BARS** test.

3. Minimum Ages

- 3.1. **Drivers** must be at least 17 years old and hold a full RTA **Licence** for all **Rallies**.
- 3.2. **Navigators** (non-**Drivers**) on **Rallies** without **Special Stages** must be at least 12 years old and must be 16 years old on rallies with **Special Stages**.
- 3.3. Subject to [Art.3.4](#) below no person under 16 years of age may be carried in a competing **Vehicle** during a **Rally with Special Stages**.
- 3.4. Exceptionally for **Single Venue Stage Rallies** taking place on a **Venue** that is currently or was previously a licensed **Race** or **Speed** or **Kart Circuit** or any airfield type **Venue** (disused or not) the minimum age for the **Navigator** is 14 years of age.

4. The Crew

- 4.1. Those people occupying any **Vehicle** will be collectively referred to as its crew.
- 4.2. Each **Vehicle** must carry at least one **Passenger** (as **Navigator** or **Co-Driver**) as well as the **Driver**.
- 4.3. **The persons carried at the start must not be varied during the Event, unless authorised by the Official Documents.**
- 4.4. Only the nominated **Driver** and **Co-Driver** listed on the **Official** entry form can drive during a **Competition** unless the **Official Documents** specify otherwise.
- 4.5. No-one is allowed to travel in a competing **Vehicle** other than in an appropriate seat correctly fitted.
- 4.6. No competing **Vehicle** can carry more than one physically disabled person and whose participation must be authorised pursuant to [Ch.6](#).

5. Competition Numbers

- 5.1. Any means of identification fixed to a competing **Vehicle** for the **Competition** must be removed when the **Competitor** retires or is Disqualified from or completes the **Event**.
- 5.2. On **Road Rallies** the rally plates (if required by the **Organisers**) must be displayed at the front or rear of the **Vehicle** and on or just below the rear nearside window.
- 5.3. For **Endurance Road** and **Targa Road Rallies** rally plates must be displayed at the front or rear of the **Vehicle** and 2 x numbers for each rear side window which shall be 15cm high with a stroke width of at least 15mm coloured orange or yellow and may be reflective. These numbers shall be in place at the top of the rear side windows (or equivalent space on two-seater **Vehicles**).
- 5.4. On **Special Stage Rallies** the **Organisers** will specify in the **Official Documents** how **Competitors** must display their allocated **Competition Number** as follows:
 - a. In accordance with [Ch.7](#) together with,
 - b. **Competition Numbers** for each rear side window (or equivalent area on smaller **Vehicles**) which shall be 200mm high with a stroke width of at least 25mm and a minimum separation of not less than 25mm and coloured yellow or orange and which may be reflective.
 - c. Further in the bottom of the rear screen (or equivalent space on two-seater cars) the **Competition Number** shall be displayed black numbers on a 180mm x 180mm white background. This number must be visible from the rear of the **Vehicle** at eye level but must not impede the rear view via the rear view mirror. Where a **National Event** follows an **International Status Event** they may use the **International** style numbering.
- 5.5. The numbers must be in position before the **Vehicle** is presented for scrutineering and will be subject to approval as to the position and legibility and size.
- 5.6. The **Timekeepers** may decline to record the time of any **Vehicle** whose **Competition** numbers are not

readily apparent.

- 5.7. On **Multi-Venue Stage Rallies** rally plates must be displayed at the front and rear of the **Vehicle**.
- 5.8. On **Single Venue Stage Rallies** front and rear plates are at the **Organisers** discretion.

CHAPTER 13 RALLY

Appendix 10 - Competitors Specific Regulations for Special Stage Rallies

1. General

- 1.1. This Appendix must be read in conjunction with all applicable Appendices of this Chapter.
- 1.2. This Appendix covers the following defined categories of **Event**.

2. Special Stage Rally

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

3. Special Stage

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

4. Single Venue Stage Rally

- 4.1. A **Special Stage Rally** which uses parts of stages more than four times during any day of the **Event**.

5. Historic Special Stage Rally

- 5.1. As [Art.2](#) and [4](#) above but participation is limited to **Vehicles** complying with the appropriate **Technical Regulations** for **Historic Special Stage Rally Vehicles**.

6. Rally Time Trial

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

7. Applicable to All Special Stage Rallies

- 7.1. **Competitors** and associated service vehicles and personnel may only fit or use radio transceiving equipment and frequencies that are licensed according to **Regulations** issued by Ofcom.
- 7.2. **Competitors** and associated service vehicles and personnel must not use or carry any radio transmitting device that operates on or interferes with the **ASN** licensed Frequencies.
- 7.3. Contravention of [Arts. 7.1](#) and [7.2](#) above will be penalised by **Disqualification**
- 7.4. **Competitors** must present at scrutineering a valid **ASN Competition Car Log Book / Vehicle Passport** obtainable from **ASN** Scrutineers by appointment.
- 7.5. In conjunction with scrutiny of the **Vehicle Drivers'** and **Co- Drivers'** crash helmets, **FHR Devices** and overalls must be produced for approval.
- 7.6. All crew members must wear a crash helmet bearing an **ASN** approval sticker and a safety belt throughout any **Special Stage**.
- 7.7. The crew must wear flame-resistant overalls homologated to **FIA 8856-2000** **FIA 8856-2018** or **FIA 1986 Standard** and balaclavas to **FIA 8856-2000** or **FIA 8856-2018 Standard**. **Competitors** are also strongly advised to wear flame-resistant shoes, gloves, socks and underwear. Plastic shoes (such as trainers) should be avoided. Attention is drawn to [Ch.9](#) in relation to **Competitor PPE**.
- 7.8. The crew must wear **FIA** approved **FHR Devices** fitted in accordance with [Ch.9](#).
- 7.9. **Competitors** are strongly recommended to carry a **First Aid Kit**.
- 7.10. **Competitors** must carry an A4-size white board with a red SOS on one side and black OK on the other (letters to be a minimum of 12cm high with a minimum stroke width of 1.5cm) with means to secure the board on display for oncoming **Competitors**.

- 7.11. In the case of an incident where urgent medical attention is required the red SOS sign must be displayed as quickly as possible to alert following **Vehicles** and aid any aircraft attempting to assist. Where present the crew must operate the SOS function on the **Tracking Console**.
- 7.12. Any crew that sees a red SOS sign displayed on a **Vehicle** or sees a major accident where both crew members are inside the **Vehicle** but not displaying the SOS sign must immediately and without exception stop to give assistance. Where present the crew must operate the SOS function on the **Tracking Console** in their own **Vehicle** and that of the crashed **Vehicle** where accessible.
- 7.13. All following **Vehicles** must also stop and the second **Vehicle** arriving at the scene must inform the next radio point.
- 7.14. Subsequent **Vehicles** must leave a clear route for emergency vehicles.
- 7.15. The **Clerk of the Course** may award a discretionary time to any **Competitor** delayed in such circumstances.
- 7.16. Any crew which is able to but fails to comply with [Arts.7.11–7.15](#) above may be **Disqualified** following a **Judicial Hearing** and reported to the **ASN** in accordance with but pursuant to the **Judicial** procedures provided by [Ch.2](#).
- 7.17. In the case of an incident where medical intervention is not required the OK sign must be clearly shown to following **Vehicles** and to any aircraft attempting to assist. If the crew leave the vehicle the OK sign must be left clearly visible to other **Competitors**. Where present the crew must operate the OK function button on the **Tracking Console**.
- 7.18. The Emergency Red Warning Triangle must be placed at least 100m down the stage appropriate to the approaching speed of following **Competitors** to provide a visible advanced warning.
- 7.19. Any crew failing to comply with [Art.7.17](#) above may be **Disqualified** following a **Judicial Hearing** and reported to the **ASN** in accordance with but pursuant to the **Judicial** procedures provided by [Ch.2](#).
- 7.20. **Competitors** who misuse the SOS or OK signs will be penalised in accordance with but pursuant to the **Judicial** procedures provided by [Ch.2](#) and may be reported to the **ASN** for further action.
- 7.21. Where a **Tracking System** is being used, a **Competitor** encountering a hazard other than described in [Art. 7.12](#) above must operate the **Hazard** function on the **Tracking Console** and await further instructions from **Officials**.
- 7.22. **Competitors** who misuse the **Hazard** function may be **Disqualified** following a **Judicial Hearing** pursuant to [Ch.2](#). and reported to the **ASN** for further action.
- 7.23. A 'hazard' is defined as any situation or incident on a **Special Stage** which is considered to be creating a safety issue that affects the safe passage of **Competitors** through that **Stage**.
- 7.24. **Competitors** must conform to the **Medical Requirements** specified in [Ch.6](#).
- 7.25. All **Competitors** must comply with any instructions in the **Road Book** concerning stopping at road junctions and failure to comply will be penalised as provided at [App.8.b.](#) or [App.14.c](#).
- 7.26. **Crew** members must not smoke during any stage.
- 7.27. During a **Special Stage** the prescribed route must be followed and all direction signs displayed are mandatory.
- 7.28. **Competitors** overshooting the **Stop** line at the end of any stage are forbidden to reverse back to the **Control**.
- 7.29. **Competitors** are forbidden to traverse any part of a **Special Stage** in the opposite direction to **Rally** traffic.
- 7.30. **Competitors** must not voluntarily leave the prescribed route of a **Special Stage** without the express permission of the **Stage Commander**.
- 7.31. On passing a **Red Signal** displayed by a **Marshal** wearing a **Marshals'** tabard the crew MUST immediately and significantly reduce speed as well as being prepared to stop at any time.
- 7.32. At no time must a **Competitor** overtake any safety vehicle encountered on the **Special Stage** route. The

crew must then follow the instructions of any **Marshals** and / or stage safety personnel and maintain a reduced non-competitive speed until leaving the **Special Stage**. **Failure** to comply with this rule may result in **Disqualification** following a **Judicial Hearing** and reported to the **ASN** in accordance with but pursuant to the **Judicial** procedures provided by [Ch.2](#).

- 7.33. **Competitors** must not continue until advised to do so by an **Official**.
- 7.34. **Competitors** may only attempt a **Special Stage** once.
- 7.35. Re-runs are not **Permitted**.
- 7.36. When manual timing is to be used for a **Special Stage** and following the **Stage Start Marshal**'s instruction that the **Competitor** is next to start the starting procedure is as follows:
 - a. The **Marshal** should give a loud verbal indication of 30 seconds 15 seconds 10 seconds and 5 seconds to go and then count down orally each second 5-4-3-2-1-**GO**.
 - b. 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 Official Documents**.
- 7.37. When automatic timing is used the **Official Documents** must detail the precise method which will be in operation with a clear description of the countdown method and the Signal to **GO**.
- 7.38. Making a false start will be penalised as per [App.8 Art.e](#) or [App.14 Art.f](#).
- 7.39. If an automatic method of recording a false start is to be used the false start detector should be placed between 30cm and 40cm in front of the actual **Start** Line and the method of use and implementation must be described in the **Event Official Documents**. The timing system must be capable of recording the time that the car passes through the false start detector. These times must be made available to the **Organisers** with any **Competitors** recording a false start reported to the **Clerk of the Course** will be penalised as per [App.8 Art.e](#) or [App.14 Art.f](#).
- 7.40. **Stages** where **Competitors** are required to start at intervals of less than one minute may dispense with the 30 seconds to go advance warning and this revised procedure must be advised in the **Official Documents**.
- 7.41. Any crew refusing to start a **Special Stage** at the time and in the position allocated will be penalised as per [App.8 Art.e](#) or [App.8 Art.d](#) which may be extended as far as **Disqualification** on the discretion of the **Clerk of the Course** in accordance with but pursuant to the **Judicial** procedures provided by [Ch.2](#). whether the **Special Stage** is run or not.
- 7.42. Unless specifically allowed by the **Official Documents** 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 Stage Rally** that has not been provided by the **Organisers** is forbidden. Minor annotations to supplied Subjective **Route Notes** are permitted but must not be rewritten into any other format. Contravention will be penalised in accordance with [App.14 Art.r](#) or [App.8 Art.r](#).
- 7.43. On any **Single Venue Stage Rally** taking place on a **Venue** that is currently or was previously a licensed **Race Speed** or **Kart Circuit** or any airfield type **Venue** (disused or not) the use provision or possession of such information is prohibited and cannot be varied by the **Official Documents** except that:
 - a. This does not however preclude a crew from recording or annotating information during an **Event** on the route instructions issued by the **Organisers** for use later on in the same **Event** and
 - b. Neither does it preclude the use of Ordnance Survey maps of 1:25000 or 1:50000 scale along with others that are specified in the **Official Documents** as being necessary to complete the route but the only supplementary information that may be shown on the maps is information given by the **Organisers** (including route details).
- 7.44. Contravention of [Art.7.42](#) above will be penalised in accordance with [App.14 Art.r](#) or [App.8 Art.r](#).

CHAPTER 13 RALLY

Appendix 11 Part A - Specific Regulations for Special Stage Rallies

1. General

- 1.1. This Appendix must be read in conjunction with all applicable Appendices of this Chapter in particular Appendix 1 and 2 and the **ASN Stage Rally Safety Requirements** as published on the **ASN** website www.motorsportuk.org of which all provisions are mandatory in the Organisation of **Special Stage Rallies**.
- 1.2. **This Appendix 11 comprising 11A and 11B for Single Venue Stage Rallies and Rally Time Trials covers the following defined categories of Event.**

2. Special Stage Rally

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

3. Special Stage

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

4. Single Venue Stage Rally

- 4.1. A **Special Stage Rally** which uses parts of stages more than four times during any day of the **Event**.

5. Historic Special Stage Rally

- 5.1. As above [Arts.2](#) and [4](#) but participation is limited to **Vehicles** complying with the appropriate **Technical Regulations** for **Historic Special Stage Rally Vehicles**.
- 5.2. **Historic Vehicles** in each of Categories 1, 2, 3, 4 and 5 must compete in separate **Classes** with separate **Class** results and awards to give a clear distinction between the periods of **Vehicles**. Refer to [App.17](#) of this Chapter for the recommended classes.

6. Rally Time Trial

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

7. Applicable Appendices

- 7.1. [App.12](#) applies in respect of **Special Stage Routes** and **Sections**.
- 7.2. [App.13](#) applies in respect of **Special Stage Controls** and **Timing** and **Penalties**.
- 7.3. [App.14](#) applies in respect of **Scheduled Time Special Stage Event Penalties** and [Ch.2](#) (Judicial).
- 7.4. [App.8](#) applies in respect of **Target Timed Special Stage Event Penalties** and [Ch.2](#) (Judicial).
- 7.5. [App.16](#) applies in respect of **Special Stage Rally Cars**.
- 7.6. [App.17](#) applies in respect of **Technical Regulations** for **Historic Special Stage Rally Cars**.
- 7.7. [App.18](#) applies in respect of **Servicing** and **Organised Assistance**.
- 7.8. [App.20](#) applies in respect of medical and safety cover.
- 7.9. [App.23](#) applies in respect of Drawings.
- 7.10. [Ch.2](#) applies generally in respect of **Judicial** and **Disciplinary** matters including **Protests** and **Appeals**.
- 7.11. **Chapters 3 to 5 inclusive and 7 to 9 inclusive** apply to the extent applicable to this **Discipline**.

7.12. **Fees** and **Fines** are provided in [Ch.1 App.2](#).

7.13. Definitions are also provided in [Ch.1 App.1](#).

CHAPTER 13 RALLY

Appendix 11 Part B - Specific Regulations for Single Venue Stage Rallies and Rally Time Trials

1. General

- 1.1. This Appendix must be read in conjunction with all applicable Appendices of this Chapter in particular Appendix 1 and 2 and the **ASN Stage Rally Safety Requirements** as published on the **ASN** website www.motorsportuk.org of which all provisions are mandatory in the **Organisation of Special Stage Rallies**.
- 1.2. This **App.11B** makes specific provisions for **Single Venue Stage Rallies and Rally Time Trials**.

2. Single Venue Stage Rallies

- 2.1. The **Official Documents** must state whether the **Public Highway** is being used or not.
- 2.2. No **Stage** route may be used more than twice.
- 2.3. For a **Stage** route to be recognised as different it must vary by at least 20% of the **Stage** route if run in the same direction or be reversed.
- 2.4. No part of a **Stage** may be used in any one direction more than 12 times during the **Event**.
- 2.5. A **Co-Driver who has signed on** must be carried in each competing **Vehicle**, except **Cross Car (XC)** as appropriate.
- 2.6. No practising is permitted.
- 2.7. **Pace Notes** or any other means of giving **Competitors** advice relating to traversing any **Stage** are prohibited except as provided by this **App.11B** on a **Single Venue Stage Rally** taking place on a **Venue** that is currently or was previously a **Race or Speed or Kart Circuit Licensed** by the **ASN** or on any airfield type **Venue** whether in current use as an airfield or not.
- 2.8. By exception to **Art.2.7** above a crew is permitted during an **Event** to record or to annotate information on route instructions issued by the **Organisers** but solely for use later in the same **Event**.
- 2.9. By exception to **Art.2.7** above but subject to **Art.2.10** below **Competitors** are permitted to use **Ordnance Survey** maps of either 1:25000 or 1:50000 scale along with others that are specified in the **Official Documents** as being necessary to complete the **Course**.
- 2.10. The only supplementary information that may be shown on the maps referred to at **Art.2.9** above is information given to **Competitors** in an **Official Document** by the **Organisers** including route details.
- 2.11. Any breach of **Art.2.7 - Art.2.10** above shall result in **Disqualification** from the **Event** pursuant to the **Judicial Procedures** of **Ch.2** and referral to the **ASN** for consideration of further disciplinary action.
- 2.12. The **Organisers** must obtain written permission from the **ASN** in respect of any activity other than the **Competition** proposed to be held at the **Event Venue** to ensure that adequate insurance cover is provided.
- 2.13. **PR** work must be undertaken in accordance with **App.19** of this Chapter irrespective of whether the **Public Highway** is to be used as part of any **Event**.
- 2.14. Fire Extinguishers must be available in any area defined as a Service Area and any area in which competing **Vehicles** are assembled awaiting their attempt at a **Stage** and at stop lines.
- 2.15. At **Venues** where spectators are encouraged to attend there must be a resident **Spectator Safety Car** equipped with a PA system and a radio on the frequency to be used on the **Event**.

3. Rally Time Trials

- 3.1. A **Rally Time Trial** is a **Single Venue Special Stage Rally** and must be run in accordance with the **NCR** as to **Competitor** eligibility and safety eligibility and **Stage Rally Safety Requirements**.
- 3.2. All **Vehicles** must comply with the **Technical Regulations** of **Appendices 15, 16** and **17** as applicable.

3.3. The following specific provisions apply:

- a. No **Passengers** can be carried during either Practice or competitive runs UNLESS authorised by the **ASN** when a higher **Permit** Fee will be payable due to insurance considerations.
- b. The **Course** must not exceed a distance of 4 miles.
- c. The **Clerk of the Course** may authorise re-runs.
- d. Results need not be based on cumulative times but may be based on selective aggregate times (i.e best 2 of 3 runs) or be purely on the best time achieved.
- e. The starting procedure must comply with that of a **Stage** but an arrival control is not required.

3.4. **Rally Time Trials** are not valid for upgrading a **Stage Rally Competition Licence**.

4. **Cross Car (XC)**

- 4.1. Cross Car (XC) are permitted within approved Rally Time Trials and Single Venue Stage Rally Events only. All Events must gain approval from the ASN prior to advertising the inclusion of these Vehicles.
- 4.2. All Vehicles must comply with the Technical Regulations in **Appendix 16 of this Chapter** as applicable.
- 4.3. All Crews must comply with the Regulations in **Apps.10 and 11A**

CHAPTER 13 RALLY

Appendix 11 Part C - Specific Regulations for Targa Road Rallies

1. General

- 1.1. **Targa Road Rallies** must comply with the following;
 - a. To be classified as a finisher a **Competitor** must report to all **Main Time Controls** and, unless otherwise stated in the **Event Documents**, attempt at least 75% of the tests listed in the **Route Card** or **Time Card**.
 - b. Not include any **Standard Sections**.
 - c. **Regularity Sections** may be included.
 - d. **Classes** to be set by **Organisers**.
 - e. No regular assistance organised in advance may be used by **Competitors** in **Rallies** defined in [App.3 Arts.2–10](#) inclusive, except when permitted in the **Event Official Documents** for **Targa Road Rallies** taking place at a **Single Venue**.

2. Vehicles - General Regulations

- 2.1. **Competitors** are required to carry a **First Aid Kit**, high visibility vests or jackets, OK/SOS board, **Spill Kit**, warning triangle and for **Events** run during the hours of darkness a torch. It is recommended that all **Competitors** carry a fire extinguisher that is positioned and secured appropriately.
- 2.2. The use of in car cameras, is forbidden on any public road sections. **Organisers** may not sanction, encourage or facilitate the filming of **Events** taking part on the **Public Highway**. The use of in car cameras (fitting must be specifically approved by a **Scrutineer**) is allowed where **Official Documents** expressly permit this. A copy of any recording must be provided to the **ASN** if requested.
- 2.3. The **Vehicle** must be currently registered and taxed as a **Private Car** and comply with all statutory regulations as to the **Construction and Use Regulations** (especially regarding brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings and windscreens). In this section the term **MODEL** refers to all variants of the same family of cars. In addition to complying with [Ch.7](#) all **Vehicle** competing in **Road Rallies** must comply with the appropriate part of the following: **Body. Vehicles** of commercial type, such as vans / pickups ([Ch.7 App.2 Art.22.5](#)) are not permitted.
- 2.4. Be currently registered and taxed as a private car, unless specific **Event** regulations relax the requirement for taxation, by virtue of the entire **Event** taking place wholly on private property.
- 2.5. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. Major internal trim includes headlining, inside door panels (which may be replaced with representative material) for all doors and / or rear side panels alongside the rear seat (for a 2 door car), carpets and rear seats. It does not include parcel shelves, boot carpet or boot side trims.
- 2.6. Front seats may be improved or replaced.
- 2.7. The trim including the door cards and rear seat may be cut to allow the fitting of a safety cage.
- 2.8. If equipped with a non-standard fuel tank it must be separated from the **Driver / Passenger** compartment by a protective bulkhead of non-flammable material preventing the passage of fluid or flame.
- 2.9. Full harness seat belts may be fitted.
- 2.10. Guards may be fitted beneath the **Vehicle** to provide protection from damage.

3. Engines and Transmissions

- 3.1. **Vehicle** engines must have:
 - a. A maximum of four cylinders.

- b. A maximum of two carburettor chokes (two single or one double).
- c. A maximum of one camshaft per bank of cylinders.

3.2. Engines with more than one camshaft per bank of cylinders may be used providing that:

- a. any replacement engine comprises a block and cylinder head from the same engine family.
- b. they were originally fitted with fuel injection, and;
- c. that fuel injection system complete with the inlet manifold and throttle body is retained unmodified except as permitted in [Art.2.3.c](#).

3.3. It is permitted to make the following modifications to effect installation;

- a. alternative engine mountings, sump pan and exhaust manifolds are permitted;
- b. it is permitted to relocate ancillaries such as alternators and steering pumps.
- c. it is permitted to change the orientation of the otherwise unmodified inlet manifold provided it is fitted directly to the cylinder head without the addition of an intermediate adapter device.

3.4. For petrol engines under 1500cc and diesel engines under 2000cc actual capacity, forced induction is permitted providing that the complete original induction system is retained unmodified and other than the replacement of the air filter element.

3.5. 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.

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

3.7. Engines must comply with the silencing levels [Ch.5 App.8](#), [Ch.7 App.8 Art.2](#) and [App.1 Art.7](#) of this Chapter and have induction air filter elements fitted that ensure the **Vehicle** complies with noise regulations [Ch.7 App.8 Art.2](#).

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

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

4. Wheels and Tyres

- 4.1. Wheels and tyre sizes are free but must fit within the standard unmodified wheel arch. A maximum of six tyres can be used by a crew during an **Event** unless the **Official Documents** state otherwise.
- 4.2. **Vehicles** must be fitted with tyres that are always legal for use on the **Public Highway**.
- 4.3. Tyres must comply with [Ch.8 App.4 Art.3.1](#).
- 4.4. **Vehicles** must have all spare wheels securely fastened in position and must not be fitted with spiked or studded tyres or any non-skid attachments, other than chains if permitted by **Official Documents**.

5. Electrical Systems

- 5.1. **Vehicles** must have a maximum of four forward facing beams, as well as side and indicator lights, unless further restrictions are specified in **Official Documents**. 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**.
- 5.2. Light pods are not permitted.
- 5.3. A headlamp must provide the main beam and dipped beam functions.
- 5.4. An auxiliary lamp provides a beam other than that provided by the headlamp. With the exception of **Vehicles** built before 31st December 1946 the maximum width of the lamp body of any auxiliary lamp must not exceed 222mm.

- 5.5. A headlamp may consist of a single reflector with a dual filament bulb, or separate reflectors each with single filament bulbs providing the functions of main beam and dipped beam separately. This will be considered as equivalent to a single dual filament headlamp unit. Lamp units comprising two reflectors where one is fitted with a dual filament bulb will be considered as a combined headlamp and auxiliary lamp. In this instance therefore no additional auxiliary lamps may be fitted.
- 5.6. Auxiliary lamps unless fitted as standard equipment using gas discharge or LED technology are not permitted and gas discharge or LED headlamp units may not be retro fitted.
- 5.7. Auxiliary lights must not be used in neutral sections except in poor visibility as permitted by law.
- 5.8. 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**.
- 5.9. **Vehicles** must have all lights fitted and used according to motor **Vehicle** lighting regulations.
- 5.10. External navigational or **Marshal** lights are not permitted.
- 5.11. For **Events** taking place wholly between half an hour before sunrise and half an hour after sunset [App.15](#) [Art.2.3](#), [Art.5.1](#), [Art.5.2](#) and [Art.5.10](#) do not apply. [App.15](#) [Art.6.1](#) is relaxed to permit advertising not exceeding 1250 sq cm in total. Also, it is permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer's make or model, or the name of the **Event**, or a recognised **Motor Club**, or a registered national charity, provided that this does not affect the **Driver**'s view.

6. Miscellaneous

- 6.1. **Vehicles** may not use racing style numbers, nor have any advertising except for **Event** sponsor decals which must be incorporated within the **Rally** plate.
- 6.2. They should be equipped with an effective method of stopping fuel supply, operable by the **Driver** when normally seated (the ignition switch would normally cover this requirement) and must use Permitted Fuel as defined in [Ch.1 App.1 \(Nomenclature and Definitions\)](#).
- 6.3. Brakes are free but must comply with Construction and Use **Regulations**. A hydraulic handbrake is permitted where a functioning mechanical system is also present.
- 6.4. **Vehicles** must display registration plates in compliance with the current **Road Vehicles (Display of Registration Marks) Regulations**.

CHAPTER 13 RALLY

Appendix 12 - Special Stage Routes and Sections

1. General

1.1. This Appendix must be read in conjunction with all applicable Appendices of this Chapter.

2. Documentation

2.1. The **Road Book** or **Time Card** must indicate:

- a. The description of each **Section** (**Road Section**, **Special Stage**, **Service Area**, **Regroup** etc).
- b. The time allowed to traverse the route between each **Time Control** and all the information necessary to enable **Competitors** to comply with their speed obligations.
- c. What information the **Organisers** require to be recorded and the places at which these records will be made except for those manned randomly including by **Judges of Fact** and **DSOs**.
- d. Which checks will be manned by **Officials** except for checks established by **Judges of Fact** and **DSOs**.
- e. Which portions of the **Route** will be timed to less than one minute.
- f. Any 'out of bounds' areas to be respected.
- g. The position of any junction at which the **Competitor** is required to stop.
- h. The areas where **Competitors** are required to observe special restrictions as to driving behaviour (i.e. **Quiet Zones** etc).
- i. The order in which controls and checks must be visited.

3. Route

- 3.1. The onus of following the correct route rests with the **Competitor** who must visit **Controls** and **Checks** in the order set out in the **Road Book** unless otherwise specified.
- 3.2. No private road must be used by **Competitors** unless specific permission to do so is given in the **Road Book**.
- 3.3. A **Control** or **Check** shall be considered to extend for 50m around the actual point at which **Officials** are making their records unless clearly visible signs are displayed to define a different area.
- 3.4. If the direction of approach to, or departure from, a control or check is specified, then any non-compliance with the requirement or passing the control or check when travelling in other than the specified direction or visiting the **Control** or **Check** more than once, may involve a **Penalty**.
- 3.5. **Officials** will be on duty at all **Controls**.
- 3.6. If at any control the **Officials** are not present during the whole period when a **Competitor** can report then all performances at that point will be ignored in compiling the results except for any penalty applied relating to excessive **Noise** or speed / driving standards.
- 3.7. All performances will also be ignored if a **Control** or **Check** is not sited at the location specified in the **Official Documents**.
- 3.8. The onus of ensuring that all the information required is clearly and legibly recorded at the appropriate time and place rests with the **Competitor**.
- 3.9. If any entry on a **Time Card** is not legible or appears not authentic it may be considered not to have been made. **Organisers** may refer to **Marshals**' check sheets in case of doubt.

- 3.10. If there is a discrepancy between the time allowance shown by the **Organisers** on the **Time Cards** and that shown on any other document the **Time Card** will be taken to be correct unless previously amended in an official bulletin.
- 3.11. It is not permitted to define the route of a **Special Stage** by grid references or any other method requiring **Competitors** to choose their own route.
- 3.12. Any **Flying Finish** should be located at a point where **Vehicles** can be expected to be travelling slowly because of a preceding bend or hazard.
- 3.13. The **Flying Finish** line must be at least 200m before the stop line which must be at least 100m before any **Public Highway**. Bad weather slippery conditions and the potential speed of **Vehicles** crossing the **Flying Finish** line may require these distances to be extended.
- 3.14. The area between the **Flying Finish** and the stop line should so far as practical be free from bends sharp or deceptive corners or hazards such as gates etc. This area is prohibited to spectators.
- 3.15. **Officials** must be clearly identifiable and wherever possible:
 - a. Be placed in sight of all signs and arrows and at prohibited areas.
 - b. Be placed where the public are expected to arrive to watch the stage.
 - c. Have some pre-arranged system for warning spectators of the approach of **Vehicles**.
 - d. Be under the control of a **Sector Marshal** if appropriate.
- 3.16. Where a **Special Stage** forms a continuous circuit **Competitors** must not be required to complete more than two laps.
- 3.17. **Organisers** must allow at least 100m separation from the start of the stage before **Competitors** join other **Vehicles** already on the **Stage** ([Arts.4.2 - 4.5](#)).
- 3.18. On any **Stage Rally** which is not run under a **Single Venue Stage Rally Permit** the maximum number of competitive passes in any one direction over any **Stage** or any part of a **Stage** is limited to four.
- 3.19. **Stage** timing throughout an **Event** will be to the preceding second if manual timing is to be used.
- 3.20. Automatic timing can be to the preceding 1/10th of a second but only if the intention to do so is stated in the **Official Documents**.
- 3.21. The timing of any **Section** must be recorded in a way that **Competitors** can verify its correctness. This must prohibit the 'setting back' of the section finish watch.
- 3.22. The only timing that can be considered is from the Standing **Start** to the **Flying Finish** line.
- 3.23. No **Competitor** may gain an advantage by exceeding the specified average speed.
- 3.24. The time based on this average shall be referred to as the **Stage Bogey Time**.
- 3.25. **Competitors** must not be started from any stage start at intervals of less than one minute unless in accordance with the following procedures:
- 3.26. Authorisation for **Stage Starts** of between 30 seconds and one minute interval must be obtained in writing from the **ASN** and will only be considered when the following information has been submitted:
 - a. The individual **Stage** name and number and location.
 - b. The length of the **Stage**.
 - c. The type of surface (forest tarmac etc).
 - d. The average width of the road.
 - e. Diagram(s) of the **Venue** showing **Stage** routes and safety provisions.
 - f. The number of times **Competitors** are attempting the stage.

- g. If the **Competitors** are attempting the stage more than once the time interval between their first and second run and the possibility of catching previous **Competitors**.
- h. Whether **Competitors** attempting their second run will be interposed with those still attempting their first.
- i. Whether the **Stage** has a split route and if so then how far this is into the stage. On unsealed surfaces the stage must not consist of more than 2.5 miles of common route.
- j. Whether extreme weather (eg heavy rain dust etc) will adversely affect a fair **Competition**.
- k. **Competitors** have been seeded by performance without dispensation in accordance with these **Regulations**.
 - l. Suitable timing arrangements have been made at the **Finish Line**.

3.27. No practising or testing is **Permitted** on any **Special Stage** before any **Event** unless specifically authorised in writing by the **ASN**.

3.28. Any access to any part of a stage whether from a car park or through entrances must be protected by warning notices as specified in and is subject to the requirements of **Ch.3**.

3.29. There must be a copy of the **Safety Code** on display at all entrances where the public are likely to enter.

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

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

3.32. 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 must be included.

3.33. Means of access onto the stage must be closed by barriers and signs sufficient to prevent any non-competing vehicle gaining access. Warning notices as detailed in **Ch.3** must be displayed.

3.34. It should also be impossible for anyone on foot to get on to any stage through normal access roads or tracks without complying with all of the following:

- a. Being aware of it
- b. Having been seen by an **Official**
- c. Having seen a warning notice
- d. Having seen the **Safety Code**.

Types of Section

3.35. The following terminology and restrictions apply to all stage rally sections. No other title or description is valid:

Road Section

3.36. 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**.

3.37. When on the **Public Highway** these sections must comply with the average speed requirements of App.2.

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

Special Stage

3.39. A section of a **Rally** on roads or land for which the **Event** has exclusive access or on public roads closed by Government legislation specifically **Permitting** closure for motor sporting purposes where the marking

for maintaining a time schedule forms a part of the **Competition**.

Special Stages

- 3.40. Unless approved in writing by the **ASN Special Stages** must not include any checks or controls or other requirements that might require or encourage **Competitors** to stop during the stage. **Applications** shall be made in accordance with [Art.3.26 above](#).
- 3.41. **Special Stages** must be over a distance of not less than half a mile and no stage may exceed 20 miles in length without written permission from the **ASN**.
- 3.42. If the stage is wholly on a sealed surface no **Competitor** should be able to achieve an average speed of more than 75mph. Subject to [Art.3.44](#) the average speed may be increased to 80mph.
- 3.43. If the stage is run partly or wholly on unsealed surfaces no **Competitor** should be able to achieve an average speed of more than 70mph. Subject to [Art.3.44](#) the average speed may be increased to 75mph.
- 3.44. **Clerks of the Course** and **Event Safety Officers** must attend a webinar hosted by the **ASN** (and provide evidence of attendance if requested) prior to receiving permission to utilise the increased average speeds specified above.
- 3.45. **Special Stages** must 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. Crossroads used twice must preserve this separation.
- 3.46. The barrier must consist of one or more of the following:
 - a. large truck and/or tractor type tyres, permanently joined in threes, or existing tyre barriers available at circuit based venues,
 - b. straw or silage bales, wrapped or unwrapped
 - c. earthbanks or similar immovable objects.
- 3.47. **Motorway** cones or blocking tapes are not suitable for the purposes of [Art.3.45 and Art.3.46 above](#).
- 3.48. **Special Stages** must not use any currently or previously licensed **Race Speed** or **Kart Circuit** nor any airfield (disused or not) unless the **ASN** has specifically approved in writing the stage layouts and safety precautions. **Applications** must be made in accordance with [Art.3.26 above](#).
- 3.49. These **Stages** must not be routed closer than 75m to any parked aircraft unless there is a solid physical barrier at the edge of the course protecting the aircraft and a gap of 45m from the barrier to the aircraft.
- 3.50. At the start of every **Special Stage** the **Organisers** must provide a **Medium Spill Kit**.

4. Arrows and Signs

- 4.1. 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 [App.23 Drawing 5](#) and with the following:
 - a. Arrowing must 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 [App.23 Drawing 4](#) showing the entry to the chicane must be placed in the full view of **Competitors**. This board must have minimum dimensions of 76cm x 61cm.
 - b. Arrows should be placed approximately 1.2m from the ground. Wherever possible arrows shall be of Day-Glo red or orange and must be easily visible to **Competitors**. To avoid confusion multiple signs on one post should be avoided.
 - c. Advance warning signs for junctions must be placed 100m (+ or - 10m where visibility is reduced) before the junction.

- d. Two arrows should be visible on any junction fixed to form a 'gate' through which **Competitors** will pass. Arrows may be angled to show the severity of the junction indicated by one of four basic positions vertical horizontal raised or lowered by 45°. An example of the method used must be shown to **Competitors** before the **Event**.
- e. A wrong direction must be indicated by a standard No Entry sign (a red disc with a white bar) and all but the correct road must be visibly blocked by appropriate means except as provided for in [Art. 4.1.f below](#). Alternatively but only on closed road stages the No Entry Sign may be replaced by a Chevron **Board** and tape as shown in [App.23 Drawing 6](#).
- f. 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. It is not mandatory to block off private driveways unless through the layout of the stage the **Organisers** consider that they would constitute a hazard for **Competitors**. In these circumstances they must be blocked off with tape and at least a No Entry board displayed and notified as in [Art.4.1.g below](#).
- g. Along with the arrows and signs displayed on the **Special Stage** each **Competitor** must be issued with a Tulip diagram of each stage showing location or hazard numbers or letters and indicating the intermediate mileages between junctions and danger spots or hazards and the direction to be taken.
- h. For stages on airfield-type venues it is permissible to substitute a detailed sketch diagram. This diagram must be approved by the **ASN** before the **Event**. This approval will constitute automatic permission to dispense with Tulip diagrams.
- i. The warning signs for each location or hazard detailed in the sketch map or Tulip diagram must display the corresponding location or hazard number or letter.
- j. **Hazards** should be indicated by a single exclamation sign between 50m/100m before the hazard.

4.2. If a section of road is used twice on stages where the route divides or where two roads merge the junction itself should be clearly marked by a white board at least 76cm x 61cm illustrating the junction and the figures on this board must be at least 15cm high.

4.3. The junction must be preceded by a similar diagrammatic sign in advance of **Motorway** type **Countdown Boards** with diagonal bands positioned approximately 100m and 200m before the junction.

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

4.5. Where stage routes merge on a lapping stage then the angle between the two roads (prior to the common route) must be no more than 45° to each other and on joining run separately but in parallel for at least 100m before merging and Signs should be shown to **Competitors**. These signs must have a minimum size of 76cm x 61cm ([App.23 Drawing 7](#)).

4.6. In respect of [Art.4.5](#) above at the point of merge **Competitors** furthest into stage will have priority and all **Competitors** must merge in such a way that it does not constitute a danger or hinder other drivers.

4.7. **Radio Point** signs complying with [App.23 Drawing number 8](#) must be displayed at and before all **Mandatory Radio Points** detailed in the **Road Book** as issued to **Competitors** other than at those locations signed in accordance with [Art.4.5](#) above.

5. Chicanes

- 5.1. Applicable to **Multi Venue Stage Rally** events only;
- 5.2. **Chicanes** must be constructed with a minimum of 4 elements ([Art.5.3 below](#)) which must maintain a distance of 10m between the outer edge of each element in accordance with [App.23 Drawing number 5..](#)
- 5.3. Subject to [Art.5.3 below](#) **Chicanes** must be constructed with rectangular or round bales which can be wrapped but must not be tied together with a protective sleeve ([App.23 Drawing 4](#)).

5.4. Where **Organisers** require **Chicanes** of alternative design and construction methods to those in [Art. 5.1](#) and [Art.6.1](#), due to the limitations of the proposed location or requirement to change the course of the **Vehicle**, these will be considered by means of email application to the **ASN** with the following information;

- a. Location
- b. Proposed number of elements
- c. Proposed construction methods
- d. Reason for application

5.5. All **Chicanes** must utilise countdown boards that are blue in colour positioned at 200m and 100m in advance of the **Chicane** as outlined in [App.23 Drawing 4](#).

5.6. It is acceptable to position **Chicanes** on roads narrower than 4.26m in width but as with all road widths it is important that **Chicanes** are to be positioned in a way that does not force the competing **Vehicle** off the road in order to enter or exit. Their design must meet the above construction requirements.

5.7. It is recommended that there are no poles, trees, pillars or other hazards at the entry and exit point of the **Chicane**. If such hazards are positioned at the entry or exit of the **Chicane** there is to be additional protection added using bales.

6. Bus Stop Chicanes

6.1. 'Bus Stop' type **Chicanes** made of a minimum of one element are to follow the proposed construction methods outlined above. Additionally, it is recommended that there are no poles, trees, pillars or other hazards at the entry or exit point of the **Chicane**. If these features are positioned at the entry or exit of the **Chicane** there is to be additional protection added using bales.

7. Recce

7.1. Prior to reconnaissance, **Chicanes** must be marked on the road using semi-permanent paint that is easily visible in wet weather conditions (white to be the preferred colour). **Events** are to use a stencil that mirrors the size of the element where safe to do so. A board 100m prior to the location, and / or a sign identifying the first element and the side of the road of entry should also be in position.

8. Approval Process – Closed Road Multi Venue Events only

8.1. **Safety Delegate** must be provided with **Stage Set-up Notes** including all **Chicane** details at least 2 months prior to the **Event** preferably accompanied by a high quality video indicating the exact location to confirm proposed positioning and construction of **Chicanes** (subject to [Art.5.3](#)).

8.2. Where changes to **Chicanes** are proposed following the presentation of **Chicane** details to the **Safety Delegate** the **Organisers** must provide a further high-quality video to the **Safety Delegate** for their review and approval prior to their arrival on **Events**.

8.3. On approval of the **Safety Delegate** the proposed **Chicanes** can then be approved by the **ASN** Head of **Rallying**.

CHAPTER 13 RALLY

Appendix 13 - Special Stage Controls, Timing and Penalties

1. General

1.1. This Appendix must be read in conjunction with all applicable Appendices in this Chapter.

2. Documentation

2.1. The **Road Book** or **Time Card** must indicate:

- a. The description of each **Section (Road Section, Special Stage, Service Area, Regroup etc).**
- b. The time allowed to traverse the route between each **Time Control** and all the information necessary to enable **Competitors** to comply with their speed obligations.
- c. What information the **Organisers** require to be recorded and the places at which these records will be made except for those manned randomly including by **Judges of Fact** and **DSOs**.
- d. Which checks will be manned by **Officials** except for checks established by **Judges of Fact** and **DSOs**.
- e. Which portions of the **Route** will be timed to less than one minute.
- f. Any 'out of bounds' areas to be respected.
- g. The position of any junction at which the **Competitor** is required to stop.
- h. The areas where **Competitors** are required to observe special restrictions as to driving behaviour (i.e. **Quiet Zones** etc).
- i. The order in which **Controls** and checks must be visited.

3. Controls

3.1. **Controls** will open 15 minutes before the due time of arrival of the first **Vehicle** and close on the direction of the **Clerk of the Course** considering the due time of arrival of the last competing **Vehicle**.

3.2. The **Official Documents** may specify a different opening period.

3.3. 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 **Vehicle** are within the **Control** area.

3.4. At all **Controls** the **Time Card** is to be completed manually by a **Marshal**.

3.5. Control Procedures:

- a. The check-in procedure begins at the moment the car enters the time **Control** area.
- b. The actual timing and entry of the time on the **Time Card** may only be carried out if the two crew members and the **Vehicle** are within the **Control** area. Between entering the **Control** area and the **Control** the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.
- c. The check-in time shall correspond to the exact moment at which one of the crew members hands the **Time Card** to the appropriate **Marshal** who will enter on the card the actual time at which the card was handed in and nothing else.
- d. The target check-in time is the responsibility of the **Crew** alone who may consult the official clock.
- e. The **Crew** will incur a penalty for early arrival if the **Vehicle** enters the **Control** area before the minute preceding the target check in minute. The crew will not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check-in minute.
- f. (Example: A **Vehicle** has left the previous stage finish at 11.04.40 on a section for which the target time is nine minutes. It is therefore due at the next time **Control** at 11.13. It arrives at the yellow

advance **Control** board at 11.08 stopping before the yellow board. The **Vehicle** is permitted to enter the **Control** area at any time after 11.12.00. The **Time Card** may be handed in at any time between 11.13.00 and 11.13.59 and a time of 11.13 will be recorded.)

- g. If it is found that a **Crew** has not observed the rules for the check-in procedure the **Marshal** at the **Control** must make this the subject of a written report to be sent to the **Clerk of the Course** for consideration of the application of penalties.
- 3.6. 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).
- 3.7. 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.
- 3.8. **Competitors** must not leave the **Special Stage Arrival Control** unless ready to start a **Special Stage**.
- 3.9. Exceptions to [Art.3.5 above](#) are:
 - a. In the event of a competing **Vehicle** 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 **Vehicle** is outside the **Control** area the **Officials** have discretion as to whether or not to make a record on the **Time Card**.
 - c. At the end of a **Rally** or of any day of a **Rally** **Competitors** are allowed to check in in advance of their due time. This must be specifically authorised by the **Rally Organisers** in the **Official Documents** 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.

4. Main Controls

- 4.1. Are situated at the **Start** and **Finish** of a **Rally** immediately before and after any **Rest Halt** and at any other specified point. At a **Main Control** after a **Rest Halt** **Competitors** will (unless the **Official Documents** specify otherwise) restart at one minute intervals:
 - a. In number order or
 - b. In the order of their arrival at the **Main Control** preceding the **Rest Halt** or
 - c. In the order of their arrival at some other preceding **Control** or
 - d. In the order of General **Classification** at a specified point if interim results are available.

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

5. Regrouping Controls

- 5.1. The **Road Book** will specify these **Controls** where **Competitors** not **Disqualified** by having more than the **Maximum Permitted Lateness** at the **Control** will start the next section with zero lateness.

6. Special Stage Arrival Control

- 6.1. At this **Time Control** a **Marshal** enters a **Competitor's** time of arrival and the provisional starting time for a **Special Stage** which must be a minimum of three minutes after the arrival time in order to allow the crew to prepare for the stage.
- 6.2. The area between the **Special Stage Arrival Control** and the **Stage Start** is **Parc Fermé**.

6.3. 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 the standard start procedure deployed by the **Organisers** on the **Event**.

7. Special Stage Finish Control

7.1. **Competitors** will receive their **Special Stage Finish Times** in hours minutes and seconds at the **Special Stage Finish Control**. This time in hours and minutes will be the start time for the next section.

8. Timing

8.1. All **Special Stage Rallies** may use either **Target Timing** or **Scheduled Timing**.

8.2. An **ASN Rally Timekeeper** or above must be appointed as a **Chief Timekeeper** for all **Clubman** and **Interclub Single Venue Stage Rallies**.

8.3. **National Single Venue** and all **Multi Venue Stage Rallies** must appoint an **ASN**-approved **National Rally Timekeeper** or higher grade.

8.4. **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 **Official Documents** specify that timing will be to the nearest preceding 1/10th of a second. **Penalties** will be applied in accordance with [App.8\(f\)](#) or [App.14\(g\)](#) as applicable.

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

9. Target Timing

9.1. Definitions for **Target Timing**

- a. **Target Time** is the time specified to cover the distance between two consecutive **Controls**. A **Competitor** can calculate **Due Time of Arrival** at any **Time Control** by adding the **Target Time** for the section to the actual time of departure from the preceding **Time Control**. Each period of time shall be treated individually and no penalties incurred will apply to any subsequent section. However lateness taken over **Target Time** on **Road Sections** and **Special Stages** is cumulative and cannot be reduced.
- b. **Bogey Time** is the time specified for a **Competitor** to complete a **Special Stage** without incurring penalty.
- 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 a **Competitor** being deemed to have retired. This will be 30 minutes unless the **Official Documents** specify a different period which may not be less than 15 minutes for rallies where part of the itinerary uses public roads open to the public.
- f. **Penalty-free Cumulative Lateness**. The **Official Documents** must specify the amount of **Cumulative Lateness** if any is 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. The time must be spent entirely within a **Control** zone. **Dead time** will have no effect on penalties or **Cumulative Lateness** incurred elsewhere.
- h. **Delay Allowance** is a penalty-free allowance granted to specific **Competitors** following a delay under the instructions of an authorised **Official**. It has the effect of extending the **Target Time** for those **Competitors** on that **Section** only. Such delay allowance must be recorded in writing on a **Competitor's Time Card** by the **Official**.

10. Scheduled Timing

10.1. 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.
- c. **Scheduled Time** can be calculated for any point by taking a **Competitor's Competition Number** multiplying by the time interval between **Competitors** at the start and adding the result to the standard time at that point.
- d. **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**.
- e. Any **Delay Allowance** must be recorded in writing on the **Competitor's Time Card** by that **Official**.
- f. **Due Time** is the time a **Competitor** is due at any **Control** or check inclusive of any previous lateness.
- g. **Penalised Time** is the difference between **Due Time** and an earlier or later arrival time.
- h. **Penalty Free Lateness** allows a **Competitor** late at one **Control** to be an equivalent amount late at a succeeding **Control** without incurring further penalty.
- i. **Outside Total Lateness (OTL)** is the point where a **Competitor** is considered not to have visited a **Control** or check being more than 30 minutes past the **Scheduled Time** (including any delay allowance) unless the **Official Documents** specify a different period which may not be less than 15 minutes for rallies where part of the itinerary traverses public roads open to the public.

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

10.3. **Competitors** may themselves reduce lateness without penalty in the following ways unless either forbidden to do so by the **Official Documents** or if by so doing they commit a breach of [Art.10.5](#) below:

- a. By reporting at any **Control** following one at which a penalty was applied for lateness at any time not earlier than **Scheduled Time**.
- b. By missing a **Control** or **Controls**. The **Competitor** will be penalised in accordance with [App. 14 \(a\) or \(b\)](#) for every **Control** missed. On rejoining the route at a **Control** at the end of **Road Section** the **Competitor** will be permitted to restart without further penalty at any time between their original **Scheduled Time** and their **Maximum Permitted Lateness** in relation to their original **Scheduled Time**.
- c. If the need arises for an **Organiser** to extend **Maximum Permitted Lateness** this can only be done at a point on the route at which **Competitors** are required to report to avoid **Disqualification**. **Maximum Permitted Lateness** can then only be extended for the following part of the route and cannot be applied retrospectively for earlier sections.

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

10.4. No **Penalty Free Lateness** or official delay allowance that has been either reduced or foregone as permitted by Art. 25 above can be reclaimed but this does not exclude fresh claims based on new circumstances.

10.5. A **Competitor** found to have traversed a distance greater than four miles between two consecutive time **Controls** in less than three-quarters of the time ['the $\frac{3}{4}$ Rule'] specified by the official time schedule will be penalised by the addition of 30 minutes for the first offence and **Disqualification** for a second offence (see [App.14](#)). In calculating the penalty any fraction of minute will be ignored. The $\frac{3}{4}$ rule does not apply to sections of less than 8 minutes scheduled duration.

This **Regulation** does not preclude the **Organisers** providing specific sections for time recovery for example:

- a. In a nine minute section a penalty is 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.

- 10.6. **Times** will be recorded to whole minutes unless the **Official Documents** state otherwise.
- 10.7. Any timing to less than one minute will be recorded on equipment under the **Control** of the **Chief Timekeeper**.
- 10.8. **Competitors** will be timed by the official timepieces in the charge of **Officials** unless the **Official Documents** state that watches carried by the **Competitors** can be used.
- 10.9. The definitions of the following terms are as provided at [Art.9 above](#).
 - a. **Bogey Time**
 - b. **Stage Maximum Time**
- 10.10. The definitions of the following terms are provided at [Arts. 4–7 above](#).
 - a. **Main Time Controls**
 - b. **Regrouping Controls**
 - c. **Special Stage Arrival Control**
 - d. **Special Stage Finish Control**.

11. Penalties

- 11.1. **Competitors** will receive penalties on **Special Stages** as follows:
 - a. **Under Bogey: Penalty = Bogey Time**
 - b. **Over Bogey but under Stage Maximum time: Penalty = Actual time taken**
 - c. **Over Stage Maximum: Penalty = Stage Maximum Time**
- 11.2. **Organisers** may require any **Competitor** who is late to reduce their lateness by either foregoing or reducing any period of time provided for remaining at a **Control** or official halt.
- 11.3. If the need arises for an **Organiser** to extend **Maximum Permitted Lateness** this can only be done at a point on the route at which **Competitors** are required to report to avoid **Disqualification**. **Maximum Permitted Lateness** can then only be extended for the following part of the route and cannot be applied retrospectively for the earlier sections. These provisions are subject to **Standard Condition 4** of the **Motor Vehicles (Competitions and Trials) Regulations** where they apply.
- 11.4. No **Penalty-Free Lateness** or official delay allowance that has been either reduced or foregone as permitted by these **Regulations** may be reclaimed but this does not exclude fresh claims based on new circumstances.

12. Target Timed Penalty Schedule

- 12.1. See [App.8](#).

13. Scheduled Time Penalty Schedule

- 13.1. See [App.14](#).
- 13.2. For the avoidance of doubt the application of penalties under this Appendix does not preclude the application of penalties for breach of **NCR** pursuant to [Ch.2](#).

14. Results

- 14.1. To be classified as a finisher, a **Competitor** must report to all controls listed in the **Road Book** except as provided for in [App.8\(a\)](#) where two-thirds of the stages must have been completed and report to the final control within the maximum lateness specified, with the **Vehicle** in which they started.
- 14.2. Penalties and the results are established by adding together the times taken during the **Special Stages** and the time penalties incurred on the road sections, together with all other penalties expressed in time. The **Competitor** with the lowest total will be the winner, and so on.
- 14.3. If there is a tie, the **Competitor** who accomplished the best time for the first **Special Stage** will be judged the winner. If this is not sufficient to resolve the tie, the times of the second, third, fourth, etc, **Special Stages** will be taken into consideration, unless the **Official Documents** specify another method of resolving ties. This regulation can be applied at any time during the **Rally**.
- 14.4. **Competitors** at the conclusion of their **Competition** must sign a declaration form confirming they have not been involved in any incident that may have caused damage to persons or property, or alternatively give details of any such incident. Failure to comply will be penalised in accordance with [App.8](#) and [14](#) and may be reported to the **ASN** for further disciplinary action.
- 14.5. **Competitors** who retire will be required to submit this form to the **Event Secretary** within 72 hours of the **Event**. Failure to return the form may be penalised by a fine of up to £100.
- 14.6. There must be no awards for **Competitors** who equal or improve upon the time schedules for any sections, nor for the fastest times or fewest penalties on any sections.

15. Rejoining the Rally (Rejoin Point)

- 15.1. **Competitors** may only rejoin the rally after missing a **Control** or **Special Stage** where permitted by the **Official Documents**.
- 15.2. Having missed a **Control** or **Special Stage** a **Competitor** may only rejoin the **Rally** in their seeded position. Where no such provision is made in the **Rally's** schedule to provide a restart list the **Competitor** may only rejoin at a designated rejoining point as specified in the **Official Documents**, within but not ahead of 15 places of their original seeded position.

CHAPTER 13 RALLY

Appendix 14 - Schedule Timed Special Stage Event Penalties

1. Penalties

SUMMARY OF PENALTIES TO BE APPLIED ON SCHEDULED TIMED SPECIAL STAGE RALLIES

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

The items in italics may not be varied by the **Rally Organisers**.

	Time	Fails
(a) Not reporting or reporting OTL at a Main Time Control	Retired	
*(b) Not reporting or reporting OTL at any other Time Control	30 minutes	1 Fail
*(c) Not complying with a requirement of the Road Book	10 minutes	1 Fail
(d) Not performing a Stage correctly	Stage Maximum	
(e) Not attempting or being ready to attempt a stage when instructed to do so	1st Offence - 10 minutes 2nd Offence - Disqualification	
(f) Making a false start at a Special Stage	1st Offence – 10 seconds (plus actual false start time) 2nd Offence – 1 minute 3rd Offence – 3 minutes Further Offences – at the Clerk of the Course ' discretion	
(g) (i) Every second taken to complete a Special Stage where timing is to the preceding whole second	1 second	
(g) (ii) Every second and 10th of a second taken to complete a Special Stage where timing is to the preceding whole 10th of a second	1 second and 10th of a second	
(h) For each minute under target time on a road Section or in a service area	1 minute	
(i) Only if specifically mentioned in the Official Documents , for each minute after due time on a road Section or for each minute over due time in a service area	10 seconds	
(j) For each minute before or after due time at Main Time Control (out)	10 second	
(k) Breach of any statutory requirement concerning the use of a motor vehicle	10 minutes	1 fail
(l) Contravention of App.13 Art.10.5	*First Offence *Second Offence	30 minutes 1 fail Disqualification
(m) Excessive speed or driving likely to bring motor sport into disrepute	10 minutes	1 fail
(n) Excessive sound	10 minutes	1 fail
(o) Receiving assistance contrary to App.18 Arts.1.4–1.14	Disqualification	

(p) Breach of App.18 Art.1.3, Arts.1.7–1.8	10 minutes
(q) Breach of App.9 Arts.4, App.13 Art.14.4, App.10 Art.7.1, App.10 Art.7.2, App.10 Art.7.5, App.10 Arts.7.24 and 7.26, App.10 Art.7.27	Disqualification
(r) Unauthorised use or possession of Pace Notes (App.10 Arts.7.42 or unauthorised presence on a Stage (App.9 Art.1.7))	Disqualification and reported to the ASN
(s) Failure to comply with App.10 Arts.7.10–7.23	Disqualification and reported to the ASN
(t) Breach of Regulations App.2 Arts.4.17–4.22 or App.10 Art.7.30	Disqualification
(u) Breach of Regulation App.18 Art.1.9	Disqualification and reported to the ASN
(v) Breach of Regulation App.16 Art.7.11	5 minutes

2. Penalties left to the discretion of the Clerk of the Course which may go as far as Disqualification

- (aa) Failure to follow the instructions of an official.
- (bb) Further breaches of (b), (c), (d), (e), (k), (l), (m) or (n).
- (cc) Repeated misbehaviour of service crew.
- (dd) Reporting late for Scrutineering.
- (ee) Misuse of SOS and/or OK boards.
- (ff) Unauthorised testing or practicing.
- (gg) Causing an obstruction.
- (hh) Breaches of Regulations detailed in Chapter 2.
- (ii) Failure to comply with control check-in procedures.

CHAPTER 13 RALLY

Appendix 15 - Technical Regulations - Road, Endurance and Historic Road Rally Cars

1. General

- 1.1. The **Vehicle** must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use regulations (especially regarding brakes lighting tyres warning devices rear view mirrors silencers speedometers wings and windscreens).
- 1.2. In this section the term MODEL refers to all variants of the same family of cars. In addition to complying with [Ch.7 \(Competitors Vehicles and Vehicle Safety Equipment\)](#) and to the extent relevant [Ch.8 \(Fuel and Tyres and Testing\)](#). All **Vehicles** competing in **Road Rallies** must comply with the appropriate part of the following:

2. Body

- 2.1. **Bodywork** must represent the manufacturer's original profile and may include any optional extras available directly from the manufacturer.
- 2.2. Bumpers must be fitted.
- 2.3. Paintwork must be one colour or manufacturer's original colour scheme. No primer is to be visible.
- 2.4. **Vehicles** must not have wheel arch extensions unless fitted by the manufacturer as a standard item to the body shape.
- 2.5. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. Major internal trim includes headlining, inside door panels (which may be replaced with representative material) for all doors and / or rear side panels alongside the rear seat (for a 2 door car), carpets and rear seats. It does not include parcel shelves, boot carpet or boot side trims.
- 2.6. Front seats may be improved or replaced.
- 2.7. The trim including the rear seat may be cut to allow the fitting of a safety cage.
- 2.8. If equipped with a non-standard fuel tank it must be separated from the **Driver / Passenger** compartment by a protective bulkhead of non-flammable material preventing the passage of fluid or flame.
- 2.9. Full harness seat belts may be fitted.
- 2.10. Guards may be fitted beneath the vehicle to provide protection from damage.

3. Engines and Transmissions

- 3.1. **Vehicle** engines must have:
 - a. A maximum of four cylinders.
 - b. A maximum of two carburettor chokes (two single or one double).
 - c. A maximum of one camshaft per bank of cylinders.
- 3.2. Engines with more than one camshaft per bank of cylinders may be used providing that:
 - a. Any replacement engine comprises a block and cylinder head from the same engine family.
 - b. they were originally fitted with fuel injection and
 - c. that the fuel injection system complete with inlet manifold and throttle body is retained unmodified except as permitted in [Art.3.3.c below](#).

- 3.3. In respect of **Art.3.2 above** it is permitted to make the following modifications to effect installation:
 - a. Alternative engine mountings, sump pan and exhaust manifolds.
 - b. Relocation of ancillaries such as alternators and steering pumps.
 - c. To change the orientation of the otherwise unmodified inlet manifold provided it is fitted directly to the cylinder head without the addition of an intermediate adapter device.
- 3.4. For diesel and petrol engines under 1500cc actual capacity forced induction is permitted providing that the complete original induction system is retained unmodified other than the replacement of the air filter element.
- 3.5. 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.
- 3.6. A standard Wankel unit will be considered as three cylinders. Twin Wankel units are prohibited.
- 3.7. Engines must comply with the silencing **Noise** levels and have induction air filter elements fitted that ensure the vehicle complies with noise regulations.
- 3.8. Only H shift pattern manual transmissions are permitted. The gear lever must remain the only means of changing gear unless an alternative method was originally fitted by the vehicle manufacturer as standard. Automatic transmissions are permitted provided that they are in their original configuration as fitted by the manufacturer to that specific **Vehicle** model.
- 3.9. The number and location of the driven wheels must remain as original to the model of **Vehicle**.

4. Wheels and Tyres

- 4.1. Wheels and tyre sizes are free but must fit within the standard unmodified wheel arch.
- 4.2. **Vehicles** must be fitted with tyres that are always legal for use on the **Public Highway**.
- 4.3. Tyres must comply with **Ch.8 App.4 Arts.2–3**
- 4.4. **Vehicles** must have all spare wheels securely fastened in position and must not be fitted with spiked or studded tyres or any non-skid attachments other than chains if permitted by the **Official Documents**.

5. Electrical Systems

- 5.1. **Vehicles** must have a maximum of four forward facing beams as well as side and indicator lights unless further restrictions are specified in the **Official Documents**.
- 5.2. Light pods are not permitted.
- 5.3. A headlamp must provide the main beam and dipped beam functions.
- 5.4. An auxiliary lamp provides a beam other than that provided by the headlamp. With the exception of cars built before 31st December 1946 the maximum width of the lamp body of any auxiliary lamp must not exceed 222mm.
- 5.5. A headlamp may consist of a single reflector with a dual filament bulb or separate reflectors each with single filament bulbs providing the functions of main beam and dipped beam separately. This will be considered as equivalent to a single dual filament headlamp unit. Lamp units comprising two reflectors where one is fitted with a dual filament bulb will be considered as a combined headlamp and auxiliary lamp. In this instance therefore no additional auxiliary lamps may be fitted.
- 5.6. Auxiliary lamps unless fitted by the manufacturer as standard equipment using gas discharge or LED technology are not permitted and gas discharge or LED headlamp units may not be retro-fitted.
- 5.7. Auxiliary lights must not be used in neutral **Sections** except in poor visibility as permitted by law.
- 5.8. 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**.
- 5.9. **Vehicles** must have all lights fitted and used according to **Motor Vehicle Lighting Regulations**.

- 5.10. External navigational or **Marshal** lights are not permitted.
- 5.11. For **Events** taking place wholly between half an hour before sunrise and half an hour after sunset **Arts.5.1 5.6, 5.8 and 5.10 above** do not apply.

6. Miscellaneous

- 6.1. **Vehicles** may not use racing style numbers nor have any advertising except for event sponsor decals which must be incorporated within the rally plate.
- 6.2. **Vehicles** must be equipped with an effective method of stopping fuel supply operable by the **Driver** when normally seated (the ignition switch would normally cover this requirement).
- 6.3. **Vehicles** must use **Permitted Fuel** as defined in [Ch.8](#).
- 6.4. Brakes are free but must comply with Construction and Use Regulations.
- 6.5. A hydraulic handbrake is permitted where a functioning mechanical system is also present. The hydraulic handbrake lever shall operate in an arc not exceeding 50 degrees from the horizontal (see [App. 23 Drawing number 1](#)).
- 6.6. **Vehicles** must display registration plates in compliance with the current Road Vehicles (Display of Registration Marks) Regulations.
- 6.7. Where an **Event** includes any **Section** or **Special Test** held wholly or in part on private property all **Vehicles** must carry a **Small Spill Kit** complying with the **NCR** and which is recommended for events held wholly on the **Public Highway**.
- 6.8. For **Road Rallies Navigation Rallies** and **Targa Road Rallies** held between 07.00 and 22.00hrs [Arts. 2.3](#) and [5.2](#) and [5.3](#) and [5.10 above](#) do not apply and [Art.6.1](#) is relaxed to permit advertising not exceeding 1250 sq cm in total.
- 6.9. For **Events** taking place wholly between half an hour before sunrise and half an hour after sunset [Art.6.1](#) is relaxed to permit advertising not exceeding 1250 sq cm in total. Also it is permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer's make or model, or the name of the **Event**, or a recognised Motor Club, or a registered charity, provided that this does not affect the Driver's view.

7. ENDURANCE ROAD RALLY

- 7.1. In addition to [Arts. 1 – 6.8](#) these **Vehicles** must comply with the following [Arts.7](#) inclusive.
- 7.2. Standard production specification engines limited to 1400cc naturally aspirated petrol, 2000cc naturally aspirated diesel and 1400cc forced induction diesel are permitted.
- 7.3. The exhaust system is free but must retain the original exhaust manifold.
- 7.4. Where originally fitted with a catalytic converter the standard part must be retained.
- 7.5. The transmission must be as originally fitted to the model of vehicle.
- 7.6. Any changes to the gearbox or final drive are prohibited.
- 7.7. The suspension type and mountings must remain the same as that fitted by the manufacturer.
- 7.8. The shock absorbers may be of any make and may be uprated from standard.
- 7.9. Adjustable spring platform struts are permitted. The mounting method and position must remain as specified by the manufacturer.
- 7.10. Springs are free but must retain their original location.
- 7.11. Bushes may be changed for similar polymer materials but rose-joints or similar metal joints are prohibited.
- 7.12. Vehicles must be fitted with rollover protection of a minimum conforming to [Ch.7 App.13 Diagram 10](#) and seat belts conforming to [Ch.7 App.7 Art.9.4–9.6](#). Sunroofs must either be fitted with safety film conforming to [Ch.7 App.2 Arts.22.7–22.8](#) or comply with [Ch.12 App.13 Art.11.8](#).
- 7.13. Brake fluid pads and linings and stone protection are free.

- 7.14. For daylight **Endurance Road Rallies** it is permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer's make or model or the name of the **Event** or a recognised Motor Club or a registered national charity provided that this does not affect the **Driver's** view.
- 7.15. Must use tyres from [Ch.8 List 4](#).
- 7.16. All vehicles must carry a **Small Spill Kit** complying with the **NCR**.

8. HISTORIC ROAD RALLY CARS

9. Series Production Cars

- 9.1. Note: In this section the term **MODEL** refers to all variants of the same family of cars. To avoid misunderstanding competitors are advised to obtain a copy of the appropriate manufacturer's documentation as to the standard specification of the car.
- 9.2. **Historic Road Rally Cars** are categorised in the following periods. A **Vehicle** will be dated by the specification presented and not necessarily by the date of build or registration:
 - a. **Historic Category 1 Road Rally Cars.** **Vehicles** of a specification valid before 1 January 1968 and compliant with all of: [Art.2.2 above](#) (except **Sports Cars** which need not be fitted with bumpers) and [Art.2.7](#) and [Art.3.7](#) and [Art.4.1](#) and [Art.4.5](#) (also see [Art.11.2 below](#)).
 - b. **Historic Category 2 Road Rally Car.** **Vehicles** of a specification valid between 1 January 1968 and 31 December 1974 and compliant with [Arts.2.2–6.8 above](#) inclusive (see also [Art.11.2 below](#)). For **Road Rallies** and **Rallies** with **Special Tests** held between 07.00 and 22.00hrs [Arts.3.1\(a\)-3.1\(c\)](#) above inclusive do not apply.
 - c. **Historic Category 3 Road Rally Cars.** **Vehicles** of a specification valid between 1 January 1975 and 31 December 1981 compliant with their **FIA Group 1 or 3 homologation papers** or be a **Series Production Car** and comply with [Arts.2.2–6.8 above](#) inclusive (see also [Art.11.2 below](#)).

Historic Category 2 and 3 Road Rally Cars are permitted to use matt black bonnets and wing tops subject to [Art.9.3 below](#).

- d. **Historic Category 4(a) Road Rally Cars.** **Vehicles** of a specification valid between 1 January 1982 and 31 December 1985 or **Historic Category 4(b) Road Rally Cars.** **Vehicles** of a specification valid between 1 January 1986 and 31 December 1990 compliant with their **FIA Group A or N homologation papers** or be a **Series Production Car** and comply with [Arts.2.2–6.8 above](#) inclusive (see also [Art.11.2 below](#)).
- e. **Vehicles homologated in FIA Group A** are permitted provided they are in standard production specification the only modifications permitted (see also [Art.10.1 below](#)) are to dampers springs and brake friction material. Individual **Vehicles** will only be accepted after receiving **ASN** approval.
- f. **FIA Appendix K to the International Sporting Code: Historic Road Rally Cars** fully compliant with the current **FIA Appendix K** categories **T (Touring Car/Group1/Group N)** and **GT (Grand Touring Cars/Group 3)** only. These **Vehicles** must have been issued with a valid **FIA Historic Technical Passport (HTP)** or **Historic Regularity Car Pass (HRCP)** and must always fully comply with the document and the current **FIA Appendix K**.

10. Permitted Modifications

- 10.1. Only period modifications used in rallying on the particular make and model of **Vehicle** are permitted for **Historic Road Rally Cars**.
- 10.2. Modifications are only allowed if they were available before 1 January 1968 in the case of **Historic Category 1 Road Rally Cars** before 1 January 1975 in the case of **Historic Category 2 Road Rally Cars** before 31 December 1981 in the case of **Historic Category 3 Road Rally Cars** before 31st December 1985 in the case of **Historic Category 4(a) Road Rally Cars** or before 31st December 1990 in the case of **Historic Category 4(b) Road Rally Cars**.
- 10.3. Roof vents are only permitted subject to the above.

11. Recommended Classes

- 11.1. Along with the mandatory **Historic Road Rally Classes** requirements classes can be introduced based on capacity and / or age of **Vehicle**. It is recommended that they be the same as for **Historic Stage Rallies**.
- 11.2. Certain waivers may be available for **Historic Road Rally Cars** entered in **Road Rallies** and **Rallies** with **Special Tests** solely for vehicles manufactured before 31st December 1946.
- 11.3. The **ASN** may also grant discretionary waivers for **Historic Road Rally Cars** complying with [Art.9.2 above](#) in respect of [Arts.3.1–3.4 above](#) as appropriate for **Road Rallies** and **Rallies** with **Special Tests** held between 07.00 and 22.00hrs providing an **Historic Grade Eligibility Scrutineer** is appointed.
- 11.4. Application for waivers must be made to the **ASN** by the **Organisers** of the specific **Event** giving full details of the waivers sought.
- 11.5. Any such waivers will be exclusive to an individual Motor **Club** and the nominated **Event**.
- 11.6. Exceptionally the **ASN** may grant a written dispensation to use non-original 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 and the **Decision** of the **ASN** is final and not susceptible to any form of **Appeal**. The **ASN** will consider written requests from **Competitors** who are unable to source vital components.

12. Engine

- 12.1. 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 **Vehicles** will be classified as having an engine capacity increased 70%.
- 12.2. Induction air filter elements must be fitted that ensure the **Vehicle** complies with noise regulations.
- 12.3. Exceptionally and with the permission of the **Chief Scrutineer** those **Vehicles** for which 5000rpm is inappropriate may be tested at 3/4 of maximum rpm.

13. Wheels Tyres and Brakes

- 13.1. **Vehicles** must always be fitted with tyres that are legal for use on the **Public Highway**.
- 13.2. The size of the wheel may not differ from that originally fitted by more than 10% on nominal diameter and/ or by 1 inch (25.4mm) on nominal width.
- 13.3. **Vehicles** originally fitted with 10 inch diameter wheels may increase to 12 inch diameter wheels.
- 13.4. The minimum diameter permitted is 15 inches unless a smaller diameter was fitted as original equipment.
- 13.5. The tyre section as marked on the side wall in millimetres or inches must not differ by more than 1 inch (25.4mm) from that originally fitted.
- 13.6. The fitting of a dual master cylinder or any other type of device providing a simultaneous action on all four wheels and divided action on two wheels is permitted provided the original brake pedal and pivot point are used and it must be possible under all conditions, running or stationary, for 25% minimum braking effort to be applied by the driver through the braking system to each axle. For **Cars in Category 1** the adjustment of brake balance must not be possible by either the **Driver** or the **Co-Driver** when normally seated in the car.
- 13.7. A hydraulic handbrake is permitted where a functioning mechanical system is also present. The hydraulic handbrake lever shall operate in an arc not exceeding 50 degrees from the horizontal (See [Drawing 1 App.23](#)).
- 13.8. For **Vehicles** in Categories 2 or 3 or 4 [Art.13.6](#) does not apply where OE specification tyre aspect ratios are less than those specified therein.

14. Miscellaneous

- 14.1. **Vehicles** must not use racing style numbers nor carry advertising other than event sponsor decals. **Permitted Fuel** must be used as defined in [Ch.1 App.1 \(Nomenclature and Definitions\)](#).
- 14.2. Where an **Event** includes any **Section** or **Special Test** held wholly or in part on private property all **Vehicles** must carry a **Small Spill Kit** complying with **NCR Regulations** and which is recommended for **Events** held wholly on the **Public Highway**.
- 14.3. For events in accordance with [App.15 Art.5.11](#), retro fitted gas discharge or LED headlamp units are permitted.

15. Standard Production Cars compliant with [Art. 9.2.c](#) and [d.](#) must comply with [Arts.9.3–14.2](#) inclusive and the following regulations:

- a. **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
- b. The fitting of any form of additional wheel arch extension is prohibited.
- c. **Engine.** The engine fitted must in all respects conform to that fitted by the manufacturer for the model of **Vehicle**.
- d. 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 **Vehicle**.
- e. **Transmission.** The gearbox shall be that as fitted to the model of **Vehicle**. Changes to the gearbox or final drive ratio other than those permitted by [Art.9.4](#) are prohibited.

CHAPTER 13 RALLY

Appendix 16 - Technical Regulations – Special Stage Rally Cars

1. General

- 1.1. In addition to complying with [Chapters 7](#) and [8](#) all cars competing in **Stage Rallies** must comply with the appropriate parts of the following:
- 1.2. **Vehicles** issued with a **CCLB** before 1st January 2009 refer to [Arts 2.15 - 2.17 below](#).

Special Stage Rallies

2. Cars Eligible

- 2.1. All cars must comply with [Chapters 7](#) and [8](#) and all statutory regulations concerning the construction and use of **Vehicles**. In addition cars must:
 - a. Be currently registered and taxed as a private car unless specific **Event** regulations relax the requirement for taxation by virtue of the entire **Event** taking place wholly on private property.
 - b. Have registration documents and a valid MOT Certificate where required by law. These documents must be produced at scrutineering for all **Events** irrespective of whether or not part of the **Event** takes place on the **Public Highway**.
 - c. Have a valid **ASN Competition Car Log Book / Vehicle Passport** that must be produced at scrutineering.
 - d. Display registration plates in compliance with the current **Road Vehicles (Display of Registration Marks) Regulations**.
 - e. All **Vehicles** must carry a **Small Spill Kit** complying with **ASN Regulations**.
- 2.2. **Category 1:** Those that have been homologated in Groups 'A' or 'N' of the FIA Appendix 'J' or Groups 1 2 3 or 4 of the 1981 FIA Appendix 'J' Non homologated **Series Production Cars** or **Specialist Rally Cars**.
 - a. A **Specialist Rally Car** is a **Vehicle** of which at least 20 examples are manufactured within a consecutive twelve month period and is fitted with a **Series Production Car Engine** or **Specialist Competition Engine**.
 - b. Modifications are free within **ASN Vehicle Regulations** and where permitted as defined below in [Arts.3 - 10](#).
 - c. The **Vehicle** must be in the configuration as supplied by the manufacturer with the engine (any **Series Production Car Engine** or **Specialist Competition Engine**) in the original location.
 - d. **Vehicles** must retain the original number of and location of driven wheels Front Wheel Drive (FWD) Rear Wheel Drive (RWD) or Four Wheel Drive (4WD) except where a 4WD car other than a **Specialist Rally Car** is converted to Two Wheel Drive (2WD) without structural alteration.
- 2.3. **Category 2:** Any **Vehicle** not complying with [Art.2.2.a-d](#). above that may be authorised for use at the discretion of the **ASN** including **Vehicles** homologated and remaining fully compliant with **FIA** R/GT regulations.
 - a. Such authorisation will only be granted for **Vehicles** which retain the original manufacturer's **Chassis** / bodywork / unitary construction.
 - b. Substitution by a space frame **Chassis** will not be accepted.
 - c. Original manufacturer's bodywork must be utilised.
 - d. Any modifications homologated by the **FIA** may be incorporated.
 - e. Replica copies of manufacturers homologated body parts / aerodynamic devices will not be accepted.

- f. Manufacturers of very low volume numbers of **Vehicles** will be able to apply for baseline specification registration prior to sale to individual customers.
- g. The conversion of front wheel drive **Vehicles** to rear wheel drive (or four wheel drive) or of rear wheel drive **Vehicles** to four wheel drive is permitted subject to the bodyshell construction alterations from the bulkhead rearwards being limited to those detailed in **FIA Art.279.10.3.10** and shown in **FIA Appendix J Drawings 279-1 and 279-2**. Where rear wheel drive **Vehicles** are converted to four wheel drive the bodyshell forward of the front bulkhead may be modified solely to allow fitment of front driveshafts.
- h. All materials added must be ferrous and must also be welded to the **Chassis** / bodywork / unitary construction.
- i. Doors and windscreen must remain in the manufacturer's original material.
- j. **Vehicles** must be fitted with an engine in compliance with [Arts.4 below](#) and if forced induction is used the turbo / super charger must comply with [Art.4.6 below](#).
- k. The **Vehicle** may not be used in **Competition** until the **Competition Car Log Book / Vehicle Passport** has been validated by the **ASN** and returned to the **Vehicle** owner.

2.4. **Category 3:** Aluminium or Steel monocoque 2-wheel drive normally aspirated petrol or forced induction diesel production cars of a model first made on or after 1st January 1991.

- a. All external panels including bumpers must be of the original shape and material. Side and rear windows may be replaced by plastic which must be mounted in the original mountings [Art.3 applies](#) except for [Art.3.3–3.6 and 3.8 below](#).
- b. Carpets headlining soundproofing and rear seat may be removed front seats to [Art.12.7 below](#). All other interior trim may be removed except for the door cards / trim which must be retained and fitted in the original location. Steering wheel may be changed. All other controls switches and dash must be retained and fitted in the original location.

2.5. Engine must comply with [Art.4.10 below](#) regarding oil systems and the following;

- a. Original induction system including air filters with a restrictor fitted upstream of the throttle body in compliance with **FIA App J Article 256** every **Vehicle** will have a specified restrictor diameter which may be altered at any time.
- b. Only the parts controlling the quantity of fuel delivered may be changed.
- c. Standard exhaust manifold and systems must be retained standard stroke maximum over bore +0.60 mm.
- d. Camshaft valves and pistons are free.

2.6. Original transmission must be retained using any optional or homologated ratios. Free differentials may be replaced by mechanical limited slip differentials. Unless fitted as standard active differentials are not permitted.

2.7. Suspension must comply with [Arts.6.1.a–j below](#) inclusive except that parts and systems forbidden by [Arts.6.1 \(i\) and \(j\)](#) are permitted when fitted as original or optional equipment by the manufacturer

2.8. Wheels and tyres must comply with [Art.7 below](#) inclusive except for the following;

2.9. Wheels must be the original width [Art.7.5 below](#) does not apply and wheel diameter is free.

2.10. Brakes must be of original specification and comply with the following;

- a. Friction material free backplates may be removed or deformed
- b. ABS may be disconnected
- c. a hydraulic hand brake is permitted.

2.11. Minimum **Vehicle** weight will be as per the manufacturer's data for that model.

- 2.12. Under shields sump and tank guards strut braces may be fitted.
- 2.13. The following apply as written:
 - a. Fuel Systems with [Art.9 below](#)
 - b. Electrical systems with [Art. 10.](#)
 - c. Safety items with [Art.12.](#)
- 2.14. The **Vehicle** may not be used in competition until the **Vehicle Passport** has been validated by the **ASN** and returned to the **Vehicle** owner.
- 2.15. **Stage Rally Cars with a CCLB / VP issued before 1st January 2009 and which complied with H265 or H266 of the 2008 regulations** (*contact the ASN for details*) must comply with [Art.2.1](#), [Art.3.2](#), [Art.3.9](#), [Art.3.10](#), [Art.3.12](#), [Art.3.14](#), [Art.4.6](#), [Art.7](#), [Art.8](#), [Art.9](#), [Art.10.1](#) and [Art.12](#) from 1st January 2012. CCLBs/VPs for these vehicles remain valid until such time as the vehicle requires a full re-inspection following rebuilding but may be returned to Motorsport UK for updating ownership colour and other minor details.
- 2.16. **Stage Rally Cars with a CCLB/VP issued before 1st January 2009 and which complied with H267 of the 2008 regulations** (*contact the ASN for details*) must comply with [Art.2.1](#), [Arts. 2.3.a-j](#), [Art.3.2](#), [Art.3.9](#), [Art.3.10](#), [Art.3.12](#), [Art.3.14](#), [Art.4.6](#), [Art.7](#), [Art.8](#), [Art.9](#), [Art.10.1](#) and [Art.12](#) from 1st January 2012 and must have been re-inspected and issued with a new CCLB / VP prior to that date.
- 2.17. Stage Rally Cars with a CCLB/VP issued before 1st January 2009 must comply with [Art.3.11](#) and [3.13 below](#).

3. Body

- 3.1. The term body includes bodywork bodyshell unitary construction.
- 3.2. Must 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 on inspection to obtain a **Competition Car Log Book**.
- 3.3. All bodyshells inclusive of removable panels and parts must be of the **Vehicle** manufacturer's specified materials specifications and minimum thickness except for bonnet front wings bumpers hatchbacks tailgates and boot lids which may be of alternative materials. Seam welding and localised gussets/reinforcement is permitted.
- 3.4. Except for **Vehicles** accepted under **Category 2** front wings and rear wings/rear quarter panels and inner wings may be modified solely for the purpose of fitting wheel arch extensions.
- 3.5. Except for **Vehicles** accepted under **Category 2** (see [Art.2.3.g above](#)) and cars with modifications conforming to their homologation papers ([Art.2.3 above](#)) floor pans bulkheads and transmission tunnels may not be modified other than by localised alteration to accommodate the fitting of an alternative engine and/or gearbox and/or differential and / or axle seats and exhaust.
- 3.6. Provision of access holes purely to facilitate use of an alternative or modified gearbox control system and / or braking system is permitted.
- 3.7. The internal routing of pipes and wires and safety equipment is permitted.
- 3.8. The conversion of left to right hand drive is permitted including necessary accompanying modifications.
- 3.9. Glass sunroofs are not permitted. Sunroofs may be of a non-shattering solid rigid material other than glass. Any sunroof must be firmly secured in the closed position. The sunroof aperture may be closed by solid material permanently fitted in place.
- 3.10. Windscreens to be of laminated type only.
- 3.11. Side windows if of glass must be of laminated or toughened glass and if of toughened glass must be coated on the inside with a clear transparent safety film. The thickness of this film must not be greater than 100 microns.

- 3.12. Where advertising is allowed on windscreens it must not obscure the driver's vision nor cover more than one third of the depth of the visual area of the windscreen.
- 3.13. The fitting of mud flaps of a flexible material of 4mm minimum thickness behind each wheel extending to a minimum of 40mm each side of the tyre tread and to within 80mm of the ground when the car is unoccupied is mandatory.
- 3.14. Towing eyes of adequate strength and size must be fitted to or carried for fitting to the front and rear of the **Vehicle**. They must be painted a distinctive and contrasting colour.

4. Engine

- 4.1. Must comply with the following specification and actual capacity limits:
- 4.2. **Production Car Engines:**
 - a. Petrol engines with a maximum of six cylinders, forced induction up to 2000cc with a 34mm restrictor or up to 2500cc with a 32mm restrictor, and diesel engines with forced induction up to 2500cc with a 37mm restrictor. All homologated, and formerly homologated, Rally2/R5 Vehicles must utilise their homologated restrictor (32mm).
 - b. Naturally aspirated with a maximum of six cylinders and more than 2 valves per cylinder – up to 3000cc.
 - c. Naturally aspirated with a maximum of six cylinders and a maximum of 2 valves per cylinder – up to 3500cc
 - d. Rover V8 pushrod engines up to 4000cc utilising the original Rover head castings and limited to either a maximum of 4 carburettor chokes or a single throttle body and the original plenum chamber.
- 4.3. **Metro 6R4** 2500cc and 2800cc (Single Plenum) engines complying with **ASN** Specification exclusive to 6R4s.
- 4.4. **Specialist Competition Engines:**
 - a. Naturally aspirated.
 - b. No more than four cylinders.
 - c. No more than four valves per cylinder.
 - d. Maximum capacity of 2500cc.
- 4.5. **Production Car Engines with a maximum of 2 rotors:**
 - a. Rotary engine equivalence 1.7. Forced induction rotary engines equivalence (1.7. x 1.7.) = 2.89.
 - b. Rotary engines will be considered equivalent to 4 valves per cylinder petrol engines in respect of the maximum engine capacity including the application of equivalency factor **a. above**.
- 4.6. 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 is payable for the sealing of turbo chargers.
- 4.7. Except for **Vehicles** accepted under Category 2 a **Vehicle** may be fitted with a different engine not exceeding 25% increase of the capacity of the model when it was supplied as original equipment by its manufacturer.
- 4.8. The engine capacity of FIA R/GT cars complying with **Category 2**. shall be limited to the current **FIA Regulations**.
- 4.9. **Historic Rally Cars** that are fully compliant with **App.17** are permitted without a restriction on engine capacity in **Stage Rallies**.
- 4.10. Engine Oil Systems – Unless equipped with a closed loop system a Catch tank of at least a one litre

capacity to be incorporated in the oil breather system.

5. Transmission and Gear Selection Systems

- 5.1. The transmission system is free including gear selection system which may be modified or replaced by an alternative system.
- 5.2. The use of active front and rear differentials i.e. any system acting directly on the differential adjustments is forbidden except for cars originally homologated by the **FIA**. Only entirely mechanical systems are allowed. None of the parameters of the front and rear differentials can be modified except with the help of tools when the **Vehicle** is stopped.
- 5.3. Passive viscous differentials are considered mechanical and are permitted.

6. Suspension

- 6.1. Except for **Vehicles** accepted under **Category 2** and **Vehicles** with modifications conforming to their homologation papers ([Art.2.3 above](#)):
 - a. The suspension must retain the operating principle and utilise the mounting points as provided by the vehicle manufacturer.
 - b. Strengthening of the sprung parts of the chassis and bodywork is allowed provided that the material used is the same material as the chassis/bodywork and follows the original shape and is in contact with it.
 - c. Springs shock absorbers anti-roll bars and control arms and links may be uprated.
 - d. Only mechanically operated anti-roll bar systems are authorised.
 - e. The anti-roll setting can only be adjusted directly by the driver using an exclusively mechanical system without external power.
 - f. Any connection between dampers is forbidden.
 - g. Any connections between front and rear anti-roll bars are forbidden.
 - h. The ride height must be adjustable only with the use of tools and when the car is immobile.
 - i. Any servo control activating a power circuit acting directly or indirectly on the suspension parts is forbidden.
 - j. Any electronic control system for the shock absorbers is forbidden.

7. Wheels and Tyres

- 7.1. Not be fitted with spiked or studded tyres or any non-skid attachments other than chains if permitted in the **Official Documents**.
- 7.2. Have all spare wheels securely fastened in position.
- 7.3. Have complete wheels (flange + rim + tyre) free providing that they can be housed within the original bodywork (including wing extensions) and that they do not exceed the widths in relation to the cubic capacity of the **Vehicle**:
 - a. Up to and including 1600 cc: 8in
 - b. Over 1600 cc: 9in.
- 7.4. Note: Wheel widths relate to the capacity of the **Vehicle** inclusive of the forced induction coefficient.
- 7.5. Rim diameters may be increased or decreased by up to a maximum of 2in but the rim diameter must not exceed 18in.
- 7.6. Wheels do not necessarily have to be the same diameter.
- 7.7. The complete wheel shall be measured with the tyre at normal running pressure.

- 7.8. The measurement of the width will be taken at the widest point of the complete wheel above hub level.
- 7.9. Wheel fixing by bolts may be freely changed to fixing by pins and nuts.
- 7.10. Must have tyres complying with [Ch.8](#).
- 7.11. The approved quantity of tyres must be detailed in the **Official Documents**. The maximum number allowed will not exceed 10 tyres (unsealed surfaces) and 12 tyres (sealed surfaces and all **Single Venue Stage Rallies** not covered by a Master Agreement) for **Rallies** up to 45 planned competitive miles. For **Events** over 45 planned competitive miles an additional 2 tyres may be added for each return to service after 45 planned competitive miles during the **Event**, but these may not be used prior to the relevant service point.
 - a. In the event of an extreme weather situation (defined as: Temperatures below 0c or over 28c within the 24 hour period prior to the start of the event, or snow fall within the same 24 hour period or during the running of the event), the **Clerk of the Course** may request the **ASN Steward** to suspend the tyre allowance on the grounds of safety.
 - b. Where there is significantly heavy rainfall and the **Clerk of the Course** (of a Sealed surface **Event** and all **Single Venue Stage Rallies** not covered by a Master Agreement) may issue a Bulletin with the approval of the ASN Steward, declaring a 'wet' **Event**. Following which, the use of wet tyres will be permitted outside of the specified allowance on the grounds of safety.
 - c. Competitors found to be in excess of the tyre limit are to be penalised in accordance with [App.8 \(u\)](#) or [App.14 \(v\)](#) as applicable.
- 7.12. The use of any device for maintaining the performance of the tyre with an internal pressure equal to or greater than atmospheric pressure is forbidden.
- 7.13. 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.
- 7.14. The use of tyre heating devices is prohibited.
- 7.15. For all unsealed surface **Stage Rallies** approved by the **ASN** pursuant to [App.1 Arts.1.10](#) and [1.11](#) (forest estates) only those tyres specified in [Ch.8 List 6](#) are permitted.

8. Braking Systems

- 8.1. Braking systems may be modified including fitment of uprated components conversion of drum brakes to disc brakes and use of alternative friction materials.
- 8.2. The use of non-metallic brake discs is not permitted.

9. Fuel Systems

- 9.1. 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.
- 9.2. Fuel lines may be installed within the **Driver / Passenger** compartment on safety grounds
- 9.3. Cars must be fitted with a self-seal connector of a type complying with [Ch.7](#). Except as provided for in [Ch.7 App.1 Art.1.5](#) Vehicles issued with a current Competition Car Log Book / Vehicle Passport prior to 1st Jan 2009 are not required to have a self seal connector

10. Electrical

- 10.1. There are restrictions concerning the use of auxiliary lights which are detailed in the sporting regulations.

11. Vehicle Weight Limits

- 11.1. All homologated **Vehicles** must conform to the minimum weights stated in their homologation documents.
- 11.2. All non-homologated **Vehicles** must conform to the minimum weights in the table below. The only exceptions are vehicles that have a specified minimum weight recorded in their **ASN Competition Car Log Book / Vehicle Passport**.

	Cars post 1/1/1982 & 4WD Specialist Rally Cars	Cars up to 31/12/1981	2WD Specialist Rally Cars
Up to 1000cc	660kg	655kg	
Up to 1400cc	700kg	700kg	620kg
Up to 1600cc	770kg	740kg	670kg
Up to 2000cc	850kg	810kg	720kg
Up to 2500cc	1080kg	880kg	770kg
Up to 3000cc	1150kg	945kg	880kg
Up to 3500cc	1230kg	1005kg	
Up to 4000cc	1310kg	1075kg	

- 11.3. The checking of **Vehicle** weights will be as set out in **FIA Appendix J**.

- 11.4. Note. Minimum weights relate to the cubic capacity of the car inclusive of the forced induction coefficient.

12. Safety

- 12.1. Have as a minimum a **ROPS** complying with [Ch.7 App.3](#) and [Ch.7 App.13 Diagram 14](#) or [15](#) and longitudinal door bars complying with [Ch.7 App.3 Art.12](#) (side sections [Ch.7 App.13 Diagram 18](#)).
- 12.2. For **Vehicles** not issued with a **Vehicle Passport** or **Competition Car Log Book** prior to 1st January 2019 – and of a make and model with a conception date post 31.12.2005 – the following additional members are mandatory:
 - a. Roof Reinforcement complying with [Ch.7 App.3 Art.13](#) and [Ch.7 App.13 Diagram 19.a, b., c. or d.](#)
 - b. Windscreen Pillar Reinforcement complying with [Ch.7 App.3 Arts.15](#) on each side if [Ch.7 App.13 Diagram 69](#) dimension "A" is greater than 200mm.
- 12.3. Be equipped with an internal switch that is capable of isolating all electrical circuits and completely stopping the engine. The operating switch must be positioned so that it can be operated by the driver and the **Co-Driver** when normally seated with seat belts fastened.
- 12.4. Be equipped with an external circuit breaker complying with [Ch.7 App.5 Art.5.1–5.2](#).
- 12.5. Have currently **FIA Homologated** seat belts complying with [Ch.7 App.7](#) (four, five or six point).
- 12.6. Be equipped with fire extinguishers complying with [Ch.7](#) and also all the relevant parts of [Ch.7 App.6 Art.1 and Art 3](#). The **Driver** and **Co-Driver** must each be able to activate the extinguisher when normally seated with seat belts fastened.
- 12.7. Be fitted with front seats that were **FIA Homologated** to **FIA Standard 8855-1999 8862-2009** or **8855-2021** at the time of manufacture (but excluding seats for which the **FIA Homologation** was withdrawn) complying with [Ch.7 App.7 Arts.2.19–2.22](#)
- 12.8. For **National Events FIA Homologated** seats manufactured to **FIA Standard 8855-1999** may be used for up to two years beyond the expiration of the original homologation label validity.

- 12.9. **FIA Homologated** seats manufactured to FIA Standard 8862-2009 or 8855-2021 may be used until 31st December of the year stated on the label.
- 12.10. Have substantial underbody protection covering any area of a fuel tank exposed to running damage.
- 12.11. Be equipped with high-intensity horns that can be operated by the **Driver** and the **Co-Driver**.
- 12.12. Competing **Vehicles** must carry an Emergency Red Warning Triangle (ECE 27) and an SOS / OK Board.
- 12.13. If a camera is carried the fitting must be specifically approved by a **Scrutineer**.
- 12.14. Belt cutter(s) must be carried on board at all times. Both driver and co-driver must be able to reach a belt cutter when seated with their harness fastened.

13. Cross Car (XC)

- 13.1. Cross Car (XC) are rear engine 4 wheeled (2 wheel rear drive) single seater Vehicles with a multi-tubular spaceframe chassis which must have a safety cage as an integral part of the Chassis. The ASN have adopted the FIA technical regulation guidelines and these are available upon request.
 - a. XC – Cross Car. A Competitor may participate from their 17th birthday. The minimum Vehicle weight with the Driver wearing full racing apparel on board and with the fluids remaining at the time the measurement is taken will be 425kg with a recommended vehicle power of 130hp.
 - b. XC Jnr. – Cross Car are not permitted.
 - c. The minimum Vehicle weight with neither the Driver nor full racing apparel and with the fluids remaining at the time the measurement is taken is 345kg. At no time during the Competition may a Vehicle weigh less than this minimum weight.

CHAPTER 13 RALLY

Appendix 17 - Technical Regulations – Historic Special Stage Rally Cars

1. General

1.1. In addition to complying with Ch.7 and Ch.8 where applicable all **Vehicles** competing in Historic Special Stage Rallies must comply with the Regulations in or referred to in this Appendix. Exceptions are referred to below at [Art.2.2](#).

2. The principles of Historic Special Stage Rally Cars Regulations

2.1. The **ASN** has created the **Regulations** in this Appendix so that **Historic Cars** may be used for **Competitions** under a set of rules that seek to preserve the specification of their period and prevent modifications of performance and behaviour which could arise through the application of modern technology. **Historic Competition** is not simply another formula in which to acquire trophies it is a specific **Category** in which an essential ingredient is devotion to the cars and to their history and period specifications. Historic Motor Sport therefore enables the active celebration of the history of the **Motor Car**.

2.2. **Historic Special Stage Rally Vehicles** must comply with **Special Stage Rally Technical** regulations with the following exceptions [App.16 Arts.2.2](#) and [2.3](#) and [3.14–4.4](#) inclusive and [4.6](#) and [4.10](#) and [5.3](#) and [6–7.14](#) inclusive and [10.1](#) and [11.3](#).

2.3. Cars Eligible

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

- i. **Historic Category 1 Rally Cars:** **Vehicles** of a specification valid before 1 January 1968.
- ii. **Historic Category 2 Rally Cars:** **Vehicles** of a specification valid between 1 January 1968 and 31 December 1974.
- iii. **Historic Category 3 Rally Cars:** **Vehicles** homologated in Groups 1, 2, 3 or 4 between 1 January 1975 and 31 December 1981. **Vehicles** in Category 3 must comply with their **Homologation**.
- iv. **Historic Category 4a Rally Cars:** **Vehicles** homologated in Groups A, N and B between 1 January 1982 and 31 December 1985 excluding any **Vehicles** that were regulated out by the **FIA** in period from rallies for safety reasons. **Vehicles** in Category 4 must comply with their **Homologation** forms and Appendix J of the 1985 **FIA Yellow Book**. **Vehicles** with an effective engine capacity exceeding 2000cc must have been issued with a valid **FIA Historic Technical Passport (HTP)** and must always conform with that document and with the current **FIA Appendix K**.
- v. **Historic Category 4b Rally Cars:** **Vehicles** homologated in Groups A, N and B between 1 January 1986 and 31 December 1990 excluding any **Vehicles** that were regulated out by the **FIA** in period from rallies for safety reasons. **Vehicles** in Category 4b must comply with their **Homologation** forms and Appendix J of the 1990 **FIA Yellow Book** and **Vehicles** with an effective engine capacity exceeding 2000cc must have been issued with a valid **FIA Historic Technical Passport (HTP)** and must always conform with this document and the current **FIA Appendix K**.
- vi. **Historic Category 5 Rally Cars:** **Historic Rally Cars** homologated between 1 January 1991 and 31 December 1999 **fully compliant with the current FIA Appendix K** periods **K** and **KC**. World Rally Car evolutions (**FIA Appendix K** Period **KRC**) are not permitted. **Vehicles** in Category 5 must comply with their **Homologation** forms and must have been issued with a valid **FIA Historic Technical Passport (HTP)** and must always conform with this document and the current **FIA Appendix K**.

vii. **FIA Appendix K to the International Sporting Code: Historic Rally Cars** fully compliant with the current **FIA Appendix K**. World Rally Car evolutions (**FIA Appendix K** Period KRC) are not permitted. Cars must have been issued with a valid **FIA Historic Technical Passport (HTP)** and always conform with that document and with the current **FIA Appendix K. Vehicles** are exempt from the requirement to hold and present at scrutineering an **ASN Competition Car Logbook or Vehicle Passport**.

3. Historic Categories 1, 2, 3, 4 and 5

- 3.1. A valid **Historic Rally Vehicle Identity Form (HRVIF)** (or **FIA Historic Technical Passport (HTP)**) issued by an **FIA** registered **ASN**, as appropriate), in addition to a **CCLB/ Vehicle Passport** must be obtained from the **ASN** and both must be presented at scrutineering. No **Vehicle** is permitted to compete on an **Event** unless those documents are presented at scrutineering. The **HRVIF** is the definitive document for the technical specification of the vehicle for which it has been issued.
- 3.2. The **HRVIF** will remain valid for a period of 10 years from the date of issue and must be renewed whenever the registered owner of the **Vehicle** changes.
- 3.3. **Vehicles** in any of the **Categories** registered after the appropriate date may be permitted to hold an **HRVIF** in the absolute discretion of the **ASN**. An applicant for **HRVIF** for such a car must provide documentary evidence to the **ASN Technical Department** with the identity form application to show that the specific **Vehicle** (not model) was manufactured within the specified period. This evidence will include any technical documentation supplied by the manufacturer and any documents relative to the **Vehicle** and any information available concerning Chassis and engine numbers and any other details from reliable and authenticated sources as may be available. On receipt of satisfactory evidence the **ASN** may issue an **Historic Rally Vehicle Identity Form** which must be presented at scrutineering with the registration document in accordance with **Art.2.2 above**.
- 3.4. **Category 3, Category 4 and Category 5 Vehicles** must also present their **Homologation** forms at scrutineering.
- 3.5. Upon issue of the validated **HRVIF** the applicant will be issued with two individually numbered **ASN Registered Historic Rally Vehicle** stickers (see [App.23 Drawing Number 3](#)). These stickers are a visual affirmation of conformity with these Regulations and therefore must be affixed to the **Vehicle** one per side located on the rear section of the front wing and failure to respect this requirement is a breach of these **Regulations** and will render the **Vehicle** ineligible to compete and the **Competitor** subject to **Judicial** action.
- 3.6. A **Licensed Eligibility Scrutineer** may remove the **ASN** stickers (see [App.23 Drawing Number 3](#)) if the **Vehicle** is found not to comply with any of the provisions of this [App.17](#).

4. Permitted Modifications

- 4.1. Only period modifications legally used in rallying on the particular make and model of car are permitted for Historic Category 1, 2, 3, 4 and 5 Rally Cars. The modifications must be detailed on the **HRVIF** (or **FIA Historic Technical Passport (HTP)**, as appropriate) and be duly ratified by the **ASN** (or **FIA** as appropriate).
- 4.2. Modifications are only allowed if they were available before:
 - a. 1 January 1968 for Historic Category 1 Rally Cars.
 - b. 1 January 1975 for Historic Category 2 Rally Cars.
 - c. 1 January 1982 for Historic Category 3 Rally Cars.
 - d. 1 January 1986 for Historic Category 4a Rally Cars.
 - e. 1 January 1991 for Historic Category 4b Rally Cars.
 - f. 1 January 2000 for Historic Category 5 Rally Cars.
- 4.3. In all cases the onus of proving a modification as being period rests with the Competitor who must submit the required documentary evidence.

- 4.4. Exceptionally the ASN in its absolute discretion may grant a dispensation to use non-original parts **and or parts from a different model and or parts from a later period provided that the use of these parts** does nor confer any advantage in either performance or reliability. The ASN will give consideration to written requests from Competitors who can evidence that they are unable to source vital components.
- 4.5. Competitors will be notified by means of an **ASN Official Bulletin** of any part subject to dispensation and a full list of dispensations will be published on the **ASN website**.

5. Engine

- 5.1. Cylinder bores may be 60 thousandths of an inch oversize without affecting class eligibility.
- 5.2. Four-wheel drive vehicles fitted with forced induction are prohibited in Historic Categories 1, 2 and 3.
- 5.3. Forced induction is only permitted if by means of a mechanically driven super-charger, or by an exhaust driven turbocharger if fitted as original equipment by the vehicle manufacturer [App.16 Art.4.2.a](#). Such **Vehicles** in Category 1, 2 and 3 will be classified as having an engine capacity increase of one third. **Vehicles** in Category 4a and 4b will be classified as having an engine capacity increase of 70% and must be fitted with a 34mm restrictor at a maximum of 50mm from the extremes of the compressor blades. **Vehicles** in Category 5 must be fitted with a restrictor of dimensions in compliance with the current **FIA Appendix K** and will be classified by the corrected capacity as detailed on the **FIA Historic Technical Passport (HTP)**.
- 5.4. Engines must comply with **ASN** silencing levels. Exceptionally and with the permission of the **Chief Scrutineer** those cars for which 5000rpm is inappropriate may be tested at 3/4 of maximum rpm.
- 5.5. **Vehicles** in Category 4 equipped with rotary engines will be subject to an equivalency factor of 2:1.

6. Safety

- 6.1. **Vehicles** must be equipped with a safety rollover bar in accordance with [Ch.7 App.3 Art.1 – 20](#) and [22](#) inclusive, and [Ch.7 App.13 Diagram 45 a\) or b\)](#). Dotted lines signify optional features.
- 6.2. Door bars may be of single tube, crossed tube or twin tube design [Ch.7 App.13 Diagram 21 \(g\), \(h\) or \(i\)](#).
- 6.3. A single **Diagonal Member** is mandatory and a second **Diagonal Member** may be added to form crossed diagonals. Diagonals may be either installed across the **Main Rollbar** or between the **Backstays**.
- 6.4. Additional tubes for the mounting of harness shoulder straps are permitted.
- 6.5. All bars must remain within the confines of the **Passenger** compartment and must not be used as suspension pick-up point bracing unless the **Competitor** can prove that this was done in period to the specific model.
- 6.6. **Vehicles** in Category 4 must comply with [App.16](#).
- 6.7. Belt cutter(s) must always be carried on board during an **Event**. Both **Driver** and **Co-Driver** must be able to reach a belt cutter when seated with their harness fastened.

7. Wheels, Tyres, Suspension and Brakes

- 7.1. Wheels and tyres must be fitted in compliance with [Ch.8 App.4 Art.2](#) and [Art.4.1 of this Appendix](#) except as follows: [App.16 to this Chapter Arts.7.1 and 7.2 and 7.4 and 7.6–7.8 and 7.10–7.15](#) and must conform with the following:
 - a. For Categories 1, 2 and 3 the diameter of wheel may not differ from that originally fitted by more than 10%.
 - b. For Categories 1, 2 and 3 the complete wheels (flange + rim + tyre) are free providing that they are housed within the permitted bodywork and that they do not exceed the following widths in relation to the cubic capacity of the **Vehicle**:
 - i. Up to 1150 cc: 7in
 - ii. Over 1150cc and up to 1600 cc: 8in

- iii. Over 1600 cc: 9in.
- c. For Category 4, 5 and **Vehicles** competing under **FIA Appendix K** all wheels and tyres must comply fully with **FIA Appendix K Regulations for Vehicles in Rallies**.

7.2. 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 it must be possible under all conditions, running or stationary, for 25% minimum braking effort to be applied by the driver through the braking system to each axle. For **Cars in Category 1** the adjustment of brake balance must not be possible by either the **Driver** or the **Co-Driver** when normally seated in the car.

7.3. Dampers must be in accordance with [Ch.13 App.17 Art.4](#). For **Categories One, Two and Three, Monotube** dampers must not have any external gas inlet ports or adjusters, including plugged or blanked-off ports or adjusters.

8. Miscellaneous

- 8.1. The use of gas discharge technology in any forward-facing lights either main beam or auxiliary or in any reversing light is not permitted.
- 8.2. Unless of the specification used in period for the specific make and model of **Vehicle** the use of light pods to individually mount or to mount auxiliary lights as one unit is not permitted.
- 8.3. Roof vents may only be fitted if of the same specification as those fitted to the particular make and model of the car in period.
- 8.4. Any underbody protection must be of period specification. A guard moulded closely to the vehicle floor pan fixed by bolting and/or adhesive may be fitted but must not extend beyond the front and rear axle centre lines and the outer 100mm on each side must not cover the vertical section of the outer sills

9. Stage Rally Class Structures

- 9.1. Refer to [App.24 Art.1.1](#). All Stage Rallies must use the Class structure detailed in [App.24 Chart 50](#).

CHAPTER 13 RALLY

Appendix 18 - Servicing and Organised Assistance

1. General

- 1.1. **This Appendix must be read in conjunction with all applicable Appendices to this Chapter.**
- 1.2. **Any breach of these Regulations may be treated as a breach of the NCR.**
- 1.3. Organised assistance or **Service** anywhere other than in permitted areas is forbidden.
- 1.4. Organised assistance (service) may be Permitted on **Special Stage Rallies** if the **Official Documents** allow and providing that the **Organisers** have provided suitable service areas with **Time Controls** and a specific time allowance is permitted for **Service**.
- 1.5. **Single Venue Stage Rallies** must allocate a minimum time for Service.
- 1.6. An exception to [Arts.1.4–1.5 above](#) with regard to time allowances applies for retired cars intending to apply for a re-start permitted by the **Official Documents**.
- 1.7. Service of a competing **Vehicle** may only be carried out in permitted areas as defined under [Art.1.4](#) In any area where Service is not permitted, the presence of service crew, or any vehicle from which equipment or parts are supplied or obtained, or the setting up or the collection or the use of equipment previously deposited, will be considered to be servicing.
- 1.8. **Service vehicles may be required** by the **Official Documents** 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.
- 1.9. **Competitors** may only refuel in areas which have been specifically designated by the **Organisers** or by using commercially available **Permitted Fuel** dispensed directly from installed pumps at filling stations on the rally route. During refuelling, no one must be within the **Vehicle** and the engine must be stopped throughout any refuelling operation.
- 1.10. These **Regulations** do not prevent **Competitors** from making their own vehicles safe to drive and crews may work unassisted on their own **Vehicles** using equipment carried in their **Vehicle** 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**.
- 1.11. The only work permitted in these areas is the following (unassisted):

Cleaning:

 - a. lamp glasses
 - b. windscreens
 - c. windows
 - d. identification markings and
 - e. vehicle registration numbers.
- 1.12. Except in the areas listed above **Competitors** may also work on their **Vehicle** with the assistance of other **Competitors** or any nationally recognised breakdown service or commercial garage not associated with the **Entrant** and not organised in advance. Such service vehicles will not be allowed to enter official service areas.

- 1.13. **Competitors** are responsible for ensuring that their service crews understand and comply with Regulations and if official **Service Plates** are issued by the **Organisers** that at all times the official **Service Plate** is affixed to the service vehicle.
- 1.14. A **Competitor** may be fined or otherwise penalised by the **Clerk of the Course** if the crew of any service vehicle associated with their entry contravene any **Regulation** or any **Official Instruction** or act in a manner contrary to the interests of the **Event** or of the **ASN** or motor sport generally. **Competitors** may also be fined by the **Clerk of the Course** and / or **Stewards** and / or the **ASN National Court** but not otherwise penalised for breach of Road Traffic Laws by their service crews.

2. Service Areas

- 2.1. All **Service Areas** must be under the supervision of a **Safety Officer** who should have suitable means of contacting the Emergency Services.
- 2.2. Special care must be taken to ensure that **Service Areas** are kept secure from spectators and that all relevant aspects of Health and Safety Regulations are observed.
- 2.3. Adequate fire extinguishers must be available at the site.

3. General

- 3.1. No service assistance may be expected from **Organisers**. **Competitors** are responsible for ensuring that they are supplied with fuel, oil, water etc even though **Organisers** may give advice as to where such supplies may be obtained.
- 3.2. A **Vehicle** may not be moved other than by its own power except:
 - a. By a ferry.
 - b. By outside means for a minimum distance necessary to extricate it from difficulty.
 - c. By gravity.
 - d. By its crew.
- 3.3. During the course of an **Event** **Competitors** are not permitted to use or be directly or indirectly concerned in the use of helicopters or fixed-wing aircraft in the vicinity of the **Event** (whether in connection with servicing aerial surveillance or any other reason whatsoever) unless previous authority has been obtained from the **ASN** in writing pursuant to [Arts.3.4 - 3.6 below](#) and in compliance with CAA regulations.
- 3.4. Before considering any application for authorisation the **ASN** must be satisfied that any liabilities they consider apply to the activities including indemnity cover for the **ASN** and the **Event** promoters and **Organisers** and the landowner have been made available by the operator on their behalf to specified minimum requirements.
- 3.5. Any application must be made at least 14 days before an **Event**.
- 3.6. In accordance with CAA regulations no helicopter or fixed-wing aircraft is allowed within 500ft of the route or within 3000ft of any large crowd.

CHAPTER 13 RALLY

Appendix 19 - PR Requirements Charts

1. Chart 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 500m of any point where competitors are required to stop (i.e. any control or clue point).
E	Consult RLO.
F	Personal visit to an adult member of household within 150m.
G	If timed to the second, not pass through any area which has in excess of 20 occupied dwellings within 300m radius of the route, unless written agreement is given by all of the householders within that area and the Motorsport UK has given its permission.
H	Letter to each householder within 100m, unless the RLO agrees to a lesser requirement.

2. Chart 2

ALL EVENTS TRAVERSING THE PUBLIC HIGHWAY

Permit	Section	Road Type	Time	PR Requirement
ROAD RALLY (inc. HISTORIC)	STANDARD (timed to second) inc.	All Classes (see App.4 Art.4.1)	23.59 to 1 hour after sunrise	A(G) D
		All Classes	24 hour	B D
	REGULARITY	A & B Habitation	22.00 to 07.00	C D
		Yellow/White UCR/Private	24 hour	H D
		A & B Habitation	07.00 to 22.00	E D
	TRANSPORT & NEUTRAL	White/UCR/ Private	24 hour	B D
		Yellow	22.00 to 07.00	E D
		Habitation A, B & (Yellow 07.00 to 22.00)	24 hour	C D

ECONOMY, NAVIGATIONAL & 12 CAR RALLIES (All types) VINTAGE (22.00 to 07.00)	STANDARD & REGULARITY	A & B		
		Habitation	22.00 to 07.00	C D
		A & B		
		Habitation	07.00 to 22.00	E D
	TRANSPORT & NEUTRAL	Yellow/White		
		UCR/Private	24 hour	H D
		White/UCR		
		Private	24 hour	B D
		Yellow	22.00 to 08.00	E D
		A, B, Habitation & (Yellow 07.00 to 22.00)	24 hour	E D
VINTAGE (07.00 to 22.00)	ALL	ALL	07.00 to 22.00	C D
VETERAN	ALL	ALL	24 hour	C D
NAV. SCATTERS	ALL	ALL	24 hour	E D
TREASURE HUNTS TOURING ASSMS.	ALL	ALL	24 hour	E D
SPECIAL STAGE RALLIES including SINGLE VENUE STAGE RALLIES	ROAD	A & B, Habitation	22.00 to 07.00	C D
		Yellow	22.00 to 07.00	B D
		White/UCR/ Private	24 hour	B D
		A, B, Yellow Habitation	07.00 to 22.00	E D
		ACCESS/EGRESS To/From STAGE To PUBLIC HIGHWAY	ALL	24 hour
		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 above in Chart 1

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Appendix 20 - Medical and Safety Cover

1. General

- 1.1. This Appendix must be read in conjunction with [Ch.1 App.3 \(Insurance\)](#) and [Ch.11 \(Emergency Medical\)](#) of the **NCR**. **Organisers** must check that the arrangements for **Events** conform to the **ASN** attest requirements and any published guidance. In the event of any doubt then **Organisers** must check with the **ASN** Safety or Legal Departments.

Medical and Safety Cover

2. Single Venue Stage Rallies

- 2.1. At each **Venue** there must be a **Doctor** or **ASN Registered Paramedic** and an **ASN Licensed Rescue Unit**.
- 2.2. It is mandatory that an **ASN Licensed Recovery Unit** or a **Commercially Operated Recovery Unit** is placed at or near those stage start locations where a **Rescue Unit** is positioned.
- 2.3. The **Chief Medical Officer** or **Chief Paramedic** being a **Doctor** or **ASN Registered Paramedic**, is responsible – in consultation with the **Clerk of the Course** and the **Event Safety Officer** – for ensuring that the required level of medical and rescue cover is provided and for:
 - a. the detailed organisation of doctors and
 - b. the planning and deployment within stages and
 - c. the organisation of ambulance meeting points and
 - d. the notification of hospitals in relation to the stages.
- 2.4. The **Doctor** or **ASN Registered Paramedic** and **Safety Officer** in liaison with **Stage Commanders** must be aware of the evacuation routes from the stage and rendezvous points.
- 2.5. The **Chief Medical Officer** at the **Event** following consultation with the **Clerk of the Course** may appoint a deputy of suitable grade who could take over the **Chief Medical Officer's** duties in an emergency.

3. Stage Rallies (other than Single Venue Stage Rallies)

- 3.1. At **Clubman**, **Interclub** and **National Multi-Venue Stage Rallies** there must be a **Doctor** or **ASN Registered Paramedic** and an **ASN Licensed Rescue Unit** at every **Stage** (or group of **Stages** (with a maximum three in close proximity to each other)).
- 3.2. A **Chief Medical Officer** or **Chief Paramedic** who must be a doctor or **ASN Registered Paramedic**, must be appointed who is responsible – in consultation with the **Clerk of the Course** and the **Event Safety Officer** – for ensuring that the required level of medical and rescue cover is provided and for:
 - a. the detailed organisation of doctors,
 - b. the planning and deployment within **Stages**
 - c. the organisation of ambulance meeting points and
 - d. the notification of hospitals in relation to the **Stages**.
- 3.3. The **Chief Medical Officer** at the **Event** or **Chief Paramedic** following consultation with the **Clerk of the Course** may appoint a deputy of suitable grade who could take over the **Chief Medical Officer's** duties in an emergency.
- 3.4. Those **Stages** without the immediate presence of an **ASN Rescue Unit** should position an **ASN Licensed SSU** at the **Stage** start.
- 3.5. For every **Stage** over nine miles long in addition to the above and at a suitable mid-point there must be a

Doctor or ASN Registered Paramedic and an **ASN Licensed Rescue Unit** or an **ASN Licensed SSU**.

3.6. It is mandatory that an **ASN Licensed Recovery Unit** or a **Commercially Operated Recovery Unit** is placed at or near those **Stage** start locations where a **Rescue Unit** is positioned.

4. International Stage Rallies (other than FIA Championships)

4.1. At every **Stage** start there must be:

- a. A **Doctor or ASN Registered Paramedic**.
- b. An **ASN Licensed Rescue Unit**.
- c. An **ASN Licensed Recovery Unit** or a **Commercially Operated Recovery Unit**.

For **Stages** over nine miles long these requirements must be repeated at a suitable mid-point.

5. International Stage Rallies (FIA Championship)

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

6. International and National Rallies

6.1. It is recommended that the **Chief Medical Officer** is appointed from the **ASN Register** and is approved for this grade of **Rally**.

6.2. A senior **Medical Officer** must be appointed on each **Stage** and be positioned at the **Stage Start** to work in close co-operation with and under the instructions of the **Stage Commander**.

7. General

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

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

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

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

7.4. 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**.

7.5. A completed **ASN** report form signed by the Doctor must be sent to the **Chief Medical Officer** at the **ASN**.

Emergency Vehicles

7.6. There are three kinds of **Rally** emergency vehicles:

- a. **Rally Recovery Units**.
- b. **Rescue Units**.
- c. **Stage Safety Units (SSUs)**.

7.7. Their equipment and licensing criteria are listed in **Ch.5 Part A App.10** and **Ch.11**

- 7.8. To assist **Organisers** and maintain safety cover unless licensed vehicles are present **SSUs** should be used to provide rescue first aid and fire-fighting at an incident as quickly as practicable (i.e. starting from the beginning of the stage and proceeding in the direction of the **Stage**).
- 7.9. It is recommended that there is an SSU at each **Stage Start**.

8. Safety Cars

- 8.1. The only category of **Safety Car** that may be driven through a stage at near competitive speeds will be the **Zero Car**.
- 8.2. **Safety Cars** will be identified by carrying markings as specified in the **ASN Safety Car Roles and Responsibilities** e.g Spectator Safety / 000 / 00 / 0 and **Sweeper** as appropriate.
- 8.3. No other official car will carry such markings. All other sanctioned vehicles will be classified as **Official Vehicles**.
- 8.4. The **Zero Car** will be the last vehicle to traverse a stage before the first **Competitor** unless the **Stage Commander** or **Clerk of the Course** authorise otherwise.
- 8.5. The **Zero Car** will only stop in a **Stage** in the case of emergency.
- 8.6. **Safety Cars** must be fitted with an effective method of communicating with **Rally Control**.
- 8.7. Except for **Class** eligibility the **Zero Car** must pass the same pre-**Event** scrutiny as **Competitors** including **Sound Testing**.
- 8.8. There will only be two crew members in the **Zero Car**.
- 8.9. Where the **Zero Car** is a **Competition Car** then:
 - a. It is strongly recommended that **Zero Cars** have a current **Competition Car Log Book / Vehicle Passport**.
 - b. The crew members must wear overalls, helmets, FHRs and seat belts mandatory for **Competitors**.
 - c. Fire extinguishers must be fitted and armed as for **Competitors**.
- 8.10. Crew members of each **Safety Car** must be signed-on **Officials**.
- 8.11. At least one crew member of each safety car team must have attended an **ASN Safety Car Training Session**.
- 8.12. At least one member of the **Safety Car Team** must have been involved in pre-**Event** planning.
- 8.13. All **Safety Car Team** members must be fully briefed on the safety plans for the **Event**.
- 8.14. No **Driver** who is barred from holding a **Competition Licence** or **DVLA** (or equivalent jurisdiction) driving licence can drive an **Official** or **Safety** or **Zero Car** or a **Rally Emergency** vehicle through a **Special Stage**.
- 8.15. Detailed Guidelines on **ASN Safety Car Roles and Responsibilities** are contained in the **Stage Rally Safety Requirements** published on the **ASN Website** and which supplement the above requirements.

9. Fire Extinguishers

- 9.1. Fire extinguishers must be available in any area defined as a **Service Area** and any area in which competing cars are assembled awaiting their attempt at a **Stage** and at **Stage Stop Lines**.

CHAPTER 13 RALLY

Appendix 21 - Specific Regulations for Junior Rally Driver Championships

- 1.1. This Appendix must be read in conjunction with [Chapters 1 – 9 and 11](#).
- 1.2. This Appendix modifies the relevant provisions of this [Ch.13](#).
- 1.3. The **ASN** may approve **Championships** for **Junior Rally Drivers** complying with the following:
- 1.4. All such **Championships** must appoint a **Safeguarding Officer** approved by the **ASN** and who shall attend all **Championship Events**.
- 1.5. All **Events** comprising the **Championship** must be individually permitted **Single Venue Stage Rallies** open only to **Junior Rally Drivers**.
- 1.6. **Events** may only take place at a single **Venue** and all **Stages** road sections and service areas must not cross or traverse any **Public Highway** including **Footpaths / Bridleways / Restricted Byways / Byways Open to All Traffic** or unclassified country roads.
- 1.7. **Proposed Stage Diagrams** must be submitted for authorisation at least 3 months prior to the **Event** in order for the **ASN** to inspect the **Venue**.
- 1.8. **Drivers** must be at least 14 years old and may continue as a **Junior Rally Driver** until 31st December in the year of their 17th birthday.
- 1.9. The **Drivers Competition Licence** shall be endorsed **Junior Rally Formulae Only** and will be held on their behalf by the **Championship Co-ordinator**.
- 1.10. Except with the consent of the **ASN Chief Medical Officer** **Drivers** must be of a minimum height of 1.4m.
- 1.11. **Co-Drivers** must hold a valid **Competition Licence** and ideally be a licensed **BARS Instructor**.
- 1.12. **Co-Drivers** must be 21 years or over not be a **Parent / Guardian** of the driver and meet the qualifications of a **Stage Rally National Licence**.
- 1.13. **Vehicles** must be **Series Production Cars** that are currently registered and taxed as a private car unless the specific **Event Regulations** relax the requirement for taxation by virtue of the entire **Event** taking place on private property.
- 1.14. The maximum engine capacity may not exceed 1200cc naturally aspirated.
- 1.15. The engine and transmission must be standard and unmodified.

CHAPTER 13 RALLY

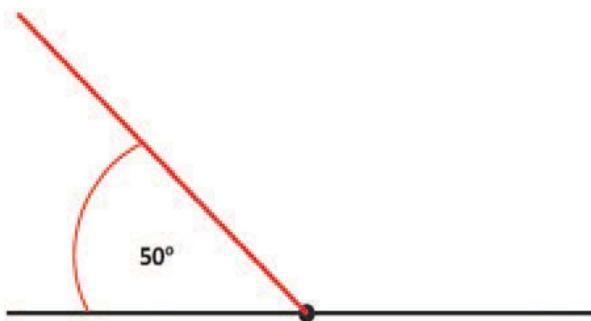
Appendix 22 - Specific Regulations for Special Stage Practice / Training Events

- 1.1. Any practising or training **Event** at which members of an **ASN** registered **Club** are acting in a managing or controlling capacity as representatives require the specific permission of the **ASN** in the form of a **Permit**.
- 1.2. The **ASN** will not **Permit** more than three **Clubs** to organise such an **Event**.
- 1.3. The **ASN** will appoint an Observer to all **Special Stage Rally Practice / Training Events** and the appropriate fees will be charged.
- 1.4. Participants in all practice / training **Events** must sign the usual indemnity specified **Ch.3** as well as a declaration that their **Vehicle** is in a fit condition for the **Event**.
- 1.5. **Permit Fees** will be in accordance with current rate for an Interclub **Permitted Event**.
- 1.6. Insurance per capita fees will be payable at the maximum **Special Stage** rate per **Competitor**.
- 1.7. There must be no spectators and entry to the **Venue** must be controlled.
- 1.8. **Stages** must be organised to the requirements of **App.2 Part C** and **App.12 Arts. 3.40–46** inclusive.
- 1.9. The definition of a **Practising / Training Event** must be complied with namely:
 - a. **No Competition**.
 - b. There must be no awards.
 - c. The sole purpose is for crews to gain experience of their **Vehicles**.
 - d. **Times** may be recorded but must not be published.
 - e. **Vehicles** must not be started / released onto any **Stage** simultaneously.
 - f. The only permitted revenue obtained by the **Organiser** shall be entry fees.
- 1.10. No more than six attempts at any one stage layout will be permitted.
- 1.11. Although no awards or published times are permitted the **Organiser** must set a **Bogey Time** for the **Stage** and this time and the length of the stage must be notified in writing to the participants.

CHAPTER 13 RALLY

Appendix 23 - Rally Drawings

Drawing 1



Drawing 3



Drawing 2

K22.4.2. Forward Facing Beams

		<input checked="" type="checkbox"/> 4 Beams
		<input checked="" type="checkbox"/> 4 Beams
		<input checked="" type="checkbox"/> 6 Beams
		<input checked="" type="checkbox"/> 2 Beams
		<input checked="" type="checkbox"/> 4 Beams
		<input checked="" type="checkbox"/> 6 Beams
		<input checked="" type="checkbox"/> 4 Beams
		<input checked="" type="checkbox"/> 2 Beams
		<input checked="" type="checkbox"/> 4 Beams
		<input checked="" type="checkbox"/> 6 Beams

Legend:

S = Single Filament Bulb, i.e. H1, H2, H3, H7 or similar
T = Twin Filament Bulb, i.e. H4, P45 or similar

= Single Reflector

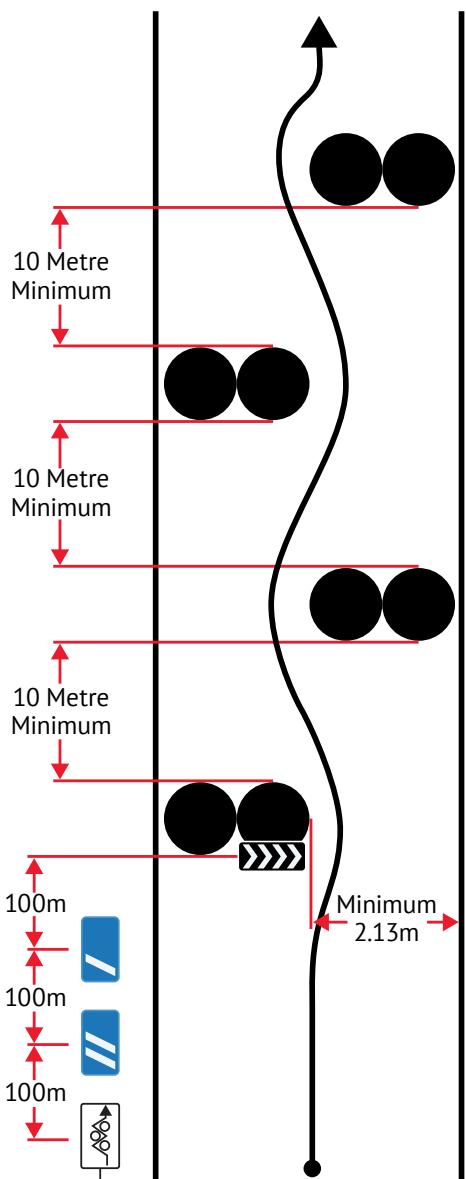
= Single Moulding containing single or multiple reflectors

The above is not exhaustive, but illustrates the most common permutations. Note any other lamps emitting a forward facing beam, typically bumper or spoiler mounted may not be operational/used.

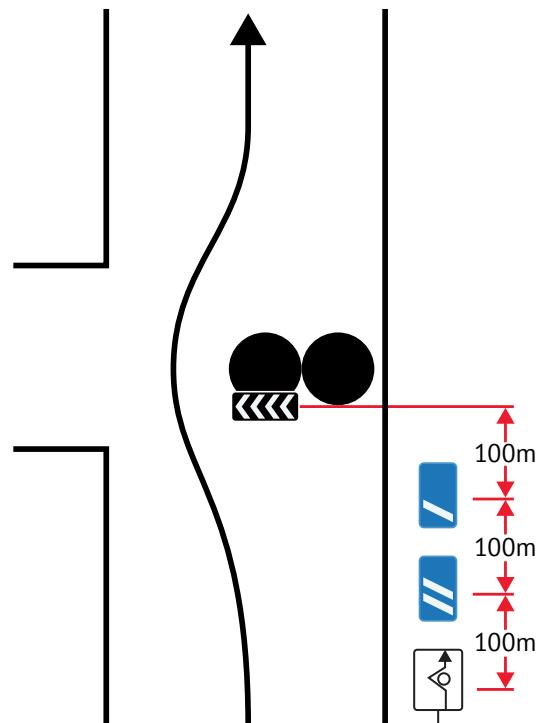
Drawing 4



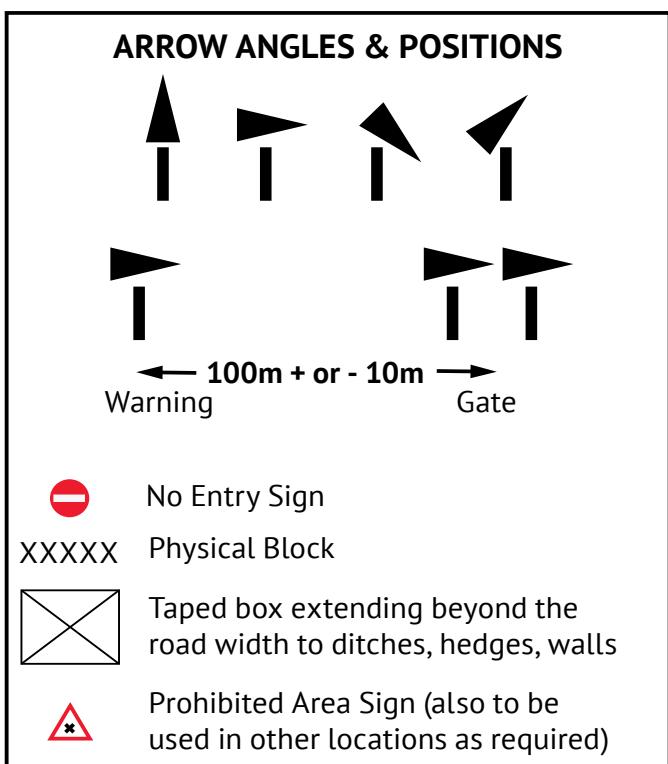
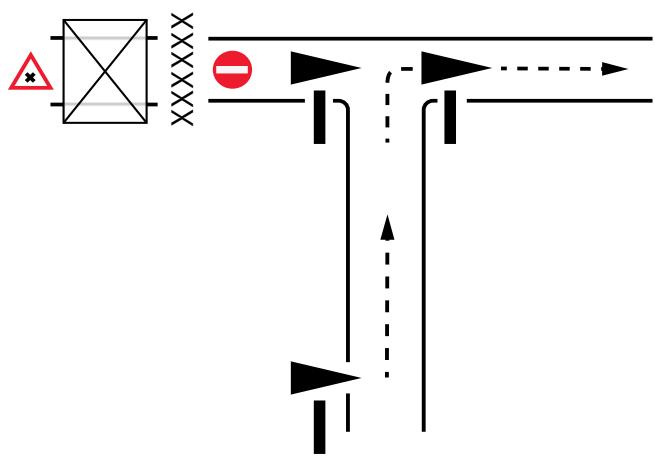
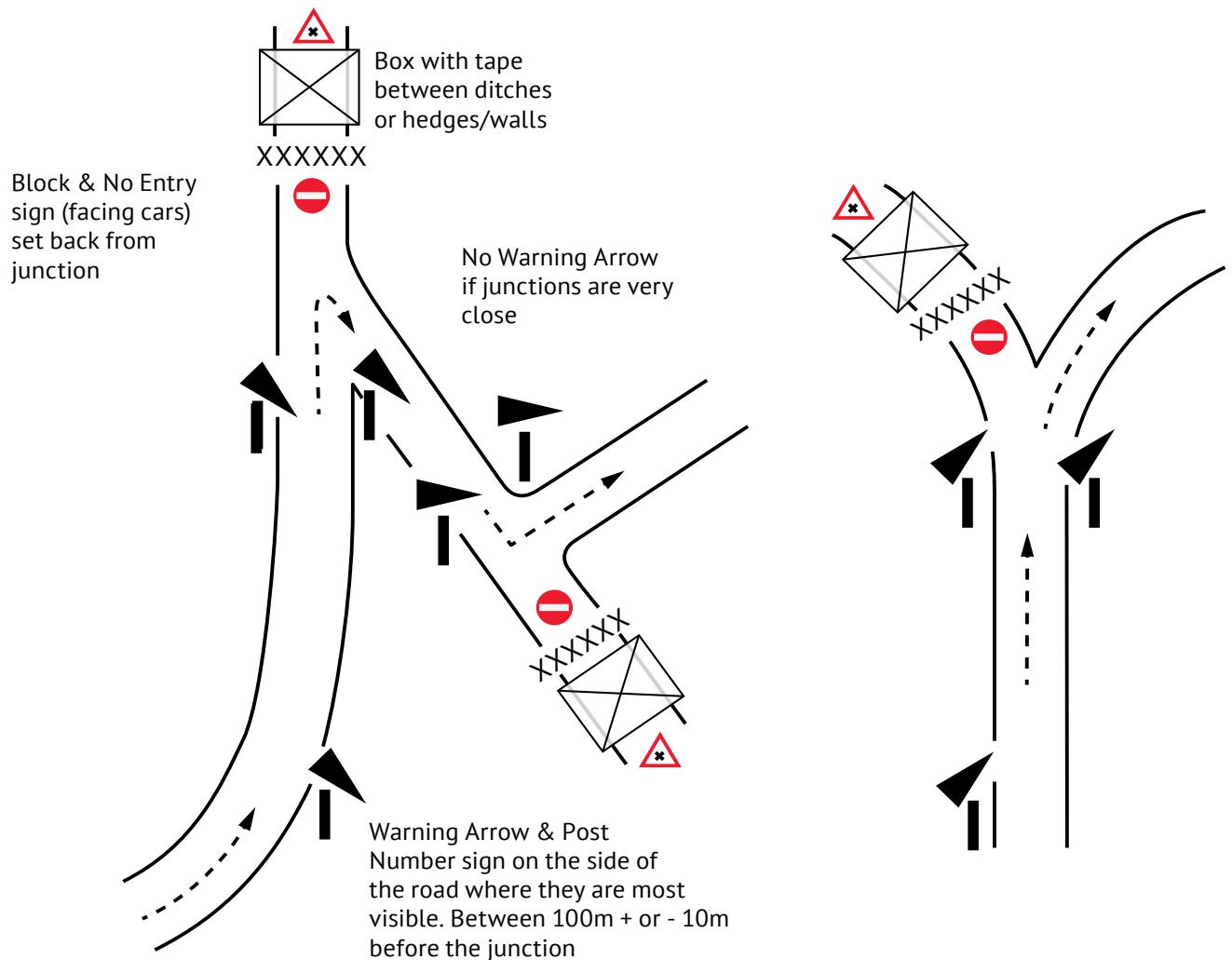
CHICANE ENTRANCE BOARD
Examples of a typical chicane layout:



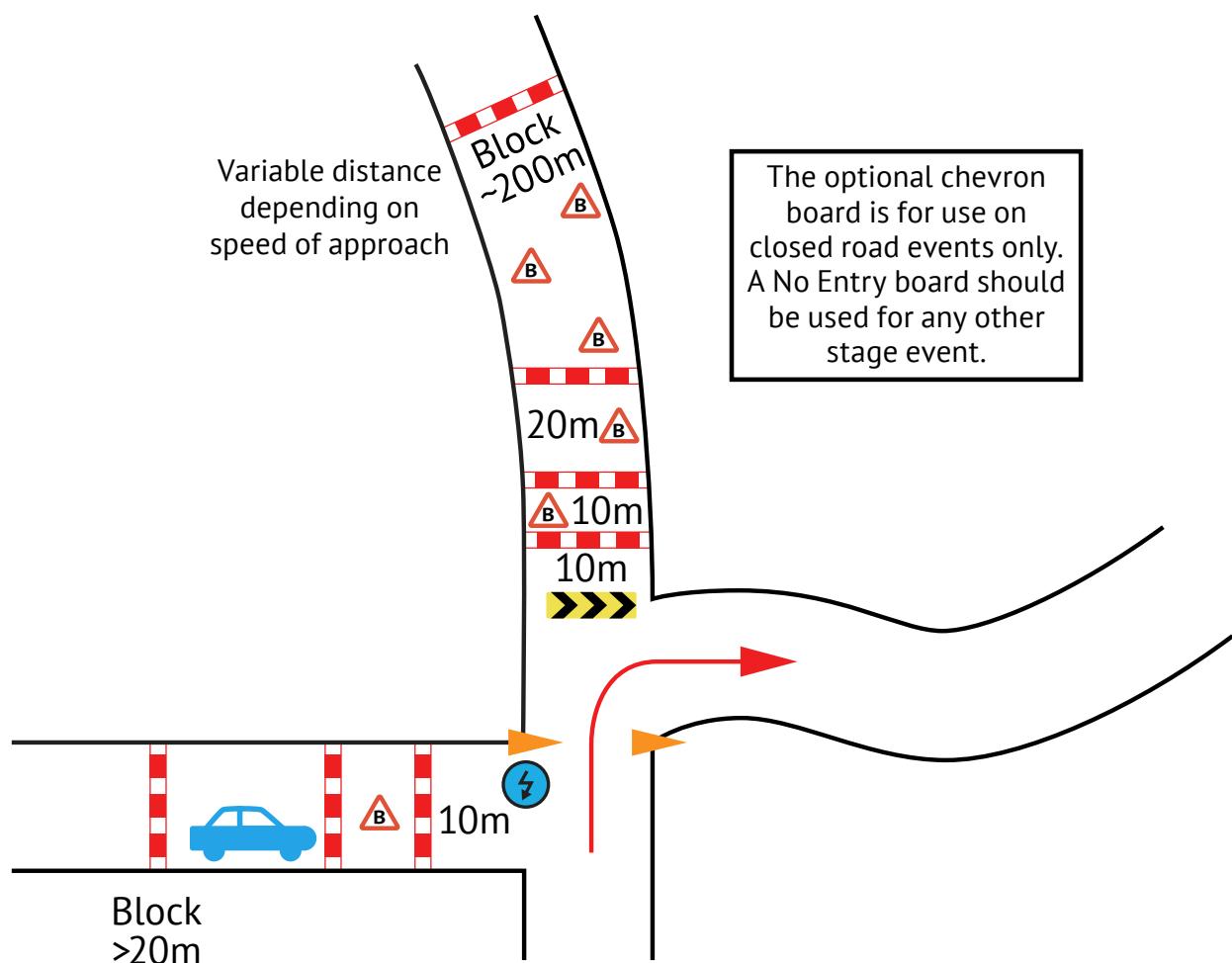
CHICANE ENTRANCE BOARD
Examples of a typical chicane layout:



Drawing 5



Drawing 6 (Alternative to Drawing 5 without the use of box junctions)



Drawing 7

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

Drawing 8

Approximately 100m before Radio Point	Yellow background	
At Radio Point	Blue background	

CHAPTER 13 RALLY

Appendix 24 - Class Requirements

1. Stage Rally Class Structures

- 1.1. All **Stage Rallies** must use the **Class** structure detailed in [Chart 50](#). Events may choose to utilise all, or some, or amalgamate the **Classes** but must not deviate from the list.
- 1.2. Where reference is made to forced induction, the relevant coefficient is already included.

Chart 50

Class	Description
1	<p>Homologated (and formerly homologated) FIA Rally 2 and R5 cars and any variants*. FIA S2000 specification cars and any variants.(including all turbo conversions) All World Rally cars (must comply with their homologation)*</p> <p>*Variants of Rally2/R5 specification cars permitted only until 31st December 2025. Rally2/R5 cars whose FIA homologation is expired shall continue to run in this class and be in conformity with their relevant homologation papers (including weight). RHD conversions which retain all other aspects of the homologation (including weight) will remain valid beyond 1st January 2026.</p> <p>* <i>Exceptionally, Motorsport UK may grant a dispensation to use non-homologated parts to replace homologated components which are no longer available. Details on request from Motorsport UK Technical Department</i></p>
2	<p><i>All 4-wheel drive cars over 2000cc not eligible for Class 1 & 4*.</i></p> <p><i>*Currently homologated, and formerly homologated cars eligible for Class 1 – and any variants or modified versions of these cars – are not permitted to enter Class 2 on any event run under a Motorsport UK permit.</i></p>
3	2-wheel drive cars with normally aspirated engines over 2000cc or forced induction engines over 1500cc. Homologated (and formerly homologated) FIA RGT cars
4	Homologated FIA Rally 3 cars and Group N4 that still comply with their homologation
5	Homologated FIA Rally 4 and R2 cars with forced induction that still comply with their homologation
6	Cars with normally aspirated engines over 1600cc up to and including 2000cc or forced induction engines up to and including 1500cc
7	Homologated FIA Rally 5 and Rally 5-Kit cars
8	Cars with normally aspirated engines over 1400cc up to and including 1600cc, including R2, or forced induction engines up to and including 1000cc
9	Cars with normally aspirated engines up to and including 1400cc
10	Rally Start: Cars over 1600cc that meet the current technical specification of Rally First (as published on Motorsport UK website) plus Road Rally cars as per Ch.13 App.15 Art.1
11	Rally Start: Cars over 1400cc up to and including 1600cc that meet the current technical specification of Rally First (as published on Motorsport UK website) plus Road Rally cars as per Ch.13 App.15 Art.1
12	Rally Start: Cars over 1000cc up to and including 1400cc that meet the current technical specification of Rally First (as published on Motorsport UK website) plus Road Rally cars as per Ch.13 App.15 Art.1
13	Rally Start: Cars up to and including 1000cc that meet the current technical specification of Formula 1000 (as published on ASN website)
14	Junior 1000: Cars up to and including 1000cc that meet the current technical specification of Junior 1000 (as published on ASN website)
15	Hybrid Electric & full Electric cars of all types
16	<ul style="list-style-type: none"> • Land Rover Wolf FIA Homologated Cross Country specification vehicles by OEM. By prior approval only* • Cross Car (permitted for Single Venue Stage Rallies and Rally Time Trial only) Vehicles as per all current technical regulations (as published on Motorsport UK website) <i>*Approval to be sought from rally@motosportuk.org & technical@motosportuk.org</i>
H1 (a)	Historic Category 1 Rally Cars including Appendix K. Up to 31.12.67. Up to 1600cc not including Twin Cam engine cars <i>This class is to be automatically amalgamated with H1 when less than 5 entries are received.</i>

H1	Historic Category 1 Rally Cars including Appendix K. Up to 31.12.67. All remaining cars over 1601cc including Twin Cam engine cars
H2	Historic Category 2 Rally Cars including Appendix K. 1.1.68 – 31.12.74. Up to 1600cc
H3	Historic Category 2 Rally Cars including Appendix K. 1.1.68 – 31.12.74. 1601cc to 2000cc
H4	Historic Category 2 Rally Cars including Appendix K. 1.1.68 – 31.12.74. Over 2001cc
H5	Historic Category 3 Rally Cars including Appendix K. 1.1.75 – 31.12.81. Up to 1600cc
H6	Historic Category 3 Rally Cars including Appendix K. 1.1.75 – 31.12.81. 1601cc to 2000cc with the exception of those qualifying for Class H8.
H7	Historic Category 3 Rally Cars including Appendix K. 1.1.75 – 31.12.81. Over 2001cc
H8	Historic Category 3 Rally Cars including Appendix K. All cars having engines with both more than one camshaft and more than two valves per cylinder. All cars with a Rotary Engine
H9	Historic Category 4 Rally Cars including Appendix K. 1.1.82 – 31.12.90. Up to 1300cc
H10	Historic Category 4 Rally Cars including Appendix K. 1.1.82 – 31.12.90. 1301cc to 1600cc
H11	Historic Category 4 Rally Cars including Appendix K. 1.1.82 – 31.12.90. 1601cc to 2000cc
H12	Historic Category 4 Rally Cars including Appendix K. 1.1.82 – 31.12.90. Over 2001cc
H13	Historic Rally Cars complying with FIA Appendix K not able to comply with Motorsport UK Tyre & Wheel Regulations
H14	Historic Category 5 Rally Cars including Appendix K. 1.1.91 – 31.12.99. Up to 1600cc
H15	Historic Category 5 Rally Cars including Appendix K. 1.1.91 – 31.12.99. 1601cc to 2000cc including 'Formula 2' Kit Cars (including all Evolution and Maxi variants) that still comply with their homologation
H16	Historic Category 5 Rally Cars including Appendix K. 1.1.91 – 31.12.99. Over 2001cc (All period homologated Group A and Group N 4wd cars, not including formerly homologated World Rally Cars)

SUGGESTED AMALGAMATIONS (Lowest class number takes precedence when outlining Classes)

Classes 1, 2 & 4

Classes 5, 6 & 7

Classes 8 & 9

Classes 10, 11, 12 & 13

Classes 3, 14, 15 and 16 are not to be amalgamated if used

Classes H1 (a) & H1

Classes H2, H3 & H4

Classes H5, H6 & H7

Classes H9, H10, H11

Classes H14, H15 & H16