

Regulation changes Ratified by Board November 2023

Section R – Rallying

Proposed Regulation

1.1.12. Any Organising Club or Promotor who proposes to establish a new Stage or Targa Road Rally, or Rally Championship, must complete an Expression of Interest form and submit this to the ASN Head of Rallies and Cross Country in advance for ratification. No promotion must take place prior to ratification by the ASN.

Date of Implementation: **Immediate**

Reason: The event calendar is becoming too densely populated and is increasing pressure on the current number of Officials, Volunteers and Competitors. In order to relieve this pressure, and encourage strategic long term growth, it is important that any new Event and Championship is reviewed prior to permission being given. This is not a carte blanche yes or no, but to better manage the calendar.

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

- (a) In accordance with J.4 ~~or~~ **together with**,
- (b) ~~Front door panels must measure 67cm long by 17cm high including a 1cm white surround. This panel shall comprise of a 15cm x 15cm competition number box which shall always be at the front of the panel. When the number is greater than 99, the box width may be increased. Numerals may be reflective yellow (PMS 803) of height 14cm and stroke width 2cm on a matt black background. In addition to the above 2 x numbers~~ **Competition numbers** for each rear side window ~~(or equivalent area on smaller vehicles)~~ which shall be ~~20~~ **25**cm high with a stroke width of at least ~~25~~ **31.5**mm, a minimum separation not less than ~~25~~ **31.5**mm and coloured yellow or orange and which may be reflective. ~~These numbers shall be in place at the top of the rear side windows. 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 18cm x 18cm 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.~~

Date of Implementation: **1 January 2024**

Reason: It has become apparent that the choice of two different car numbers has resulted in a significant decrease in the standard of car numbering on competing vehicles. By moving back to one style, this will ensure standards are improved, there is a level of consistency and a uniform approach across the sport. This will also help to improve the visibility of car numbers for Officials and Marshals. It is appreciated that some Championships achieve a high standard of presentation on existing numbering options but this must be achieved sport wide by adopting the above approach.

24.4.2. 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.**

Date of Implementation: 1 January 2024

Reason: To ensure all Controls are in place, events must ensure that two vehicles of the Safety Car train completes the entire route. There have been instances where this was not carried out and controls were not operating on the arrival of the first competitor.

29.1.2. Signs should be placed approximately 1.2m from the ground. Wherever possible arrows and signs should be of Day-Glo red or orange and should be easily visible to Competitors. To avoid confusion, multiple signs on one post should be avoided. Advance warning signs for junctions ~~should~~ **must** be **placed between 50m and 100m (+ or - 10m where visibility is reduced)** before the junction.

Date of Implementation: 1 January 2024

Reason: To ensure consistency in Stage set up.

29.6. Applicable to Multi Venue Stage Rally events only;

Chicanes

29.6.1. Chicanes must be constructed with a minimum of 4 elements (29.6.3.) which must maintain a distance of 10m between the outer edge of each element in accordance with Drawing 29.1.1.

29.6.2. Subject to R29.6.3. below Chicanes must be constructed with rectangular or round bales which can be wrapped but must not be tied together with a protective sleeve.

29.6.3. Where organisers require Chicanes of alternative design and construction methods to those in R29.6.1 and R29.6.7, 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

29.6.4. All Chicanes must utilise countdown boards that are blue in colour, positioned at 200m and 100m in advance of the Chicane, as outlined in Drawing 29.1.1.

29.6.5. 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.

29.6.6. 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.

Bus Stop Chicanes

29.6.7. '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.

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29.6.8. 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.

Approval Process – Closed Road Multi Venue Events only

29.6.9. 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 R29.6.3.).

29.6.10. 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.

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

Date of Implementation: 1 January 2024

Reason: To improve the use of chicanes on Multi Venue Stage Rallies; it is important that a consistent standard of construction is adopted, including the signposting of chicanes during reconnaissance where used. Chicanes are to be used to protect Competitors from genuine hazards and must follow these approval and Construction processes. These proposals are coupled with 28.2.1 and 28.2.2 and are crucial to the facilitating of that change. Tweaks have been made on the feedback received to ensure that these standards are achievable for events.

30.2.3. Competitors must not leave the Special Stage Arrival Control unless ready to start a Special Stage.

Chart 32.2 – Penalties

(d) Not attempting or being ready to attempt a stage when instructed to do so	1 st Offence - 10 minutes 2 nd Offence - Disqualification
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32.13 – Penalties

(e) Not attempting or being ready to attempt a stage when instructed to do so	1 st Offence - 10 minutes 2 nd Offence - Disqualification
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Date of Implementation: 1 January 2024

Reason: Since the beginning of the season, there have been numerous reports of Competitors approaching the Special Stage Start not prepared to begin the Stage, with PPE in an unsatisfactory state despite there being sufficient time to prepare. It is imperative that Competitors ensure their own safety; this will continue to be monitored throughout the 2024 season.

Chart 32.2 – Penalties

(e) Making a false start at a special stage	1 st Offence – 10 seconds (plus actual false start time) 2 nd Offence – 1 minute 3 rd Offence – 3 minutes Further Offences – at the Clerk of the Course' discretion
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32.13 – Penalties

(f) Making a false start at a special stage	1 st Offence – 10 seconds (plus actual false start time) 2 nd Offence – 1 minute 3 rd Offence – 3 minutes Further Offences – at the Clerk of the Course' discretion
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Date of Implementation: 1 January 2024

Reason: To bring jump start penalties in line with FIA regulations and that of other ASNs. This will ensure consistent regulation and application across all grades of event.

25.4.1. In the case of an accident where urgent medical attention is required, the red SOS sign ~~should~~ **must** be displayed as quickly as possible to alert following cars and aid any ~~helicopter~~ **aircraft** attempting to assist. **Where** present the crew must operate the SOS function on the Tracking Console.

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

25.4.6. Any crew which is able to but fails to comply with the rule **may be Disqualified following a Judicial Hearing pursuant to Section C and reported to the ASN.** ~~reported to the Clerk of the Course who may impose penalties.~~

25.4.7. In the case of an ~~accident~~ **incident** where medical Intervention is not required, the OK sign must be clearly shown to following vehicles, and to any ~~helicopter~~ **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.** The Emergency Red Warning Triangle ~~should~~ **must** be placed at least 100m down the stage, appropriate to the approaching speed of following competitors to provide a visible advanced warning.

25.4.8. Any crew failing to comply **may be Disqualified following a Judicial Hearing pursuant to Section C and reported to the ASN.** ~~subject to a penalty at the discretion of the Clerk of the Course.~~

25.4.10. Where a Tracking System is being used, a competitor encountering a hazard other than described in 25.4.2. must operate the Hazard function on the Tracking Console and await further instructions from officials.

25.4.11. Competitors who misuse the Hazard function may be Disqualified following a Judicial Hearing pursuant to Section C and reported to the ASN for further action.

25.4.12. 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.

Red Flag Procedure

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

Failure to comply with this rule may **result in Disqualification following a Judicial Hearing pursuant to Section C and reported to the ASN.** ~~incur a penalty at the discretion of the Clerk of the Course.~~

Date of Implementation: 1 November 2023

Reason: Tracking Systems are to be mandated from the 1st November 2023; these regulations are updated to include the use of Tracking Systems, provide definition for a 'hazard' and to detail the penalties for misuse.

28.2.1. If the stage is wholly on a sealed surface, no Competitor should be able to achieve an average speed of more than 75mph. **Subject to 28.2.3. the average speed may be increased to 80mph.**

28.2.2. If the stage is run partly or wholly on unsealed surfaces, no Competitor should be able to achieve an average speed of more than 70mph. **Subject to 28.2.3. the average speed may be increased to 75mph.**

28.2.3. Clerks of 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.

Date of Implementation: 1 January 2024

*Reason: In order to reduce the amount of manmade obstacles (Chicanes) in stages, it is proposed to increase the average speed on all Stage Rallies. Chicanes are to be used to protect Competitors from genuine hazards and must follow the approval and Construction processes outlined in R29.6. Events must attend a webinar prior to utilising these average speeds. **Clarity is provided as to who is to attend the webinar.***

48.5.11. The approved quantity of tyres must be detailed in the Event Documentation. 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.

1. In the event of an extreme weather event (defined as: Temperatures over 28c for a 24 hour period), the Clerk of the Course may request the Motorsport UK Steward to suspend the tyre allowance on the grounds of safety.

2. 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) issues a Bulletin declaring a 'wet' event, the use of wet tyres will be permitted outside of the specified allowance on the grounds of safety.

Date of Implementation: 1 January 2024

Reason: It was agreed within Rallies Committee, following initial feedback, to synchronise the regulation with the Forestry Master Agreements and, provide an additional two tyres for sealed surfaces and all Single Venue Stage Rallies not covered by a Master Agreement. Additional guidance has been added post consultation granting specific conditions for suspending the tyre allowance including declaring the event a 'wet' event on the grounds of safety.

24.5.4. If the normal running of a Special Stage is red flagged prior to any Competitors completing that stage competitively and where circumstances allow the stage to be re-started, the Clerk of 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).

Date of Implementation: 1 January 2024

Reason: To clarify the notional time provisions in the event that a Stage is red flagged prior to any Competitors completing the Stage.

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

2.9. All the modified/competition vehicles, including used as Course/Safety Cars on Special Stage and Targa Road Rallies, must comply with the relevant Technical and Safety Regulations.

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

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

Targa Road Rallies

7.1.9. Targa Road Rally. A schedule timed rally where the principal Competition comprises the Competitor's performance on Special Tests, where the marking for maintaining a time schedule forms a part of the Competition.

10.6. Written Motorsport UK ASN approval must be obtained for any Special Tests by submitting detailed diagrams, including all roads on the test venue, distances between manoeuvres, overhead images of the land being used, written

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details of the terrain being used and WhatThreeWords locations for the Test Start and Test Finish, and written in addition to explanations of their format and finishing procedures, before the Event.

10.6.4. 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.

10.6.8. Tests must be designed and laid out to ensure cars are not able to be driven towards each other. See Club Toolkit for further guidance on this.

Stop/Go Control

11.7. 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.

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

18.2.4. 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 R.18.2.4.1(c);**

18.2.4.1 It is permitted to make the following modifications to affect 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.

18.5.10. For events taking place wholly between half an hour before sunrise and half an hour after sunset 18.5, 18.5.7, and 18.5.9. do not apply. **18.6.1** 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.

Specific Regulations for Targa Road Rallies

21. Targa Road Rallies must comply with the following;

21.1. 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.

21.2. Not include any Standard Sections.

21.3. Regularity Sections may be included.

21.4. Classes to be set by organisers.

21.5. No regular assistance organised in advance may be used by Competitors in Rallies defined in 7.1 inclusive, except when permitted in the event SRs for Targa Road Rallies taking place at a Single Venue.

21.6. 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.

21.7. 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 Event Documents expressly permit this. A copy of any recording must be provided to the ASN if requested.

21.8. 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 Section J all cars competing in Road Rallies must comply with the appropriate part of the following: Body. Vehicles of commercial type, such as vans/pickups (J5.20.6) are not permitted.

21.9. 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.

21.10. 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.

21.11. Front seats may be improved or replaced.

21.12. The trim, including the door cards and rear seat may be cut to allow the fitting of a safety cage.

21.13. 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.

21.14. Full harness seat belts may be fitted.

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

Engines and Transmissions

21.16. 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.

21.17. 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 R.21.17.1(c);

21.17.1. It is permitted to make the following modifications to affect 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.

21.18. 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.

21.19. 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.

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

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

21.22. 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.

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

Wheels and Tyres

21.24. 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 events SRs state otherwise.

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

21.26. Tyres must comply with L3.2.

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

Electrical Systems

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

21.29. Light pods are not permitted.

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

21.31. 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.

21.32. 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.

21.33. 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.

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

21.35. 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.

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

21.37. External navigational or Marshal lights are not permitted.

21.38. For events taking place wholly between half an hour before sunrise and half an hour after sunset 18.1.2, 18.5, 18.5.1, and 18.5.9 do not apply. 18.6.1 is relaxed to permit advertising not exceeding 1250 sq cm in total. 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.

Miscellaneous

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

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

21.41. Brakes are free but must comply with Construction and Use Regulations. A hydraulic handbrake is permitted where a functioning mechanical system is also present.

21.42. Vehicles must display registration plates in compliance with the current Road Vehicles (Display of Registration Marks) Regulations.

Specific Regulations for Special Stage Rallies

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

Date of Implementation: 1 January 2024

Reason: Following discussions by the Targa Rally Working Group, it has been considered necessary to separate out the Targa Rally regulations and to clarify the intention of the discipline. Also included is a consistency with Road Rally regulations with regards to internal trim. The previous R21 has been re-numbered to allow these regulations to be placed correctly within Section R. These regulations are designed to assist the discipline in its growth whilst retaining its ethos.

2.5.1. Competitors must be started on the road sections of a Rally at intervals of one minute and will leave the start in numerical order, unless the Event Documents specifies a longer time interval or a different order. Road sections prior to a stage must be a minimum of five minutes regardless of distance.

2.5.1.1. Events must provide additional road timing when utilising media interviews at Stage ends. A figure of one additional minute is recommended.

Date of Implementation: 1 January 2024

Reason: 2.5.1 will ensure even short road sections have sufficient time to ensure competitors are not rushed and will still have time to prepare for the following Stage. 2.5.1.1 will ensure promotional opportunities are maximised without increasing the demand on a competitor's road timing. This will reduce the negative PR impacts of competitors being rushed.

30.1.3. At all Controls, the Time Card is to be completed manually by a Marshal.

Date of Implementation: 1 January 2024

Reason: The use of automatic clocks for Arrival, Start and Stop Controls is felt to be disengaging for Marshals. This regulation will return the social aspect to Marshalling.