Chapter 20 Cross Country

**App.1** Organisers Regulations - all Events

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CHAPTER 20 CROSS COUNTRY EVENTS

General Provisions

1. This Chapter must be read in conjunction with Chapters 1 – 7, 9, 11.

2. The following Appendices comprise this Chapter:
   - App.1 Organisers Regulations - all Events
   - App.2 Organisers Regulations - all Events using the Highway
   - App.3 Definitions of Event Sections
   - App.4 Organisers Regulations - Trials and Un-timed Events
   - App.5 Organisers Regulations - Timed Events
   - App.6 Competitors Regulations - all Events
   - App.7 Competitors Regulations - all Events using the Highway and Hill Rallies
   - App.8 Competitors Regulations – Trials and Un-timed Events
   - App.9 Competitors Regulations – All Timed Events
   - App.10 Technical Regulations
   - App.11 Charts and Diagrams
   - App.12 PR Guidance
   - App.13 Technical Regulations for Junior Trials Vehicles
CHAPTER 20 CROSS COUNTRY

APPENDIX 1

Organisers Regulations – All Events

1. These Regulations are supplemented by Apps 2 -5 inclusive as appropriate to the type of Event.
2. An ASN Organising Permit is required for any form of Cross Country Event and is issued at the sole discretion of the ASN.
3. The ASN Organising Permit number and the Competition Authorisation Office (CAO) authorisation numbers where applicable must be included in the Final Instructions.
4. A Recognised Club will only be allowed to run Events up to Interclub status unless the ASN has specifically approved an application for National or International status.
5. Every practicable precaution must be taken to avoid depositing mud or soil on the public highway when leaving private property.
6. Warning Notices as required by Chapter 3 App 3 must be displayed.
7. Organisers should be aware of the nearest hospital and the best route there in case of incident.
8. The Organisers of Events on a single site must have on site at a pre-identified locations a First Aid Kit in compliance with requirements for 11-20 employees as specified in BS 8859-1:2011 (and including an eye wash).
9. No person under 14 may act as a Marshal or Assistant Marshal unless under the direct supervision of a Marshal over 18 years old.
10. Competition Licences should be signed by the Clerk of the Course if the holders complete the Event without any adverse report. Signatures may be obtained by both Driver and Navigator.
11. The use of the public forest estates managed by Natural Resources Wales, Forestry and Land Scotland and Forestry England 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).
12. All Cross Country Events using public forest estates are restricted to the tyres defined as All Terrain in Appendix 10 to this Chapter.
13. The Clerk of the Course for either a Competitive Safari or a Hill Rally of National status or above must hold a valid ASN C of C Licence. For details of retention and upgrading see Chapter 5.

Official Recovery

14. Except Challenge Events and Team and Winch Recovery Events all recovery operations must be under the control of the Clerk of the Course.
15. All equipment to be used by the Official Recovery Teams must be inspected prior to the start of an Event and the Clerk of the Course must be satisfied that it is in good condition and adequate for the purpose intended.
16. All Official Recovery Teams should be sited by the Clerk of the Course and the method used in recovering stranded Competitors must be specified in the Official Documents.
17. It is recommended that all vehicles used for Official Recovery should have any front or rear windows whether glazed or not covered with a metal mesh expanded metal or gauze. This is particularly important where ‘snatch’ recovery is to be employed.
Fire Extinguishers

18. At each section Organisers should provide fire extinguishingant of a minimum 9kg total capacity in units of not less than 6kg each suitable for extinguishing vehicle fires.

19. This extinguisher can be carried by a Section Marshal escorting Competitors around the various sections.

20. Where Sections are closely grouped one extinguisher located at a clearly visible central point is permitted.

Footpaths Bridleways and Restricted Byways

21. The Organisers of any Cross Country Events (competitive or recreational) crossing or using a Footpath Bridleway or Restricted Byway whether competitively or not must appoint a Liaison Officer to verify the status of any track or path along the route ensure compliance with Section 33 of The Road Traffic Act 1988 and:

a. Obtain permission from the Landowner and any occupiers and authorisation from the Highway Authority in accordance with Section 33 of The Road Traffic Act 1988 (unless the route is already a way of higher status). Any conditions laid down must be adhered to.

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

c. Notify the National Parks (if appropriate).

d. Notify the Parish Council.

22. All locations must be adequately marshalled by Officials who are well briefed and properly identified.

23. One Official must be appointed for each section to ensure that the Event does not unduly inconvenience other users e.g. horse-riders walkers cyclists.

24. The Liaison Officer must have a good working knowledge of the Rights of Way affecting the Competition.

25. Alternative routes for other users of the Rights of Way must be signposted. Warning Notices as appropriate and the Safety Code should also be on display in all areas.

26. Instructions to Competitors in Official Documents for Events affecting Footpaths or Bridleways should include the following warning:

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

Judges

27. Judges may be appointed to adjudicate on any infringements of the Regulations including:

a. Touching markers.

b. Conforming with the course.

c. Remaining seated in accordance with the Regulations.

d. Stopping forward motion.

e. Noise.

f. Baulking.

g. Entitlement to a re-run.

Spill Kits

28. At each section Organisers must provide at least one Medium Spill Kit.
29. This Spill Kit can be carried by a Section Marshal escorting Competitors around the various sections.
30. Where sections are closely grouped one spill kit located at a clearly visible central point is permitted.
31. For all Hill Rallies, Competitive Safaris, Point to Point Challenge Events and Orienteering a Medium Spill Kit must be located at the start of the Course, each Special Stage or Section.
CHAPTER 20 CROSS COUNTRY

APPENDIX 2

Organisers Regulations – All Events using the Highway

1. These Regulations are supplemented by Apps 1 and 3-5 inclusive as appropriate to the type of Event and Appendix 12 in respect of necessary Public Relations.

2. The Official Documents must specify the time at which Competitors must report at the Start and whether public roads are used to link sections of the Competition.

3. Any Competition traversing a Highway in England Wales or Scotland is subject to the provisions of the Motor Vehicles (Competitions and Trials) Regulations.

4. Application for authorisation of an Event must be made to the Competition Authorisation Office (CAO) at ASN or for Scotland to the Royal Scottish Automobile Club (RSAC). Details of the Authorisation Procedures are available from ASN and RSAC as appropriate.

5. Application for an ASN Permit must be made in accordance with Chapter 3 prior to the CAO Authorisation being granted. The Permit itself is only validated after Authorisation has been granted.

6. In the case of road courses route selection is subject to ASN approval. Applications must include a detailed itinerary giving the exact distances to be covered.

7. The Organisers of all Events using the Highway must undertake effective Public Relations work in accordance with App.12 to this Chapter.

8. Except Hill Rallies Competitors must not be required to travel more than 100 miles in a Highway or to perform any task or solve any problem that is likely to inconvenience or offend other road users or the public.

9. Except Hill Rallies Competitors must not be required to arrive at any point other than the Finish at or by a specific time.

10. Except Hill Rallies if an overall time limit is set for an Event it must be possible to win without exceeding an average speed of 10mph from Start to Finish.

11. Organisers (except Hill Rallies) must familiarise themselves with the medical and ambulance facilities along the route.

12. In the case of a Treasure Hunt no merit must attach to being the first to arrive at the Finish or any other point.

13. Vehicles should be checked for Noise by qualified Driving Standards Observers before the Start and along the route and noisy cars stopped if necessary.

14. Any Holding Controls should be located to avoid public nuisance. Sensitive areas along the route should be drawn to Competitors’ attention. Marshals should be well briefed and readily identified.

15. Except for Hill Rallies the location of all ‘Give Way’ junctions on the route must be issues to Competitors with clear instructions as how to deal with them (i.e ‘must stop’ or ‘per Highway Code’).

16. Instructions on sensible use of the roads should be issued including the following:
   a. Closing of gates etc.
   b. Clearing of roads at Section ends.
c. Following the 'Country Code' failure of which can lead to disciplinary action.

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

17. In addition to the duties detailed in Chapter 5 the Clerk of the Course should ensure:

a. The Organisation and Regulations for the Event meet the requirements of the relevant Statutory Instruments.

b. Reasonable precautions are taken in the selection of route time of day control of spectators etc to avoid inconvenience to the general public.

c. Where the farming community may be affected details of the Event are sent to the County Secretary of the local National Farmers’ Union and any other relevant National bodies.

d. The appointed CAO Route Liaison Officer for each of the Counties and National Parks through which the route passes is consulted about the draft route at least three months before the Event and before submission to the CAO particularly where special Public Relations work is required in sensitive areas. The Route Liaison Officer may:
   
   i. Ask to see all paperwork relating to the Event including PR sheets.
   
   ii. Request the CAO to suspend Authorisation or the ASN to suspend the Permit until satisfied with the route and the effectiveness of the PR work.
   
   iii. Require the Clerk of the Course to order re-routes to avoid areas of particular concern.

e. 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.

f. Private property whether on the Event route or a link section is not to be used without written permission from the landowner or authorised agent.

g. Wherever possible the route should be checked for possible damage immediately before and after an Event.

h. When the ASN medical and safety radio frequency (81.575Mhz FM and 81.5375Mhz FM) is to be used it must be operated in accordance with Ofcom and ASN licensing requirements available on request from the ASN.

**Time Schedule**

18. Competitors on a Public Highway must be controlled by a predetermined speed schedule unless they are allowed to complete the Event in their own time.

19. The Event time schedule must not lead Drivers to exceed any statutory speed limits or involve speeds which might be considered dangerous or unreasonable in the light of prevailing traffic conditions and the nature of the route.

20. No time or speed schedule should be imposed which requires or encourages Competitors using a road open to the public to achieve an average speed between any two points which exceeds the following limits:

   a. 30 mph for all roads other than motorways
   
   b. 60 mph for motorways
   
   c. 25 mph for vehicles subject to a speed limit (such as vans)
20. There must be no bonus for exceeding the specified average. Competitors must be given in advance all the information necessary to enable them to calculate the speed which they are being asked to average.

21. For those portions of the route being navigated by map references the direction of approach to controls should be specified and penalties imposed for approaching from any other direction whenever the country being traversed makes this possible without destroying the need for competitive skill.

22. The use of gated roads should be avoided if possible.

23. If Competitors are to traverse a gated road then adequate arrangements must be made to ensure that all gateways are manned by Marshals to ensure that no Competitor is required to open a gate and that all gates are closed after the Competition.

24. Occupiers of land adjacent to the road must be advised in advance of the Competition.

25. The use of single-track roads should be avoided if possible during daylight but if used the speed set must be lowered as appropriate.

26. Those sections of an Event involving difficult navigation by map references or a detailed route card must be scheduled so that no Competitor is traversing minor roads during the morning or evening hours when normal farm traffic may be expected unless the required average speed is not more than 20mph.

27. No Competitor is allowed to drive more than 200 miles continuously without a break and there must be a rest period of at least one hour for each Driver at intervals of not more than 200 miles.

28. Any Event which runs for more than 14 hours must include a rest halt of at least two hours unless previously agreed with the ASN.

Controls

30. Controls must be sited at locations with adequate space for Officials’ and Competitors’ cars to stop without affecting non-Event traffic.

31. Controls must be sited at least 500m from occupied houses except where written approval has been obtained from the occupants.

32. All controls must be clearly identified at the roadside.

33. Controls at which Competitors are required to stop to record a time and which are on the Public Highway must not be less than two miles from any adjacent control.

34. Competitors must be provided with all necessary regulatory information at or before their starting time.

35. Competitors must be started on the road sections of an Event at intervals of one minute and leave the start in numerical order unless the Official Documents specify a longer time interval or a different order.

Official Documents

36. In addition to Chapter 3 the Official Documents must clearly state:

   a. The type of Event that is being organised and whether or not there will be standard sections, special stages, regularity sections, trials sections or other types of test.

   b. When details of the route or any section or stage will be issued and

   c. Any maps (and their scale) required and any modification of Appendix 9 Art.84. In any dispute concerning mileages these shall be calculated in accordance with 1:50000 OS maps (or equivalent local maps).
d. The type of timing to be used.
e. A reminder of which provisions of the Technical Regulations apply.
f. Whether or not Vehicles are required to be taxed and insured for use on the Highway.
g. Whether Competitors are required to carry Competition Numbers.
h. Whether servicing is permitted and if so then how the service vehicles will be identified.
i. If competing cars or Service Vehicles are required to carry any identification markings then the name of the Organising Club must be incorporated on the identification.
j. Any information which is required in order to comply with Competitors Regulations regarding the order and location of Controls in the Route Book or Card and verification of conformity.

37. All Official bulletins, Permits and Authorisations times and results unless issued within 2 hours of the last Vehicle finishing the Competition must be published on an Official Notice Board the location of which must be notified to Competitors.

38. Stewards (or Observers for the upgrading of an Event) should be supplied with a complete marked map of the route prior to the date of the Event and a set of all instructions and documents and Route Cards that are issued to Competitors and Officials as soon as they are available.

39. The Road Book Route Card or Time Card shall clearly:
   a. Indicate the description of each section (Standard Neutral Transport Regularity Trial etc).
   b. Specify the time allowed to traverse the route between each Time Control and all the information necessary to enable Competitors to comply with the applicable Event Regulations.
   c. Indicate what information the Organisers require to be recorded and the places at which these records will be made except in relation to Driving Standards Observers.
   d. Indicate which checks will be manned by Officials except checks established in except in relation to Driving Standards Observers.
   e. Specify which portions of the route shall be timed to less than one minute.
   f. Indicate any ‘out of bounds’ areas to be respected.
   g. Indicate the position of all Stop signs along the route any other junctions at which Competitors are required to stop and any areas where they are required to observe special restrictions (ie Quiet Zones etc).
   h. Specify the order in which Controls and Checks must be visited.

Noise Testing

40. Prior to the Start all Vehicles including those of Officials who are expected to follow a substantial part of the route must pass a Noise test conducted by an Environmental Scrutineer using a Noise meter as prescribed by the Technical Regulations.

41. This test will prohibit any vehicle with a reading over 100dB(A) from starting unless the Official Documents specify lower levels.

42. All measurements refer to the 0.5m test mandated by Chapter 7.

43. Organisers must make arrangements for a suitable site to be available for testing and ensure that adequate personnel are appointed.

44. A further Noise test for Competitors and Course Cars must be made on the road sections. These must be
manned by a Driving Standards Observer or experienced Judges or by Judges using a Noise meter. They have the authority to penalise Competitors on the spot and their findings must be recorded in the results of the Event whether or not any Competitor has been Disqualified.

45. The Noise test Official may also act as a Driving Standards Observer.

Eligibility Checks

46. At Events involving different Classes of Vehicle arrangements to undertake eligibility checks should be available prior to the Competition or on conclusion.

47. All Vehicles including Course Cars must comply with the relevant Technical and Safety Regulations.

48. Checks may be carried out both before and during an Event.

49. The Chief Scrutineer must be available throughout the Event to ensure that the Technical Regulations are complied with.

Timekeeping

50. An ASN-approved Rally Timekeeper should be appointed as a Chief Timekeeper for any Event where timing is to less than one minute.

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

52. The Chief Timekeeper must be able to deal with operational problems affecting timing equipment and be capable of dealing with queries arising from the Time Cards.

53. Any section of an Event which has timing to less than one minute must be timed by certified equipment digital clocks to ASN specification R or E/B recording clocks printing to seconds or automatic apparatus.

54. All official clocks or watches must be set to GMT / BST time.

55. Any official timepiece timing to the minute which is not within 15 seconds of GMT / BST or any official timepiece timing to the second which is not within five seconds of GMT / BST will be disregarded.

56. Times will be recorded to whole minutes unless the Official Documents state otherwise.

57. Any portions of an Event to be timed to seconds will be clearly indicated in the Road Book Route or Time Car.
CHAPTER 20 CROSS COUNTRY

APPENDIX 3

Definitions of Event Sections

1. The following definitions and restrictions are common in all categories of Cross Country Event.

Standard Sections

2. If timed to the second Standard Sections should not:
   a. Pass through any area with over 20 occupied dwellings within a 300m radius of the route unless with written agreement from all the householders and ASN permission.
   b. Start before 23.59 or finish more than one hour after sunrise.
   c. Include any point where Competitors are required to observe special restrictions on their driving behaviour except for observing signs warning of natural hazards (which may be erected by Organisers). 'Quiet Zones' or other restrictions are specifically forbidden.
   d. Join or cross any A-class road except where there is a manned control at which Competitors must stop.
   e. Start on or use an A-class road continuously for more than 200m.

3. When timed to less than one minute Competitors must not use any private property other than footpaths and bridleways for which approval has been granted.

4. Organisers must not:
   a. Offer any award for Competitors who equal or improve upon the time schedules for individual Sections nor have any awards for the fastest times or least penalties on any Sections
   b. Operate a Flying Finish time control
   c. Include any road with a 30 or 40mph limit without the express permission of the RLO
   d. Require Competitors to average in excess of 30mph.

Neutral Sections

5. Neutral Sections are used to take Competitors through PR-sensitive or densely populated areas and must comply with Art.4 above.

6. Neutral Sections be completed by Competitors without the use of auxiliary lighting except as legally required in fog or falling snow. Organisers must remind Competitors of this requirement in the Official Documents.

7. Neutral Sections should not:
   a. Be timed to less than one minute.
   b. Allow Competitors to make up time on the public road.
   c. Have any lateness penalty applied except maximum lateness.
   d. Have an average speed of more than 20mph except on MA or B class roads.

Regularity Sections

8. Competitors must be informed in advance of the locations of the Start and Finish of any Regularity Sections.

9. Each Section must contain at least one Intermediate Time Control the location of which must not be given to Competitors in advance.

10. Competitors must however be advised in writing before entering such a Section whether they are required...
to stop at Intermediate Time Controls which must be identified by a Control Board.

11. Adherence to the time schedule in a Regularity Section is assessed by comparing the time of arrival at any Intermediate Time Control (or the Finish Time Control) with the time of arrival at the preceding Time Control. Timing whether or not the Vehicle is required to stop is based on the moment a car enters the Time Control area.

12. Penalties which must be specified in the Official Documents are imposed for stopping within sight of but outside the area of any Intermediate Time Control (or the Finish Time Control).

Transport Sections

13. Transport Sections are used to move Competitors between other types of Section where the route is not PR sensitive or densely populated.

14. Transport Sections must also comply with Art. 4 and 6 above.

15. If using roads with 30mph or 40mph limits in force Organisers must impose a lower average speed commensurate with the proportion of restricted roads in the Section.

16. Transport Sections must not:
   a. Be timed to less than one minute.
   b. Be less than four miles in length.
   c. Have any lateness penalty applied other than for maximum lateness.

Road Sections

17. Road Sections comprise any Sections of a route on a Hill Rally (excluding control and service areas) whether on the Public Highway or not and which link Special Stages.

18. When on the Public Highway these Sections must comply with Art. 1 – 16 above (except Art. 2 and 3 and 4.a)

Trials Sections

19. A Trials Section is a Test laid out over undulating ground designed to bring Competitors to an involuntary stop.

20. The Course comprises a series of ‘gates’ defined by marker canes where Competitors’ performance is measured according to the number of gates ‘cleared’ without stopping leaving the Course or touching a Course marker.

Special Stages

21. Special Stages are timed Sections run on roads or land for which the Event has exclusive vehicle access or on public roads officially closed for motor sporting purposes.

22. If run partly or wholly on unsealed surfaces they should be organised so that no Competitor achieves an average speed in excess of 50mph.

23. Special Stages should be over a distance of not less than a half mile.

24. No stage exceeding 20 miles may be run without written permission from ASN.

25. Special Stages should not:
   a. Include any Checks or Controls or other requirements which might require or encourage Competitors to stop.
   b. 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. Cross-roads used twice must preserve this 2025 National Competition Rules Chapter 20 Appendix 3 Definitions of Event Sections
separation. The barrier must consist of one or more of the following: tyres banded in threes straw bales earthbanks or similar immovable objects. Motorway cones or blocking tape are not suitable.

c. Use any currently or previously licensed Race Speed or Kart Circuit or any airfield (disused or otherwise) unless ASN has specifically approved the stage layouts and safety precautions.

d. Be routed closer than 75 metres to any parked aircraft unless there is a solid physical barrier at the edge of the course protecting the aircraft and a gap of 45 metres from the barrier to the aircraft.
CHAPTER 20 CROSS COUNTRY

APPENDIX 4

Organisers Regulations – Trials and Un-timed Events

Cross Country Vehicle Trials

1. These trials must be organised in accordance with App.1 and App.2 and App.3 and App.12 and App.13 as appropriate and the use of road sections should be avoided.

2. The Official Documents must clearly state if the highway is to be used (see App.2 Arts.1 – 16).

3. Where applicable Competitors should be split into equal groups which should start at different observed sections simultaneously.

4. The Start and Finish of observed sections must be marked by signs and the Starts should be reasonably flat and wide so that all Competitors can at least enter the Section.

5. The layout of sections should take account of the location of possible failure points and particularly for Tyro Trials safe exit routes.

6. The layout should facilitate marshalling by the minimum possible number of Officials.

7. Sections should be as wide as possible to allow a choice of route and as winding as possible to place a premium on driving skill (although the radius of all corners must be adequate for all vehicles entered).

8. Course markers should not be placed against trees.

9. The use of trees or natural hazards as course boundaries should be avoided.

10. If possible alternative routes should be planned in case of changes of weather condition.

11. It is recommended that Sections be laid out using a minimum of 10 pairs of marker stakes (see Appendix 11 Chart 1) of a minimum height of 1m and with colour coding to clearly identify each side of the route.

12. Metal rod markers should not be used.

13. Markers should be placed to avoid the likelihood of Competitors putting all wheels out between markers or where they are likely to be moved by bushes or branches.

14. Clearly visible sub-section numbers should have a minimum figure height of 50mm.

15. If sub-section numbers are not placed on both sides of the route they should be on the right-hand side with corresponding guide markers on the left.

16. Sub-section numbers should be closely grouped in areas of expected failure.

17. A minor proportion of the sections can be timed but any time penalties must be related using a published formula to points lost on a section.

18. Timed sections must be a maximum of 200m long and the maximum time allowed for the section shall be stated.

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

20. There should be sufficient Marshals at each observed section to ensure safety procedures are followed and adequate Judges in attendance (see App.1 Art.27).

21. Organisers may at any convenient time after the start of a Competition require any Competitor to increase or decrease their minimum permitted tyre pressure by a maximum of 5lbs/sq.in. This decision must be advised to Competitors in writing and sufficient time allowed for them to comply.
Junior Trials

22. Junior Trials must be organised in accordance with Arts.1 – 21 above and at all times during these Events Vehicles may only be driven under the instruction of an Official.

23. Where a Junior Trial is held concurrently with another Events at the same Venue the area for the Junior Trial must be adequately separated and clearly defined.

24. Special consideration must be given to the terrain chosen particularly regarding side slopes and drops and water should generally be avoided.

25. Where present the maximum depth of any water must be 0.2m.

26. There are three Classes of Junior Trial: Novice, Intermediate and Expert.

27. The maximum permitted gradients for each is as follows:

<table>
<thead>
<tr>
<th></th>
<th>Novice</th>
<th>Intermediate</th>
<th>Expert</th>
</tr>
</thead>
<tbody>
<tr>
<td>Longitudinal gradient</td>
<td>50%</td>
<td>60%</td>
<td>N/A</td>
</tr>
<tr>
<td>Transverse gradient</td>
<td>25%</td>
<td>35%</td>
<td>N/A</td>
</tr>
</tbody>
</table>

28. An ASN Observer may be appointed at Junior Trial Events.

Tyro Trials

29. These must be organised in accordance with Art.1 - Art.21 of this Chapter and the following:
   a. The terrain chosen should ensure that vehicles do not catch any bodywork on approach ramp breakover or departure angles and consideration should be given to the Vehicles entered when laying out sections.
   b. Any longitudinal gradient must be 50% maximum.
   c. Any transverse gradient must be 25% maximum.
   d. The depth of any water must be 0.3m maximum.

30. Vehicles must be capable of traversing sections without making contact with any trees bushes or other natural features.

31. No features may be included within sections which are likely to cause damage to the underside of competing Vehicles.

32. It is recommended that a non-competitive section is provided in the itinerary so that unlicensed and less experienced drivers are afforded the opportunity to familiarise themselves with their Vehicle and its controls without penalty and to be observed by the Clerk of the Course before the Competition starts.

Winch Recovery

33. The aim of these Events is to safely and precisely winch an object between two points via gates and different routes as defined in the written instructions. They must be organised in accordance with App.1 Arts.1 - 26 and the following:
   a. The Course can be laid out over any type of terrain but must be on private ground in an area prohibited to spectators. It must be taped or roped off to indicate the boundary to Competitors and spectators.
   b. Natural anchorages may be used at the discretion of the Clerk of the Course but must be protected from damage.
   c. All objects to be recovered must have a good quality chain attached to the satisfaction of the Clerk of...
the Course. If the object is a Vehicle then all glass must be removed where appropriate. The steered wheels may be locked in any position and one or more wheels may be removed.

d. The Clerk of the Course may stop a team if their mode of recovery is considered likely to be dangerous to Officials, Competitors, spectators or the natural terrain.

e. Penalty points will be awarded if any gate or previously specified object is touched by either the object or team.

f. The Organisers will allocate Competition Numbers at random and Teams will start in numerical order.

Promotional Events

34. These are non-competitive Events designed to enable participants to experience driving their Vehicles off-road and to introduce them to organised off-roading. They must be run in accordance with Chapter 3 App.7 and the following:

a. They must consist primarily of a liaison route or routes wholly off the Public Highway which may also include optional simple and non-damaging trials type sections.

b. The liaison routes and any special sections should be clearly marked and adequately marshalled.

c. Clubs may not organise more than three Promotional Events per year.
CHAPTER 20

CROSS COUNTRY EVENTS

Appendix 5 – Organisers Regulations – Timed Events

Cross Country Vehicle Timed Trials
1. These Trials must be organised in accordance with Appendix 4 Arts 1 – 21 and the following:
   a. The instructions must state the maximum time and the target time allowed to complete each section.
   b. The target time must be set at no more than 22mph (10m/s) average.
   c. The maximum length of any Timed Trial section must not exceed 320m.
   d. Events must be timed using equipment as specified in Art.7 below.
   e. Each section must be clearly identified (in accordance with Chapter 3 Appendix 3) and must be a prohibited area for all persons except Officials and those Competitors attempting the section.
   f. The Chief Scrutineer at a Timed Trial must be appointed from the list of ASN Technical Officials.

Competitive Safaris
2. Competitive Safaris must be organised in accordance with Appendix 1 and the following:
   a. All Courses must be on private ground and should be laid out at one venue only.
   b. Timed Sections must run over roads or tracks from which all Vehicle and animal traffic has been excluded. These need not be marked on definitive maps.
   c. The route should be made as safe as possible and unmistakable for Competitors and spectators.
   d. Means of access both to the section and to the site should be closed by barriers and signs to prevent any non-competing Vehicle gaining access.
   e. Warning notices as detailed in Chapter 3 Appendix 3 should be displayed and areas of particular danger (eg escape routes) should be marked with signs as specified.
   f. It should be impossible for anyone on foot to get on to any Stage through normal access roads or tracks without:
      i. Being aware of it.
      ii. Having been seen by an Official.
      iii. Having seen a warning notice.
   g. The Course can involve trials type sections the surmounting of natural obstacles or hazards or points at which the Crew may be required to dismount to perform a set task.
   h. Wherever possible the Course should be not less than one mile long and where the terrain makes this impossible at least a quarter mile long.

Timing
3. The average speed must not exceed 30mph unless run in accordance with minimum safety requirements of a Hill Rally Special Stage when the average speed must not exceed 50mph. Competitive Safaris timed in excess of 30mph shall be referred to as Safari Plus.
4. No Competitor exceeding the specified average speed should gain any advantage nor be penalised.
5. Competitors must not be offered any award for equalling or improving upon the target time or achieving the
fastest times or least penalties for such sections.

6. The Final Results must include a statement of the Course length.

7. For Clubmans Events the following is strongly recommended. Interclub and higher Events must be timed by:
   a. Certified equipment.
   b. Digital clocks to ASN Specification R or E/B.
   c. Recording clocks printing to seconds or
d. Automatic apparatus.

8. All times recorded must be to the previous whole second only.

9. Where timing is actuated by a light beam then Vehicles must be positioned at the Start with the part which will break the beam 1 to 2 metres behind the beam.

10. Where an Event is timed manually and the Start Marshal has instructed a Competitor that they are next to start the starting procedure shall be either of the following:
   a. The Marshal will give a loud verbal indication of 30 seconds to go 15 seconds 10 seconds and 5 seconds and then count down verbally each second 5-4-3-2-1-GO. Upon the Signal GO a visual starting Signal must be given which will normally be the raising of a flag from the bonnet (not the windscreen). Any other visual Signal to be used must be described in the Event Official Documents. False starts will be penalised in accordance with Appendix 11 Charts 3.h or 4.h.

   OR

   b. Before the illumination of the green light indicating that a Competitor may start a red light is illuminated warning that their countdown is imminent. The Official Documents must specify the countdown method. Timing will start from the green light whether or not the Competitor starts immediately on its illumination.

11. Courses and Stages where Competitors are required to start at intervals of less than one minute may dispense with the ‘30 seconds to go’ advance warning. This procedure must be advised in the Official Documents.

Course Organisation

12. There must be adequate communication between Start Finish and intermediate points.

13. Adequate Marshals must be posted along the Course particularly at any potentially dangerous points at any observed section and where recovery operations may be required.

14. Rescue Vehicles must be positioned at predetermined locations to transport any injured Crew or Officials to the medical or first aid facilities.

15. Motorised reconnaissance of the Course is forbidden unless specifically allowed by the Official Documents and then only if run to the requirements of a Promotional Event and in a controlled convoy with lead and tail official Course Vehicles.

Course Marking

16. The Course should have a clearly marked route so that no navigation is required and all Course markings should comply with Special Stage requirements.

17. The correct route should be indicated to Competitors by arrows and signs and by physical blockage of all but the correct road.

18. These indications must wherever possible be consistent with the illustrations at Appendix 11 Chart 1 and with the following:
   a. Arrowing should be reduced to a minimum and placed only at junctions.

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b. Really acute bends or hazards where a drastic reduction in speed is required should be marked by a **Caution Board**. Caution Boards comprising red exclamation Marks on a white background 51cm x 38cm will be displayed on each side of the **Stage** between 40 to 50 metres before the hazard. At the hazard a pair of diamond shaped orange markers at least 150mm x 150mm will be placed each side of the **Stage**. These will be repeated in pairs on each hazard if there is more than one hazard to which the warning refers (see Appendix 11 Chart 1).

c. All signs should be placed approximately 1.2m from the ground. Wherever possible arrows and signs should be Dayglo red or orange and should be easily visible. To avoid confusion multiple signs on one post should be avoided.

d. Advance warning signs for junctions should be between 50m and 100m before the junction. Two arrows should be visible on the junction fixed to form a 'gate' through which the **Competitor** will pass. Arrows may be angled to show the severity of the junction indicated by one of four basic positions either vertical horizontal raised or lowered by 45°.

e. An example of the method used must be shown to **Competitors** before the **Event**.

f. Consistency with the distance of the advance warning signs from their respective junctions is important throughout the **Event** and an explanation should be included within the **Drivers** briefing.

g. A vertical arrow should confirm the correct route immediately after a junction where the **Course** is not laid out on clearly defined tracks unless the next junction is clearly visible. Where the **Course** is laid out using clearly defined tracks a confirmation arrow is not required.

h. A wrong direction should be indicated by a standard No Entry sign (a red disc with a white bar) and all but the correct road should be visibly blocked by means of tree trunks.

19. The location of all danger spots on the route must be clearly marked in the **Road Book** or **Stage Tulip Diagrams**.

20. Special warning signs a minimum of 51cm x 38cm and fixed on a stake must be erected in a clearly visible position.

21. The sign must show two exclamation marks and be preceded at 50m and 100m by similar exclamation marks.

22. Both signs must be marshalled throughout the **Event**.

23. Other hazards should be indicated by single exclamation signs 50m and 100m before the hazard (an **ASN** list is available to **Organisers** on request).

24. 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 nature of the junction. Figures on this board should be at least 16cm high.

25. The junction should be preceded by similar signs at 100m and 200m showing Motorway-type count down diagonal bands.

26. **Judges of Fact** should be placed at the split junction to record penalties on **Competitors** overshooting and reversing back against the route of competitive traffic.

27. Where **Competition** routes merge on a lapping **Course** the angle between the two roads (prior to the common route) should be no more than 45° to each other and on joining should run separately but in parallel for at least 100m before merging.
28. Signs of a minimum size of 76cm x 51cm must be shown to Competitors as detailed in Appendix 11 Chart 2.
29. Arrows must have a bright preferably Dayglo finish facing the Competitor.
30. Where the Course changes direction repeatedly without any natural features arrows must have a contrasting colour on the reverse side (preferably matt black or white) with tape staked at reasonable intervals to further define the Course.
31. The Flying Finish Line must be located a sufficient distance from the Stop Line to allow Competitors to decelerate in a controlled manner especially where they proceed directly into a Service Area.
32. Bad weather slippery conditions and the speed potential of Vehicles crossing the Flying Finish Line will require a greater distance.
33. The area between the Flying Finish and the Stop Line should be free from bends sharp or deceptive corners or hazards such as gates or ditches. This area is prohibited to spectators.

Flag Signals
34. During a run it may be necessary to communicate to Competitors the need to proceed with caution or to cease Competition immediately. This will be achieved by the display of a flag to oncoming Competitors.
35. Proceed with Caution
   a. A requirement to proceed with caution shall be indicated by a Marshal wearing a high visibility tabard or vest displaying a held yellow Signal.
   b. On displaying the yellow Signal the Marshal must radio the deployment to the Event Control detailing the cause and Competitor involved and must radio to Event Control when the yellow Signal is withdrawn.
   c. Yellow Signals shall measure a minimum of 60cm x 70cm.
   d. Time lost whilst proceeding under caution will be regarded as force majeure unless a re-run is authorised by the Clerk of the Course in accordance with the provisions of the Official Documents and / or any Decision by a Judge of Fact when such Judges have been appointed.
   e. Failure to comply as instructed will incur a penalty of Disqualification.
   f. Where Live Recovery is in operation the process is further detailed in Articles.44 – 61 below.
36. Cease Competition
   a. 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 used.
   b. These Red Signals should be located at all locations where a rescue / emergency vehicle may re-enter the Course following a shortcut and at each Radio Point.
   c. Red Signals will be displayed at all Radio Points preceding the incident only on the specific instruction of the Clerk of the Course.
   d. Red Signals must be prominently displayed (held out steady not waved) by a designated Marshal who MUST wear a high visibility tabard or vest.
   e. Red Signals shall measure a minimum of 60cm x 70cm.
   f. Competitors who have been shown a Red Signal will be given a notional time for the run or a re-run.
   g. The time of the deployment of the Red Signal will be recorded and notified to the Clerk of the Course.
   h. Under no circumstances will any Vehicle be allowed to drive in the reverse direction of the Stage.
i. 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.

j. No Competitor will be permitted a re-run when a Red Signal is deployed.

k. Failure to comply as instructed will incur a penalty of Disqualification.

Senior Officials
37. The Clerk of the Course at a National or International Competitive Safari must be licensed as in Appendix 1 Art.13.

38. The Chief Scrutineer at a Competitive Safari must be appointed from the list of ASN Technical Officials.

39. An Event Safety Officer should be appointed experienced in the operation of current Competitive Safaris who appreciates the potential problems of Vehicles competing in differing conditions. The same Officer may also assume the duties of Chief Marshal and can be responsible for ensuring effective arrangements are in place to supplement the general marshalling strength organised by the Clerk of the Course as follows:

40. There should be pre-determined arrangements available for summoning appropriate emergency services via rendezvous points if necessary to the scene of an incident.

41. Unless the complete route is visible from the Start or Finish areas there should be an effective radio communications network (excluding CB radios) operated through a nominated Controller under the direction of the Clerk of the Course linking Officials at the Start Finish and intermediate Radio Points with rescue and medical services.

42. Radio Point signs as follows should be displayed at and before all designated Radio Points:

Approximately 100m Yellow before Radio Point background

At Radio Point Blue Background

43. 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.

Live Recovery
44. At Competitive Safaris and Hill Rallies Live Recovery (the recovery of stranded Competitors whilst the Course or Stage is still live) may only be undertaken in accordance with the following:

45. The Official Documents must state whether Live Recovery will be operating at an Event and the Clerk of the Course must brief Drivers on the procedures.

46. Live Recovery can only be undertaken by dedicated Specialist Recovery Vehicles (SRVs) deployed by the Clerk of the Course at potentially difficult locations.

47. Live Recovery must not be used for accidents which must be dealt with by the appropriate medical and rescue services deployed by the Clerk of the Course.

48. The SRV must comply with Appendix 10 Arts.50 – 55 and be equipped with appropriate tyres substantial
towing points a suitable tow rope a **Yellow Signal** a roof mounted amber warning beacon and a radio (either on the **ASN** medical and safety frequency (**Appendix 2 Art.17.h**) or on a PMR frequency licensed for the **Event**: CB Radio is not acceptable).

49. The **Crew** will comprise a minimum of two people who must always wear high-visibility jackets. The first will operate the **SRV** and radio communications the second will warn other **Competitors** that **Live Recovery** is in progress by displaying a **Yellow Signal** at a suitable distance ahead of the recovery location.

50. It is the **Competitor**’s responsibility to attach and detach the tow rope from the **SRV Vehicle** during **Live Recovery**. Exceptionally where available a third **Crew** member can attach and detach the tow rope and supervise the operation. Three-person **Crews** are strongly recommended for **National Events**.

51. Procedures must be identical for each **SRV** deployed at an **Event**.

52. The procedure for a **Live Recovery** operation must be as follows:

53. The **SRV** must report the number of the stranded **Vehicle** by radio and should not commence operations without permission.

54. The second **Crew** member then proceeds on foot to a safe distance ahead of the stranded **Vehicle** and displays a **Yellow Signal** to warn other **Competitors** that a **Live Recovery** is taking place.

55. The **SRV** must display a flashing amber beacon and flashing hazard lights at all times during **Live Recovery**.

56. In reaching a stranded **Vehicle** it must avoid travelling across or along the **Course** except in positioning itself to approach the recovery from a down-course direction and place the stranded **Vehicle** between it and approaching **Competitors**.

57. **Course Marshals** may assist the **SRV Crew** and must ensure all spectators are kept clear.

58. Wherever practicable the stranded **Competitor** must be pulled through or over any obstruction in the direction of travel along the **Course**.

59. When the **SRV** is in position the first **Crew** member should instruct either the **Passenger** or **Navigator** of the stranded **Vehicle** (or the third **Crew** member) to attach the tow rope between the **Vehicles**. Once attached they must stand clear and indicate to the first **Crew** member that it is safe to commence recovery.

60. On completion of the recovery the first **Crew** member will indicate to the **Passenger** or **Navigator** (or third **Crew** member) that it is safe to detach the tow rope between the **Vehicles** ensure that the tow rope is properly stowed and then indicate to the first **Crew** member that it is safe to move the **SRV** clear.

61. Once the first **Crew** member reports that the **SRV** is clear the second **Crew** member can allow **Competitors** to proceed past the recovery location.

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**Hill Rallies**

62. These must be organised in accordance with **Arts.1 – 61 above** and **Appendix 1 and 2** to this Chapter and the following:

a. **Competitors** must be seeded in order of anticipated performance with the first **Competitor** having the best performance potential unless the **ASN** has given prior approval to the contrary.

b. All **Special Stages** must not be less than a quarter mile long in demanding terrain or 1 mile in other instances.

c. Trials-type sections or tests may be incorporated within **Special Stages**.
Duties and Responsibilities of the Clerk of the Course

63. In addition to the responsibilities detailed in Arts.135 – 145 below the Clerk of the Course should ensure the following Arts 64 – 82.

64. The use of the public forest estates managed by Natural Resources Wales, Forestry and Land Scotland and Forestry England has been approved by the ASN. Permission must be applied for by an annually specified date prior to the relevant Forestry Year. No contact should be made with the Forestry Commission prior to receiving approval from the ASN or an appointed Forestry Liaison Officer.

65. Other motor sport users of Venues to be included in Special Stages must be notified of arrangements.

66. The Chief Scrutineer must be appointed from the list of ASN Technical Officials.

67. A Stage Commander should be appointed for every Stage with the responsibility for ensuring that the Stage complies with the Regulations.

68. An Event Safety Officer should be appointed. The Officer should be experienced in the operation of current Hill Rally Stages and have an appreciation of the performance of Hill Rally Vehicles in differing weather conditions.

69. The Event Safety Officer should be assisted by a Spectator Safety Officer who is responsible for specific arrangements to accommodate spectators in suitable areas to prevent them accessing unsuitable areas and to make suitable access facilities for spectators’ use.

70. The Event Safety Officer is responsible for ensuring effective arrangements to supplement the general Marshalling strength organised by the Stage Commander as follows:
   a. Ensure arrangements are available to every Stage Commander for summoning appropriate emergency services via rendezvous points if necessary to the scene of any incident
   b. Unless the complete route is visible from the Start or Finish areas provide an effective radio network operated through a nominated Controller under the direction of the Stage Commander linking Officials at Start Finish and intermediate points with rescue and medical services. The frequency must be secure and either the ASN Safety Frequency or a privately-licensed frequency to Ofcom Regulations.
   c. 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 Controller’s Licence (Notes on radio procedure are available from the ASN).

71. Written instructions on the operation of the Stages 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 prior to the Competition is to be kept to a minimum; that the Crew of each Course car has specific duties allocated by the Clerk of the Course on which they must report to the Stage Commander (or Deputy) immediately on completing each Special Stage; and that no Stage can start until the Zero car Crew have confirmed that the Stage is ready for Competitors and Marshals have any spectators on the Stage under their control (see Arts.157 – 164).
   b. That there must be no movement of any Vehicle or of the rescue services once the Stage has opened without the specific approval of the Stage Commander and then only after suspending the Stage and being satisfied that it is cleared of competing Vehicles.

72. On Special Stages where it may be necessary to authorise the movement of non-competing Vehicles prior to the Stage being cleared a system of Red Signals must be in place (see Art.34)
73. These **Signals** can only be located at radio points and only displayed on the specific instruction of the Clerk of the Course or the Stage Commander.

74. **Red Signals** must be used when there is a possibility of non-competing Vehicles and rescue services moving on a Stage ahead of competing Vehicles.

75. There must always be a **Red Signal** displayed at the Point where rescue or emergency Vehicles join the route of a Stage.

76. **Competitors** must be advised in writing which Stages are operating this system and the procedure which they must adopt (See Appendix 9 Arts. 76 – 87 re Special Stages).
   a. That under no circumstances will any car be allowed to drive in the reverse direction of the Stage.
   b. That detailed emergency procedures and equipment have been made available by the Event Safety Officer.
   c. That the priorities in dealing with an incident are first to deal first with the injured by removing them in a suitable Vehicle if it is safe 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.
   d. That no Competitor will be permitted a re-run of a Special Stage.
   e. That the system of ensuring Competitors are positively monitored and checked through a Stage is explained. Organisers may either use numbered Stage timecards or note the previous Competitor’s Competition number with the next Competitor to leave the start.
   f. That all non-competing Vehicles are parked in a safe place or at least 30m from a road or track used as a Special Stage between a point in advance of the Start control and a point 100m beyond the Finish stop Control. Non-competing Vehicles required solely for purposes of safety may be parked at any place designated by the Stage Commander as suitable.
   g. That any road or track which can form an escape road between the start and stop controls should be kept clear and unobstructed for a distance of at least 100m bearing in mind the potential approaching speed of a Competitor.
   h. That the location of any competing car that fails to complete the Stage is reported to the Stage Commander.
   i. That the information required by the Clerk of the Course to consider Art. 81 below is available if the Stage is interrupted or stopped for any period of time.
   j. That reasonable precautions are taken to protect private property located adjacent to any Stage against damage.

77. If the normal running of a Special Stage is stopped for any reasons after the passage of one or more Competitors and it proves impossible to allow other Competitors to cover the Stage competitively the Clerk of the Course can give each Crew that has not covered the Stage a notional time corresponding to the slowest time set up before the interruption.

78. If the slowest time represents a complete anomaly the next slowest time should be retained (and so on until the 5th slowest time).

79. However no Crew which is totally or partially responsible for stopping a Stage can benefit from this measure.

80. If they finish the Stage they will be given the time which they actually set even if this is greater than the time awarded to other Crews by application of Appendix 7 Art. 19.
81. In any Event seeding Competitors in reverse order of anticipated performance the Clerk of the Course can give to Competitors a notional time corresponding to the fastest time set at the moment of any interruption or apply the next fastest time (up to the 5th fastest time) if the fastest time represents a complete anomaly.

82. The Clerk of the Course has the right to:
   a. Impose a Penalty of Disqualification pursuant to a Judicial Hearing in accordance with Chapter 2 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.
   b.Impose further penalties under Chapter 2 as appropriate.
   c. Appoint Officials to search Competitors and their Vehicle for unauthorised Pace Notes. There should be two such Officials one male to check male Competitors and one female to check female Competitors.

Special Stages
83. The route of a Special Stage may not be defined by grid references or any other method requiring Competitors to choose their own route.
84. Every effort should be made to site the Flying Finish at a point where Vehicles can be expected to be travelling slowly as a result of a preceding bend or hazard.
85. No practicing or testing is permitted on any Special Stage before any Event unless specifically authorised by the ASN.
86. The Flying Finish line must be at least 200m before the stop line which should be at least 100m before any Public Highway.
87. Bad weather slippery conditions and the speed potential of Vehicles crossing the Flying Finish line will require these distances to be extended.
88. The area between the Flying Finish and the Stop Line should be free from bends sharp or deceptive corners or hazards such as gates etc.
89. This area must be prohibited to spectators.
90. All Officials should be clearly identifiable and wherever possible:
   91. Be in visual contact throughout the length of the Stage.
   92. Be in sight of all signs and arrows and at prohibited areas.
   93. Be placed where the public are expected to arrive to watch the Stage.
94. Have some pre-arranged system for warning spectators of the approach of Vehicles.
95. Be under the control of a Sector Marshal if appropriate.
96. Where a Special Stage forms a continuous circuit Competitors must not be required to complete more than two laps.
97. Organisers should allow at least 100m separation from the start of the Stage before Competitors join other Vehicles already on the Stage.
98. No individual Stage on a multi-venue Hill Rally may use any particular section of road or track more than four times.
99. Throughout the Event Stage Timing will be to the preceding second using specified equipment.
100. The timing of any section should be recorded so that Competitors can ascertain its correctness. This prohibits the 'setting back' of the section finish watch.
101. Timing must be from a **Standing Start** to the **Flying Finish** line.

102. No **Competitor** should be allowed to gain an advantage by exceeding the specified average speed.

103. The time based on this average is referred to as the **Stage Bogey Time**.

104. No award can be made to **Drivers** who improve upon or equal the **Bogey Time** or for the fastest time or least penalties on such a **Stage**.

105. **Competitors** must not be started from any **Stage** start at intervals of less than one minute unless in accordance with the following procedures:
   a. Starts of between 30 second- and one-minute interval are permitted provided no undue difficulties are foreseen and:
   b. The **Stage** has no split route and does not exceed a total length of four miles if on an unsealed or mixed surface or eight miles if completely on a sealed surface.

106. The **Stage** is neither a currently nor previously licensed **Race Speed** or **Kart Venue** or an airfield (disused or otherwise).

107. No part of any **Stage** traverses the same section of route during the running of that **Stage** or as part of another **Stage** running concurrently. If the **Stage** constitutes a continuous **Circuit** it must be less than one lap.

108. **Competitors** have been seeded by the **Organisers** by performance in accordance with Art.62.a above without dispensation.

109. That suitable timing arrangements have been made at the **Finish Line**.

110. Authorisation for **Stages** not covered in Arts.105 – 109 above 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 number and location.
   b. The length of the **Stage** and the type of surface (forest tarmac etc).
   c. The average width of the road or **Track**.
   d. Diagram(s) of **Venues** showing **Stage** routes and safety provisions.
   e. The number of times **Competitors** are attempting the **Stage**.

111. If **Competitors** are attempting the **Stage** more than once the time interval between a **Competitor’s** first and second run and the possibility of catching previous **Competitors**.

112. Whether **Competitors** attempting their second run will be interposed with **Competitors** still attempting their first run.

113. Whether the **Stage** has a split route and if so how far this is into the **Stage**. On unsealed surfaces the **Stage** must not consist of more than 2.5 miles of common route.

114. Whether extreme weather conditions will adversely affect a fair **Competition**.

115. Confirmation that suitable timing arrangements have been made at the **Finish Line**.

116. Any access to any part of a **Stage** whether from a car park or through entrances should be protected by warning notices as specified in Chapter 3 Appendix 3 Warning Notices: Art.2 Notice A and Art.6 Notice B and is subject to the requirements of visibility provided at Chapter 3 Appendix 3 Art.8.

117. A copy of the **Safety Code** should be displayed at all entrances where the public are likely to enter and in areas considered to be hazardous (including escape routes and prohibited areas).

118. On **Stages** or **Events** where it is intended to charge for admission whether directly or by programme sales specific **ASN** approval must be obtained prior to any publicity material (which must include the **Safety Code**).
being circulated.

119. The ASN will not authorise any admission charge for spectators unless adequate safety precautions for them appropriate to speed Events are in place.

120. Where the nature of a Venue means it is impractical to apply such precautions or access by the public cannot reasonably be controlled then only a car park charge may be made for which no ASN approval is required.

121. For Events with a published programme or where information is published which gives details of the location of Special Stages a copy of the Safety Code should be included for the guidance of spectators.

122. The organisation of Special Stages should seek to ensure the route is made as safe as possible and unmistakable to Competitors and spectators alike.

123. Means of access onto the Stage should be closed by sufficient barriers and signs to prevent any non-competing Vehicle gaining access.

124. It should also be impossible for anyone on foot to get on to any Stage through normal access roads or tracks without:
   a. Being aware of it.
   b. Having been seen by an Official.
   c. Having seen a warning notice.

125. Fire extinguishers of a minimum 9kg total capacity in units of not less than 6kg each (20lb / 9kg dry powder type) must be available in any area defined as ‘Service Area’ or ‘Paddock’ and any area in which competing Vehicles are assembled awaiting their attempt at the Stage(s) and at Stage finishes.

Course Vehicles

126. The only category of Course Car that may be driven through a Stage at near competitive speeds will be a Zero car identified by carrying markings of 0 00 or 000 as appropriate.

127. No other Official car can carry such markings.

128. Zero Vehicles must be the last Vehicles to traverse a Stage before the first Competitor unless the Clerk of the Course authorises otherwise.

129. Zero Vehicles must only stop on the Course in the case of emergency and must be fitted with an effective method of communicating with the start control Officials.

130. With the exception of Class eligibility all Zero Vehicles must pass the same pre-Event scrutiny as Competitors.

131. There must only be two Crew member in each Vehicle and they must wear helmets and seat belts and have fire extinguishers fitted as is mandatory for Competitors.

132. Both Crew members must be signed-on Officials. It is recommended that the Driver is a Competition Licence holder and that one of them has been involved in pre-Event planning.

133. No Driver who is barred from holding a Competition Licence may drive an Official Course or Zero car over a competitive safari Course.

Special Stages: Arrows and Signs (see also App.9 Arts.76 – 87)

134. The Course for those parts of Hill Rally Special Stages which are run on defined tracks must be defined in accordance with Arts.16 - 18. Where the route does not follow defined tracks the Special Stage shall be
marked as follows:

a. Pairs of arrows must be erected to form a gate; sufficient stakes should be used to ensure each arrow remains standing and indicating the correct direction.

b. The arrows must point in the direction that the Stage continues after the gate.

c. Consecutive gates must be approximately 100 metres apart or in sight of each other allowing for the lower seating position of Crews in non-production Vehicles. They should be approximately 6 metres wide but in soft ground where a choice of route may be given they can be approximately 20 metres wide.

d. A single warning arrow must be positioned approximately 25 metres ahead of numbered locations (rather than intermediate gates) and changes of direction of over 45° indicating the direction to be followed at the location.

e. If there is any doubt about route direction tape should be used to form a funnel in the correct direction or to define the outside of a corner.

f. Where the Course repeatedly changes direction without any natural features tape staked at reasonable intervals should be used to define the Course.

g. All roads and tracks used must appear on the Competitors' maps or any tulip diagram supplied. These should show junction or hazard numbers or letters indicate the intermediate mileages between junctions any danger spots and hazards and the direction to be taken. This diagram must be approved by the ASN prior to the Event.

h. Location numbers must be placed on the single warning arrow as required by a. – f. above.

i. Each digit must be black and measure 76.3mm high and 12.7mm thick.

j. They must be in a sans serif font on a white background a minimum of 147mm tall x 104mm wide (ie if there are two digits the background will be 208mm wide).

**Multi-Use Hill Rallies**

135. The Official Documents for Multi-Use Hill Rallies must state whether the Public Highway is being used or not.

136. No Stage route may be used more than twice.

137. For a Stage route to be recognised as different it must vary by at least 20% if run in the same direction or for it to be reversed.

138. No part of a Stage may be used in any one direction more than 12 times during any Event.

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

140. A Co-Driver who has signed-on must be carried in each competing car and no practising is allowed.

141. Fire extinguishers must be available in any area defined as a service area or paddock and any area in which competing Vehicles are assembled waiting their attempt at a Stage.

142. The ASN may appoint a Steward for any Event and will do so where an Event is confined to one venue.

143. Written ASN permission must be obtained in advance in respect of any other activity being held at the time of the Event at the venue to ensure whether suitable insurance can be arranged.

144. PR work in accordance with Appendix 12 must be undertaken irrespective of whether or not the public highway is used on the Event.

145. The Clerk of the Course at a National or International Hill Rally must be licensed as required by Appendix 1.
Art.13.

Service Areas
146. All Service Areas should be under the supervision of a Safety Officer with suitable means of contacting the Emergency Services.
147. Special care must be taken to ensure that the areas are kept secure from spectators and that all aspects of Health and Safety Regulations are observed.
148. Adequate fire extinguishers must be available at the site.

Emergency Vehicles
149. The equipment and licensing criteria for Rally emergency Vehicles are listed in Chapter 11.
150. These Vehicles comprise Rally Recovery Units, Rally Rescue Units and Stage Safety Units (SSUs).
151. maintain safety cover unless licensed Vehicles are available SSUs should be able to provide rescue first aid and firefighting to incidents within 15 minutes (ie starting from the beginning of a Stage and proceeding in the direction of the Stage).
152. It is recommended that an SSU is stationed at each Stage start.

Medical and Safety Cover Multi-Use Hill Rallies
153. At each Venue there must be:
   a. A Doctor or ASN Registered Paramedic.
   b. An ASN-licensed Rally (or Dual) Rescue Unit.
   c. A Recovery Unit.
154. 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.
155. Their responsibilities should include the detailed organisation of doctors their planning and deployment within Stages the organisation of ambulance meeting points and the notification of hospitals in relation to the Stages.
156. The Chief Medical Officer or Chief Paramedic and Safety Officer in liaison with Stage Commanders should be aware of the evacuation routes from all Stages and rendezvous points.
157. Following consultation with the Clerk of the Course the Chief Medical Officer or Chief Paramedic may appoint a suitable deputy to take over the Chief Medical Officer’s or Chief Paramedic’s duties in an emergency.

Hill Rallies Other Than Multi-Use
158. For Clubman, Interclub and National Multi-Venue Hill Rallies there must be at every Stage (or group of Stages of which a maximum three are permitted in close proximity):
   a. A doctor or ASN Registered Paramedic.
   b. An ASN Licensed Rally (or Dual) Rescue Unit.
159. In addition those Stages without an ASN approved Rescue Unit may position an ASN Licensed SSU at the start.
160. For every Stage in excess of nine miles in length in addition to the above there must be at a suitable mid-point:
a. A doctor or ASN Registered Paramedic.
b. An ASN-licensed Rally (or Dual) Rescue Unit or an ASN-licensed SSU.

161. It is recommended that an ASN-licensed Recovery Unitor a commercially operated Recovery Unit is placed at or near those Stage start locations where a Rescue Unit is positioned.

162. For International Hill Rallies (other than FIA Championships) there must be at every Stage start:
   a. A doctor or ASN Registered Paramedic.
   b. An ASN-licensed Rally (or Dual) Rescue Unit.
   c. A Recovery Unit.

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

International and National Hill Rallies

164. It is recommended that the Chief Medical Officer is appointed from the ASN Register and approved for the grade of Rally being run.

165. A senior Medical Officer should also be appointed for each Stage and be positioned at the Stage start to work under the instructions of the Stage Commander.

166. Doctors should carry sufficient equipment as they feel necessary for the performance of their duties. The following is suggested:
   - Airways x2
   - Cervical collar
   - Two large field dressings
   - Powerful hand torch
   - Space blanket
   - First aid kit.

167. It is recommended that Organisers have available a full resuscitation kit.

168. All accidents and incidents involving injury must be reported in writing by both the Medical Officer and Stage Commander to the Clerk of the Course. A completed ASN report form signed by the Doctor should be sent to the Medical Consultant at the ASN.

Cross Country Orienteering

169. These Events must be organised in accordance with Appendix 1 Arts.1 - 26 and the following:

170. There should be no merit attached to being the first to arrive at any point nor should it be necessary to arrive at any point other than the Finish by a specified time.

171. If an overall speed limit is set for an Event it must be possible to win without exceeding an average speed of 10mph from Start to Finish. Participants must not be required to travel more than 50 miles nor to perform any task or solve any problem that is likely to offend anybody not taking part in the Event.

172. When running an Orienteering Event at night careful consideration should be given to restricting auxiliary lights. Such restrictions must be specified in the Official Documents for the Event.

Team Recovery

173. Any Team Recovery Event must be organised in accordance with Appendix 1 Arts.1 - 26 and the following:

174. The Event must be on private ground.
175. The use of the **Public Highway** including **Rights of Way** is forbidden.

176. Only **Vehicles** within the same team may be on any observed section at the same time.

177. At each observed section **Official Recovery Teams** must be on duty in the location specified by the **Clerk of the Course**.

178. **Rescue Vehicles** must be positioned at predetermined locations to evacuate any injured party.

**Point to Point**

179. **Point to Point Events** must be organised in accordance with Appendix 1 Arts.1 - 26 and the following:

180. They must be on private property at one venue only. They can incorporate open ground tracks or roads and can include arduous or demanding areas water **Courses** and other natural obstacles or hazards.

181. The ground should be an open area and positive steps (including the closure of tracks) should be taken to prevent **Vehicles** meeting at blind points.

182. Only **Vehicles** from the same team may be in any point at the same time.

183. The **Event** must be timed in accordance with the requirements of Art.21 above.

184. **Rescue Vehicles** must be positioned at predetermined locations to evacuate any injured party.

185. Adequate **Marshals** must be positioned at each point to be visited and at locations overlooking the areas that **Competitors** will cross.

**Challenge Events**

186. **Challenge Events** must be organised in accordance with Appendix 1 and Appendix 2 and the following;

187. The aim of the **Event** is to drive tow and or winch a **Vehicle(s)** to the various identified points within the **Competition** site the location of which will be indicated in the **Official Documents**.

188. At each location will be a means to prove that the **Vehicle** has reached the location this will be identified by a number to verify it is the desired objective and will be attached to a fixed point by a cable. A score card (or other device) (attached by the **Scrutineer** in a consistent point on all **Vehicles**) must be marked as proof that the location has been visited. The **Vehicle** must negotiate close enough to mark the scorecard without detaching either component.

189. The **Official Documents** will specify:
   a. whether the **Event** is for single **Vehicles** or teams of **Vehicles**.
   b. whether there is a class structure and specify the eligibility requirements for classes.
   c. The start time finish time and any penalty which will be applied for late finishing.
   d. any start order and the method arrived at for employing it.
   e. the values of each point visited or any formula which is used to calculate the value of each point visited.

190. In addition there may also be **Special Tasks** at certain locations which are worth extra points. These may take the form of driving mental or physical tasks these may involve the use of the competing **Vehicle** or alternatively a **Vehicle** may be provided for the task. Each task will be overseen by a **Marshal** who will issue instructions and record the score.

191. The **Official Documents** will specify the number of **Special Tasks** available on the day and their maximum scoring potential.

192. **Special Tasks** may be timed to an accuracy of one second.

193. Where a winch cable or rope may be deployed the area of that section shall be no less than the length of the
outstretched winch cable of rope and only Competitors attempting the section and the observing official may be present in the Section. Where Official Documents require all Competitors to use synthetic winch rope the width of this area may be reduced.

194. Winch cable and rope must be presented in a serviceable condition.

Cross Country Driving Tests

195. These Events must be organised in accordance with Appendix 4 Arts.29 - 31 and the following:

Driving Test Layouts

196. Vehicles must not be allowed to travel more than 25m (between manoeuvres) without having to stop astride a penalty line reverse or drive clear of the line or manoeuvre in a garage or box.

197. Competitors must either stop astride a penalty line or make a change of direction of at least 90° at a distance of not more than 20m before the Finish Line.

198. The route must be made available to all Drivers before any Test.

199. The Start and Finish of all Tests must be in a forward direction.

200. All Tests must be arranged so that the whole of the Course is visible to the Driver from the Start Line unless Competitors are given the opportunity to walk the Course beforehand.

201. There must be no optional direction of travel except as specified in Appendix 9 Art.154.

202. Clarification of where and how a change of direction may be made without incurring a penalty must be available on request to all Competitors before the start of any Test.

203. Spin turns are not permitted.

204. Practising for tests is not permitted.

205. Markers should be not less than 1m in height unless the Supplementary Regulations (Official Documents) or test instructions specify otherwise.

206. Lines and gates must have a minimum width of 3.5m.

207. Any ‘garage’ must have a minimum length of 6m and a minimum width of 3.5m.

208. When Competitors are required to perform a 180° turn in a box the size of the box must be sufficient to contain a circle of 16m diameter.

209. Each test should be designed so that a Competitor is not expected to engage reverse gear more than four times (ignoring manoeuvres to correct mistakes).

210. Each test must be run at least twice.

211. Each Competitor’s worst performance at each test will be discarded in arriving at total penalties for the Event.
CHAPTER 20 CROSS COUNTRY

APPENDIX 6

Competitors Regulations – All Events

1. Any Competition Licence holder who permits the unauthorised presence at any time of any Vehicle on a known or former Cross Country Course, a Special Stage or on private property including land owned or managed by the Defence Infrastructure Organisation, Natural Resources Wales, Forestry and Land Scotland, the Forestry England or DAERA Forest Service NI will be Disqualified from any related Event and may be referred to the ASN National Court.

2. No verbal instruction to Competitors regarding routes time schedules layouts or performance in a Stage or Test or section issued during an Event will be valid.

3. Any instruction relating to these matters must be displayed as an official notice at least 30 minutes before the first Vehicle is due to start a Competition or issued in writing to each Competitor who must acknowledge receipt by signing an appropriate form provided by the Organiser.

4. At the start each Competitor, Passenger and Vehicle will be checked for eligibility.

5. Any Competitor not reporting as instructed may be fined Disqualified or may forfeit their starting position.

6. Drivers and Passengers must produce a valid Club Membership Card and Competition Licence as detailed in Chapter 6.

7. For any Cross Country Event where crash helmets are required and irrespective of licence grade Drivers, Navigators and Passengers who have any notifiable condition referred to in Chapter 6 may not apply for their Competition Licence on the day and should allow a calendar month for their application to be assessed and processed by the ASN.

8. Drivers at Hill Rallies, Competitive Safaris, Team Recovery, Point to Point, Challenge Events and all Events crossing a Public Highway must hold a current valid RTA Licence appropriate to the Vehicle.

9. Drivers at Trials, Winch Recovery, Gymkhanas, Treasure Hunts and Orienteering must also hold a current valid RTA Licence appropriate to the Vehicle but the Official Documents can permit entries from
   a. Drivers who are 16 or over but who do not have a current valid RTA Licence for the Vehicle provided their Passenger holds such a licence and is experienced in Cross Country Trials.
   b. Drivers aged 15 or over where the Competitor has finished four Tyro Trials in a road legal Vehicle and either:
      i. the Vehicle is road legal, or
      ii. the Vehicle is a special Vehicle as defined by Appendix 8 Art.53.
   c. Proof of finishing may be recorded on the Licence Upgrade Card or other suitable means.

10. Drivers at Timed Trials must hold a current valid RTA Licence appropriate to the Vehicle exceptionally the Official Documents may permit Drivers aged 16 or over who do not hold a current valid RTA Licence appropriate to the Vehicle where the Competitor has finished four Cross Country Trials.

11. The Vehicle may only be driven between observed sections by a Crew member holding a valid full RTA Licence. For Tyro and Junior Trials see Arts.29 – 31 below and Appendix 8 (Tyro Trials and Junior Trials).

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

13. Upgrading of **Competition Licences** is provided in Chapter 6.

14. **Vehicles** competing in **Cross Country Events** must comply with Technical Regulations Appendix 10 and Chapter 7 as appropriate.

15. **Vehicles** may be divided into **Classes** as specified by the Official Documents.

**The Crew**

16. For **Hill Rallies** and **Competitive Safaris** all **Competitors** must wear approved crash helmets in accordance with Chapter 9 and FIA approved FHRs and clothing which covers the arms legs and torso up to the neck and unless a laminated glass windscreen or minimum thickness 4mm plastic windscreen is fitted the **Crew** must wear goggles or visors to protect the eyes.

17. For **Timed Trials Team Recoveries** and **Point to Point** all **Competitors** must wear approved crash helmets in accordance with Chapter 9 and clothing which covers the arms legs and torso up to the neck and unless a laminated glass windscreen or minimum thickness 4mm plastic windscreen is fitted the **Crew** must wear goggles or visors to protect the eyes.

18. In addition **Competitors** in **Sports Utility Task Vehicles** must wear an FIA approved FHR device fitted in accordance with FIA regulations.

19. Wearing of flame-resistant clothing and gloves is strongly recommended for all **Events** including untimed **Events**.

20. The **Official Documents** may require crash helmets to be worn in untimed **Events**.

21. Seat belts must be worn on all timed **Events** except **Team and Winch Recovery** and are strongly recommended at all **Events**.

22. Any means of identification fixed for the **Competition** must be removed when a **Competitor** retires or is **Disqualified** from or completes the **Event**.

23. **Vehicle Competition Numbers** must be displayed as required by these **Regulations**.

24. The same **Driver** must drive throughout a **Competition** and except with official approval the people carried at the start of an **Event** must not change during the **Event**.

25. Only the nominated **Driver** and / or **Co-Driver** listed on the **Entry** form can drive during a **Competition** unless the **Official Documents** specify otherwise.

26. No person under 16 years of age can be carried in an open **Vehicle** during an **Event** and no one is permitted to ride other than in a proper seat.

27. No **Driver** may drive for more than 200 miles without rest or relief either by halting the **Vehicles** for at least one hour or by a change of **Drivers**.

28. No competing **Vehicle** may carry more than one physically disabled person whose participation must be authorised in accordance with Chapter 6.

29. The minimum age for taking part in a **Junior Trial** is 8 years.

30. **Competitors** are not eligible for **Junior Trials** on or after their 18th birthday.

31. All **Competitors** must comply with Chapter 6 in respect of the counter-signatory of **Parent** or **Guardian** in respect of **Entries** and a minor **Competitor** shall not take time off from school to compete.
CHAPTER 20 CROSS COUNTRY

APPENDIX 7

Competitors Regulations All Events using the Highway and Hill Rallies

Route Details
Note: the limitation on maximum distances to be driven by Competitors
Note: Penalties are provided in Appendix 11.
Note: *indicate matters that should be notified in the Official Documents.

1. The onus of following the correct route rests with the Competitor who must visit controls in the order set out in the Road Book or Route Card unless otherwise specified.
2. A Control is considered to extend for 50m around the actual point at which Officials are located unless clearly visible signs are displayed to define a different area.
3. The direction of approach to or departure from a Control can be specified.
4. Non-compliance with Art. 3 above requirement by passing a Control travelling in the wrong direction or visiting a Control or check more than once may involve a Penalty.
5. No private road track can be used by Competitors unless specific permission is given in the Road Book or Route Card.
6. Officials must be on duty at all Controls where it has been indicated in the Official Documents that they will be manned. If Officials are not present at a Control during the whole period when Competitors are due to report all performances at that control point will be ignored in compiling the Results.
7. All performances will also be ignored if a control is not sited at the location specified in Official Documents.
8. The onus of ensuring all the information required by the Organisers in the Official Documents is clearly and legibly recorded at the appropriate time and place rests with the Competitor.
9. Should any entry on a Time Card not be legible or not appear authentic it may be ignored.
10. Organisers can refer to Marshals' check sheets in case of doubt.
11. If there is a discrepancy between the time allowance shown by 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.
12. It is an offence for any Competitor to proceed or continue in an Event until the information required by App.2 Art.20 is provided.

Rights and Duties of the Organisers (see also Chapter 3)

13. Judges may be appointed to adjudicate on:
   a. Failure to stop at Stop or Give Way signs.
   b. Failure to comply with the Regulations in respect of Special Stages.
   c. False starts on Stage, Test or standard sections.
   d. Unauthorised use of auxiliary lights.
   e. Unauthorised possession of recorded notes or unlicenced radio equipment or intercoms or
f. Unauthorised servicing.
g. Unauthorised smoking.
h. Excessive Noise (measured by meter) (see Chapter 7).
i. Violation of out of bounds areas.
j. Violation of crash helmet or seat belt regulations.

14. Driving Standards Observers (DSOs) 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.

15. Any Competitor driving at an excessive speed in a reckless manner or in a manner likely to bring motor sport into disrepute or convicted of any driving offence committed during an Event may be Disqualified.

16. Checks manned 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.

17. The Official in charge of any control or check may mark or withhold a Competitor’s Road Book, Route Card or Time Card if the Vehicle concerned has suffered damage to its exhaust system.

18. *The Organisers may establish a Control at any point for the purpose of observing maintenance of a set speed time schedule or route provided that the intention to do so is stated in the Official Documents and Competitors are given all the necessary information for them to comply with the requirements which are to be observed.

19. After a Competition has started Organisers will not accept any claim from Competitors in respect of Force Majeure or baulking. Despite this the Clerk of the Course has the right to Disqualify any Competitor proven to have unreasonably baulked another.

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

Finish – Events Using the Public Highway

21. To be classified as a finisher a Competitor must report to at least two-thirds of the controls listed in the Road Book or Route Card and report to the final control within the maximum lateness specified with the car in which they started unless otherwise stated in the Official Documents.

22. Competitors at the conclusion of their Competition shall sign a declaration form to the effect that they have not been involved in any incident that may have caused damage to persons or property or alternatively give details of such incident. Failure to comply will be penalised by Disqualification pursuant to a Judicial Hearing in accordance with Chapter 2 and may be reported the ASN for further disciplinary action.

23. Competitors who retire will be required to submit this form to the Event Secretary within 72 hours of the Event.

24. Failure to return this form may be penalised by a fine in accordance with Chapter 1 App.2.

Results – Events Using the Public Highway

25. Competitors start with zero marks and classification is based on Competitors who have incurred the least number of marks. Competitors who have incurred an equal number of marks will be classified by reference
to total marks lost in accordance with the provisions for target timing or schedules timing as applicable in this Appendix.

26. In the event of a tie the Competitor who has completed the greater portion of the Competition from the Start (including any tests) without Penalty will win.

27. If both incurred a Penalty at the same point the Competitor with the lesser Penalty will be the winner unless another method of resolving ties is specified in the Official Documents.

28. Damage in relation to Chart 3.\text{r} or Chart 4.\text{t} as provided by Appendix 11 will be considered as being any tear or any indentation exceeding two inches in depth occurring to the external surfaces of the coachwork or accessories (excluding wind-screen windows lamps and bumpers) above the horizontal plane of the road Wheel centre.

**Timing – Events Using the Public Highway**

29. A Competition must be timed by one of the following methods which must be stated in the Official Documents:
   a. Target Timing (Arts.29 – 51 and Appendix 12 Chart 3)
   b. Schedule Timing (Arts.52 – 73 and Appendix 12 Chart 4)

*Target Timing Definitions –* Additional information must be provided in the Official Documents.

30. Target Time is the time specified to cover the distance between two consecutive controls.

31. A Competitor can calculate their Due Time of Arrival at any Time Control by adding the Target Time for the section to their actual time of departure from the preceding Time Control.

32. When Target Time is used each period of time must be treated individually and no penalties incurred will apply to any subsequent section.

33. Lateness taken over Target Time on Road Sections and Special Stages is cumulative and cannot be reduced.

34. Bogey Time is the time specified for a Competitor to complete a Special Stage without incurring Penalty and must comply with the requirement for Special Stages at Appendix 3 and the average speed requirements of Timed Events at Appendix 5 Art.9.

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

36. Cumulative Lateness is the sum of times in excess of Target Time taken over each section and once lost cannot be regained.

37. Maximum Permitted Lateness is the amount of cumulative lateness which if exceeded from the previous Main Control will result in the Competitor being deemed to have retired.

38. This amount will be 30 minutes (unless the Official Documents specify a different period).

39. Penalty-Free Cumulative Lateness: the Official Documents must specify the amount of cumulative lateness allowed free of Penalty before a Competitor is penalised.

40. Dead Time is that authorised between booking in at the end of one Target Timed section and the commencement of the next section where that time is spent entirely within a control zone.

41. Dead time has no effect on penalties or cumulative lateness incurred elsewhere.

42. Delay Allowance is a Penalty-free allowance granted by an authorised Official to specific Competitors following a delay and extends the Target Time for those Competitors on that section only.
43. Any delay allowance must be recorded in writing on a \textit{Competitor's Time Card} by the \textit{Official}.

44. A \textit{Main Control} is situated at the \textit{Start} and \textit{Finish} of a \textit{Rally} immediately before and after any \textit{Rest Halt} and at any other specified point.

45. At a \textit{Main Control} after a \textit{Rest Halt} \textit{Competitors} will (unless the \textit{Official Documents} specify otherwise) restart at one-minute intervals.

46. They do so by one of the following methods which must be specified in an \textit{Official Instruction}:
   a. In number order
   b. In the order of their arrival at the \textit{Main Control} preceding the \textit{Rest Halt}
   c. In the order of their arrival at some other preceding \textit{Control} or
   d. In the order of \textit{General Classification} at a specified point if interim results are available.

47. Each \textit{Competitor} must be given a due starting time from any \textit{Main Control} (Out) and any difference between this time and the \textit{Competitor}'s actual starting time will be counted towards cumulative lateness and a \textit{Time Penalty} applied (unless the \textit{Official Documents} specify otherwise).

48. \textit{Re-grouping Controls}: the \textit{Road Book} or \textit{Route Card} can specify any controls that relate to \textit{Competitors} who are considered to have retired through having accumulated more than the maximum permitted lateness at a \textit{Control}.

49. These \textit{Competitors} commence the next section with zero lateness towards \textit{Disqualification}.

50. In a \textit{Special Stage Arrival Control} a \textit{Competitor} proceeds to the \textit{Special Stage Start} immediately after checking in to the \textit{Special Stage Arrival Control}. The area between the \textit{Special Stage Arrival Control} and the \textit{Stage Start} must be \textit{Parc Fermé}.

51. Similarly in a \textit{Special Stage Finish Control} a \textit{Competitor} receives a \textit{Special Stage Finish Time} in hours minutes and seconds at the \textit{Special Stage Finish Control}. This time (in hours and minutes) is used as the start time for the next section (unless the \textit{Official Documents} specify otherwise).

52. \textit{Competitors} will receive penalties on \textit{Special Stages} as follows (unless the \textit{Official Documents} specify otherwise):
   a. Under Bogey = Bogey Time
   b. Over Bogey under Target = Actual Time taken
   c. Over Target = Target Time.

\textbf{Scheduled Timing Definitions}

53. \textit{Standard Time} is the time of day a notional \textit{Competitor} number zero would be due at any \textit{Control} or check.

54. \textit{Scheduled Time} is the actual time each \textit{Competitor} is required to be at any specific point and can be calculated for any point by adding that \textit{Competitor's Competition Number} multiplied by the time interval between \textit{Competitors} at the \textit{Start} to the standard time at that point.

55. \textit{Delay Allowance} is a \textit{Penalty-free} allowance granted by an authorised \textit{Official} to specific \textit{Competitors} following a delay and it must be recorded in writing on the \textit{Competitor's Time Card} by the \textit{Official}.

56. \textit{Due Time} is the time a \textit{Competitor} is due at any control or check inclusive of any previous lateness.

57. \textit{Penalised Time} is the difference between Due Time and an earlier or later arrival time.
58. **Penalty Free Lateness** allows a Competitor late at one Control to be an equivalent amount late at the next control without incurring further Penalty.

59. **Maximum Time** is the latest time a Competitor can arrive at a control or check without incurring further Penalty.

60. **Outside Total Lateness (OTL)** is the point where a Competitor is considered not to have visited the Control or check by virtue of the fact that they are more than 30 minutes past their Scheduled Time (including any delay allowance). It is permitted for the Official Documents to specify a different period.

61. Organisers may require any Competitor who is late to reduce their lateness by either foregoing or reducing any period provided for remaining at a Control or official Halt.

62. Competitors may themselves reduce lateness without Penalty in the following ways (providing the Section is not defined as Neutral and unless forbidden to do so by the Official Documents or by breaching Art.69 below):

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

   b. By reporting at any Control or check following one at which a Penalty was applied for lateness at any time not earlier than Scheduled Time.

   c. A Competitor on any Rally without Special Stages who wishes may miss a Control or Controls. They will be penalised in accordance with Appendix 11 Chart 3.a or 4.a for every Control missed. If they rejoin the route at a control at the end of Standard Section they 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 rejoining Control at the end 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 at which they reported.

63. 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.

64. Maximum Permitted Lateness can then only be extended for the following part of the route and cannot be applied retrospectively for earlier sections.

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

66. No Penalty free lateness or official delay allowance which has been either reduced or foregone as permitted by Arts.62 – 63 above can be reclaimed.

67. This does not exclude fresh claims based on new circumstances.

68. 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 Art.62 above unless competing on a Special Stage. In calculating such a penalty any fraction of a minute will be ignored. Thus:

   a. In a nine minute section a penalty is imposed if a Competitor completes the 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.

69. Any timing to less than one minute will be recorded on equipment as detailed in the Timekeeping Regulations at Appendix 2 to this Chapter.

70. 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.

71. *If Competitor’s own watches are used they must be of a size and type to enable the dial to be read and must be sealed.

72. The requirements for sealing watches must be stated in the Official Documents.

73. The promoters may reject any watch which cannot be satisfactorily sealed or read. If any sealed watch varies from official time by more than one minute the Competitor concerned will be timed by official clocks from then unless the Official Documents make provision for the replacement or re-setting of the watch concerned.

Controls – All Events using the Public Highway and Hill Rallies

74. Controls, checks and test sites must open 30 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.

75. The time of arrival at or departure from a Control other than intermediate and final controls of Regularity Sections (where Arts.62 and 63 apply) will be the time at which the Road Book or Time Card is presented by the Competitor concerned providing all Crew members and the Vehicle are within the Control area.

76. Exceptions to this are:
   a. In the Event of a competing car obstructing other Competitors through being halted or unduly slow near a control Officials may instruct the Driver to proceed and may then record the time as the time when this instruction is given.
   b. In the Event of a Competitor presenting a Time Card to Officials at a time when the car is outside the control area the Officials may or may not make a record on the Time Card at their discretion.
   c. At Special Stage Arrival Controls no penalty will be incurred if the car enters the control area as follows:
      i. On a Target Timed Event the Vehicle may enter during the sixty seconds immediately preceding the target check-in minute or during the check-in minute. (For 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. The Vehicle arrives at the yellow advance Control Board at 11.08 stopping before the yellow board. The Vehicle is permitted to enter the control zone at any time after 11.12.00. The Time Card may be handed in at any time between 11.13.00 and 11.13.59 and a time of 11.13 will be recorded. This procedure will incur no Penalty.)
      ii. On a Scheduled Time Event the Vehicle may enter the Control zone during the sixty seconds immediately preceding the due time minute or during the due time minute. The procedure to be followed is identical to that for a Target Timed Event from the point of arrival at the yellow control board to the actual check in time.

77. The responsibility of establishing the correct Due Time rests solely with the Competitor as does the onus of presenting the Time Card.
78. The time of reporting at Controls will be recorded to the preceding whole minute when penalties are imposed per minute (eg 09 minutes 59 seconds will be recorded as 09 minutes).

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

80. 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.

All Events except Hill Rallies Using the Public Highway

81. Competitors must not carry any form of Intercom (ie any method of voice amplification) or any radio transmitting device. Penalties are specified in Appendix 11 Chart 3.s or 4.s.

82. Exceptionally mobile telephones are permitted if the Official Documents specifically allow them.

83. No regular assistance organised in advance may be used by Competitors.

84. Competitors must stop before entering any road protected by a Stop or Give Way sign. Failure to do so will be penalised by Disqualification following a Judicial Hearing in accordance with Chapter 2.

85. Exceptionally with the specific permission of the RLO Give Way signs in Quiet Zones may be negotiated in accordance with the Highway Code.

86. Any such junctions must be advised to Competitors in advance.

87. Only 1:50000 scale OS maps may be used. The only information which can be added to these maps as sold is:
   a. Highlighting numbers words and legends printed on the map within the outer printed grid numbers.
   b. Highlighting and repeating grid lines and numbers and marking adjacent map numbers outside the area defined above.
   c. Including information provided by the Event Organisers.

88. If required by the Organisers Rally plates must be displayed at the rear of the Vehicle and on or just below the rear side window.

89. Competitors are strongly recommended to carry a First Aid Kit.

Regularity Sections

90. Timing will be at the moment of entering the control area. The Official Documents will specify:
   a. Whether Competitors need to stop and present Time Cards at intermediate controls.
   b. *The penalties for stopping within sight of any Control.
   c. *The penalties for early or late arrival at any Control on a Regularity Section.

Route Checks

91. These unmanned checks prove a Competitor’s stays on the correct route.

92. Proof of passage will involves recording the symbols from a Code Board which must be placed facing oncoming Rally Vehicles.

93. The Code Board will at least 315 sq cm and show a maximum five black numbers or letters (or a combination of both up to a maximum of seven) on a contrasting background.

94. The letters/numbers must be at least three inches high (7.63 cm) with a minimum of 1/2 inch (1.27 cm) stroke width.
Passage Controls

95. Manned Passage Controls also prove a Competitor’s adherence to the correct route.
96. Passage Controls cannot be located less than 500m from any other manned Control.
97. The only requirement for a Competitor is to have the Marshal’s signature recorded.

Time Controls

98. Time Controls are manned points established to record the time of a Competitor who must come to a stop for the purpose.
99. It can additionally record the direction of the Competitor’s approach and departure.
100. The only other information permitted to be recorded by the Marshal is the authentication of the records held by the Competitor.
101. 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.
102. An example of all official boards must be on display at documentation for the Event.
CHAPTER 20 CROSS COUNTRY

APPENDIX 8

Competitors Regulations – Trials and Un-timed Events

Note: *indicated matters to be included in the Official Documents.

1. These Events must be organised in accordance with Appendix 6 and Appendix 7 as appropriate.

2. *The Official Documents may allow the Vehicle Crew to be varied during the Event and may specify the minimum tyre pressure permitted for the Competition.

3. Only one Passenger aged 16 or over may be carried on a Vehicle during Observed Sections.

4. Exceptionally the Official Documents may reduce this minimum age to 14 providing the Vehicle is fitted with seat belts and either a manufacturer’s hard top, a truck cab, or a rollbar, or where the Vehicle is a road legal, mass produced, production Vehicle retaining the original hardtop or truck cab and where the seat belts comply with Chapter 7 the Official Documents may further reduce the minimum age of the Passenger to 12.

5. The Passenger must remain properly seated alongside the Driver throughout all Observed Sections.

6. 'Bouncing' will be permitted only within the confines of the seating compartment, and then only so long as no portion of either the Driver's or Passenger's body (other than arms and hands) is placed outside the sides of the Vehicle or behind the seat they are occupying.

Numbers

7. Numbers will be allotted by ballot.

8. Numbered Results Cards will be issued at the Start and must be presented by the Crew to Officials.

9. Competition Numbers must be displayed on both sides of all competing Vehicles, except for Trials when the Official Documents may relax this requirement.

10. Competitors will start in numerical order and the Organisers shall determine the order of running at each Observed Section.

11. Competition Numbers or Number Cards must be removed at the Finish or if a Competitor retires.

Observed Sections and Route

12. The onus of following the correct route rests with the Competitor.

13. Any signs displayed other than in an Observed Section are designed to assist Competitors and have no mandatory authority unless the Official Documents specify otherwise.

14. Competitors will drive from point to point with as little delay as possible and any Competitor suspected of loitering can be ordered to proceed by an Official.

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

16. *Competitors should attempt to negotiate Observed Sections without stopping.

17. Organisers may, however, allow certain Vehicles by virtue of their size to take a specified number of changes of direction on any particular section.

18. The permission to change direction and the eligibility of Vehicles to do so must be specified in the Official Documents or Final Instructions (see Appendix 12 Chart 5).
19. Failure of a Vehicle to maintain unassisted forward motion in the direction of the Course will be regarded as failure to comply with the requirements to proceed non-stop unless the Judges are satisfied that a permitted change of direction is intended or the Organisers have ruled that more than one attempt may be made.
20. The point of failure will be at a vertical line from the centre of the hub of the front Wheel which is the farther from the start of the section.
21. The beginning of any Observed Section will be marked by signs and its boundaries by markers or natural obstacles.
22. Natural obstacles must not be used as penalty markers.
23. Before attempting an Observed Section a Vehicle must be brought to rest with a leading Wheel hub centre vertically over the Start Line as indicated by Officials.
24. The Driver must not proceed until instructed to do so.
25. If an Observed Section is divided into Sub-Sections signs must indicate the beginning and end of each Sub-Section.
26. A Vehicle will be considered to have entered an Observed Section or Sub-Section when the leading wheel hub centre has passed the marker(s) indicating the beginning of the section.
27. A Vehicle will be considered to have left an Observed Section or Sub-Section when the leading Wheel hub centre is past the marker(s) indicating the end of the section, provided that no prior penalties have been incurred.
28. Failure in a lower or earlier Sub-Section will constitute failure in all succeeding Sub-Sections.
29. The Start Line will indicate the greatest penalty and the Finish Line the zero Penalty. The Official Documents will specify the methods of scoring and application of penalties.
30. A Competitor will be deemed to have failed to negotiate an Observed Section non-stop if:
   a. Any part of the Vehicle touches a penalty marker, and / or
   b. All Wheels cross the boundary of the Course as defined by the Clerk of the Course.
31. If this discretion is exercised no performance on the section in question must be taken into account when compiling the results.
32. No unauthorised assistance is allowed and Vehicles must complete the Course under their own power. No case of Force Majeure will be taken into consideration.
33. At the Organisers’ discretion a minority of the Observed Sections may be timed if provided for in the Official Documents. The following conditions will apply:
34. Only those sections which the Organisers anticipate will be completed without penalty by the majority of Competitors may be timed.
   a. Any such timed section must be less than 200m long.
   b. No Sub-Sections of an arduous or demanding nature can be used.

2025 National Competition Rules Chapter 20 Appendix 8 Competitors Regulations – Trials and Un-timed Events
c. The maximum time allowed for each timed section must be stated in the Official Instructions prior to the commencement of the test.

d. The maximum time allowed for each timed section must not require any Competitor to exceed 15mph or 30 seconds per 200m.

Results – Trials

39. Any penalties incurred on a timed section must be calculated by reference to the following formulae unless the Official Documents specify otherwise.

40. For failing to proceed non-stop. Where the 12 failure will decrease in proportion to the number of Sub-Sections negotiated non-stop.

41. For successfully negotiating the section 0 within the time allowed.

42. *Plus the highest penalty incurred by any Competitor making an attempt correctly.

43. For negotiating the section non-stop in excess of the time allowed the following formula is used:

\[\text{Time taken } \times 100 - 100 = \text{Time allowed Penalties}\]

<table>
<thead>
<tr>
<th>Penalty points</th>
<th>Penalty points</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0 – 8.3</td>
<td>1</td>
</tr>
<tr>
<td>8.4 – 16.6</td>
<td>2</td>
</tr>
<tr>
<td>16.7 – 25.0</td>
<td>3</td>
</tr>
<tr>
<td>25.1 – 33.2</td>
<td>4</td>
</tr>
<tr>
<td>33.3 – 41.6</td>
<td>5</td>
</tr>
<tr>
<td>41.7 – 50.0</td>
<td>6</td>
</tr>
<tr>
<td>100.0 &amp; above</td>
<td>12</td>
</tr>
</tbody>
</table>

44. Competitors will start with zero marks. To be classified as a finisher, a Competitor must have attempted at least three quarters of the total number of Observed Sections and arrive at the Finish within 20 minutes of the preceding Vehicle.

45. The Competitor incurring the lowest marks will be the winner, and so on.

46. Ties will be resolved at the Organisers’ discretion, unless the Official Documents state otherwise.

47. Each Competitor will be provided with a Results Card which must be produced on demand for Officials to mark at each section unless the Official Documents specify an alternative method.

48. Penalty marks will be incurred as follows unless the Marks Lost indicated below are modified by the Official Documents:

<table>
<thead>
<tr>
<th>Penalty</th>
<th>Marks Lost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Each minute late reporting at the Start or a re-Start</td>
<td>5</td>
</tr>
<tr>
<td>Failure in an Observed Section (where an Observed Section is divided into Sub-Sections the Penalty for failure will decrease in proportion to the number of Sub-Sections negotiated non-stop)</td>
<td>12</td>
</tr>
<tr>
<td>Not attempting or being ready to attempt an Observed Section or Sub-Section when instructed to do so</td>
<td>12*</td>
</tr>
</tbody>
</table>

2025 National Competition Rules Chapter 20 Appendix 8 Competitors Regulations – Trials and Un-timed Events
Not complying with a reasonable instruction by an **Official** for which a **Penalty** is not otherwise stipulated and provided warning of **Penalty** is given & 12*

| Driver and / or Passenger not seated in accordance with **Regulations** | 12 |
| Running with tyre pressures lower than that required by the **Official Documents** | 50 |

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

**Tyro Trial**

49. **Tyro Trial Drivers** must hold a valid RTA licence (not provisional) for **Vehicles** with more than three wheels and produce a valid **Club** membership card.

50. The **Official Documents** may permit entries from **Drivers** who are 13 or over without a full RTA Licence, provided that their **Passenger** has experience of **Cross Country**.

51. **Trials** and holds a full RTA Licence for the **Vehicle** entered.

52. The **Vehicle** may only be driven between observed sections by a **Crew** member who holds a valid full RTA Licence.

53. **Vehicles** not complying with **Appendix 10 Arts.99 – 105** must be fitted with a standard manufacturer's hardtop, truck cab or a roll bar to **Chapter 7 Appendix 13 Diagram 10, Chapter 7 App.7 Art.30** (three point harness), **Chapter 7 App.5 Arts.13 - 18** (external circuit breaker) and the **Official Documents** may permit entries to be accepted in respect of **Drivers** who are 13 or over without a full RTA licence provided that the **Passenger** holds a full RTA licence valid for the **Vehicle** concerned and is a person who has experience of **Cross Country Trials**. Where the **Driver** holds a full RTA licence the minimum age of the front seat **Passenger** is 12 years of age.

54. More than one **Passenger** may be carried where the **Driver** holds a valid full RTA Licence.

55. **Passengers** under the age of 18 will not be considered as **Competitors** for the purpose of **Club** membership.

56. **Passengers** aged between 2 and 12 years old will be signed on by their parent or guardian.

57. All **Passengers** must be properly seated with their seat back in an upright position and the seat adequately fixed.

58. All occupants must wear an approved seat belt at all times and all **Passengers** must be seated in forward facing seats. Their seat back must be upright and they must face forwards.

59. The **Passenger** sitting alongside the **Driver** during sections must be at least 12 years.

60. **Passengers** who occupy the rear seats of the **Vehicle** must not be less than 2 years of age any child under 12 years of age or 135cm in height must be seated using an approved 'child restraint'.

**Junior Trial**

61. **Junior Trials** must be organised in accordance with **Appendix 6, Appendix 7 Arts 1 – 73** and **Arts 12 – 48 of this Appendix**.

62. At all times during a **Junior Trials Event Vehicles** may only be driven under the instruction of an **Official**.

63. There are three **Classes of Trial**: Novice, Intermediate and Expert.

64. **Competitors** must finish four **Novice Junior Trials** before being eligible for **Intermediate Junior Trials**, and four **Intermediate Junior Trials** before entering **Expert Junior Trials**.

65. Proof of finishing a **Junior Trial** will be by the signing of a **Competitor’s Competition Licence** by the **Clerk of
the Course.
66. Sections for the different Classes may either be set out separately or so that a section increases in severity with separate finishing points for the respective Classes.
67. Fiddle brakes may only be used by Competitors in the Expert Class. If fitted to Vehicles entered in Novice or Intermediate Classes they must be rendered inoperative.

Winch Recovery
68. The following regulations are additional to and take precedence over Appendix 6, and Appendix 7 Arts.1-73.
69. Details of the Course, the manner of recovery, the maximum time for completion and the method of starting will be given at the Start.
70. Competitors will be allowed to examine the Course prior to the Start.
71. *The Official Documents will specify the number of Vehicles and members in a team.
72. No more than three members will be allowed in each team which must nominate a Captain to be responsible for keeping any score-card issued and represent the team to the Clerk of the Course.
73. *At the Start and Finish, all team members must be correctly seated in their Vehicle and all equipment must be in or on the Vehicle.
74. Each team will be allowed a minimum of two attempts at the Course.
75. The team completing the course with the least penalties as stated in the Official Documents will be the winner.
76. The Clerk of the Course may penalise or stop a team if it is considered their mode of recovery is likely to be dangerous to Officials, Competitors, spectators or natural terrain.
77. The Clerk can also award penalties for touching gates.
78. Once a winch Vehicle and anchor Vehicle have been manoeuvred into position they must remain stationary whilst winching.
79. Natural anchorage points may be used but must be protected from damage.
80. It is strongly recommended that all members of the team wear protective clothing during winching operations, ie overalls, gloves, eye protectors.
81. It is strongly recommended that Competitors other than the winch operator should also wear a crash helmet to ASN specification.
82. All equipment, including cables, ropes, straps or webbing, shackles, blocks, hooks, ground anchors, winches, etc and Vehicles must be presented to and approved by the Scrutineer prior to an Event.
83. The Organisers may supply certain equipment.

Promotional Events
84. Drivers must hold a valid RTA Licence (not provisional) in respect of Vehicles having more than three Wheels.
85. The Official Documents may permit entries from Drivers who are at least 16 without a full RTA Licence, provided the Passenger holds a valid full RTA Licence and has experience in Cross Country Trials.
86. The Vehicle may only be driven between Observed Sections by a Crew member who holds a valid full RTA Licence.
87. All Drivers must produce a valid Club membership card.
88. More than one Passenger may be carried where the Driver holds a valid full RTA Licence.
89. Passengers under the age of 18 will not be considered Competitors for the purpose of Club membership.
90. Passengers aged between 2 and 12 years old will be signed on by their Parent or Guardian.
91. All Passengers must be properly seated with the seat back in the upright position and with the seat adequately fixed.
92. All occupants must wear an approved seat belt at all times.
93. The Passenger sitting alongside the Driver in sections must be at least 14 years of age.
94. Passengers who occupy the rear seats of the Vehicle must not be less than 2 years of age, any child under 12 years of age or 135cm in height must be seated using an approved 'child restraint'.
95. Passengers may not be carried for hire or reward.
CHAPTER 20 CROSS COUNTRY

APPENDIX 9

Competitors Regulations All Timed Events

Cross Country Vehicle Timed Trials
1. The following regulations are additional to and take precedence over Appendix 6, and Appendix 7 Arts.1 – 80 and Appendix 8 Arts.1 – 48:
2. Penalties will be in accordance with the following:
   a. For each second over the Target Time: 1 mark per second.
   b. For failing to satisfactorily negotiate an Observed Section within the maximum time allowed: 1 mark per second of maximum time allowed.
3. The Official Documents may specify additional penalties based on a specified number of marks per second.
4. Failure of a Vehicle to maintain unassisted forward motion in the direction of the Course will not be regarded as failure to comply with the requirements to proceed non-stop.
5. Further attempts to regain forward motion will be permitted until the maximum time allowed for the section has elapsed.

Competitive Safaris
6. These regulations are additional to and take precedence over Appendix 6 and Appendix 7 Arts.1 – 80 and Appendix 8 Arts.1 – 48.
7. *The Official Documents may permit two separate Drivers to drive one Vehicle under one Entry. In such cases their total combined penalties will be added together as if they were one Competitor.
8. Vehicles may carry one Passenger, minimum age 16, in addition to the Driver who must be seated in accordance with the provisions of Appendix 8 Art.5.
9. It is recommended that Crew are identified by suitable means, eg a rubber stamp or a plastic wrist identity tag which must be issued at signing-on.
   a. This must not be re-usable and must not cause discomfort.
   b. For safety reasons it must be worn under clothing.
   c. Each Competitor must be allowed to choose to which limb the identity mark is applied.
   d. Competitors will be required to show the identity marking to Officials in the assembly area prior to the Start Line.
10. Competition numbers as required by these Regulations including Chapter 7 must be displayed on both sides of each Vehicle either on the front doors or behind them above the Vehicle waistline and parallel to the Vehicle sides.
11. Where the Official Documents require numbers to be displayed at the front or rear of a Vehicle they must be a minimum 100mm in height.
12. Competitors will be advised of the minimum and maximum time allowed for the Course, before the Start.
13. The Course should have a clearly marked route so that no navigation is required and all Course markings should comply with the Course marking provisions of Appendix 5.
14. Practice will not be allowed over the Course unless the Official Documents state otherwise. If permitted the Official Documents must specify the number of Practice runs and the times of any Practice periods – see Appendix 5 Arts.18 - 21 (Course Organisation).

15. The Official Documents must also specify:
   a. "The number of competitive runs.
   b. "The time interval between Vehicles leaving the Start Line, and whether the Organisers may hold Competitors en route in the event of the Course becoming blocked. In such instances allowance will be made for the time Competitors are delayed.
   c. "The method by which Competitors are signalled to stop and whether re-runs will be permitted.
   d. The starting Signal and method of timing to be used.

16. *Competitors will be required to proceed over the Course in the shortest possible time.

17. The Official Documents will specify whether Live Recovery will be operated by Specialist Recovery Vehicles (SRVs) at the Event.

18. These should be positioned at points where Competitors are likely to make involuntary stops.

19. The Official Documents will specify the maximum time allowed to Competitors for self-recovery, after which they must take official recovery.

20. No recovery operations organised by the Competitor in advance may be used.

21. At Events where Live Recovery is operated the Clerk of the Course must advise Competitors of the procedures at the Drivers Briefing.

22. The Clerk of the Course must specify whether the SRVs will be manned by a third Crew member responsible for attaching the tow rope or whether this will be carried out by the Passenger or Navigator. In the former case, Competitors must remain in the Vehicle and follow the instructions from the SRV Crew. In the latter case, the Passenger or navigator must alight from the stranded Vehicle and follow the following procedure:
   a. They must stand clear and await instruction from the first Crew SRV member before attaching the tow rope between the Vehicles.
   b. When properly attached to the towing points they must stand clear and indicate to the first SRV Crew member that Live Recovery may start.
   c. Once the stranded Vehicle has been recovered, and only after the first SRV Crew member has indicated that it is safe to do they can detach the tow rope and stow it safely. They should then inform the first SRV Crew member that the Course or Stage can be cleared
   d. The Driver of the recovered Vehicle must not proceed until the Passenger or Navigator involved is properly seated and belted in. Failure to comply will be penalised by Disqualification.

23. When arriving at a point on the Course or Stage where a Yellow Signal is being displayed the Competitor must not pass the Yellow Signal unless instructed to do so by a Marshal and will proceed with caution until clear of the incident, obstruction or stranded Vehicle.

24. Failure to comply will be penalised by Disqualification.

25. Time lost whilst Live Recovery of another Competitor is in progress will be regarded as Force Majeure.

26. Unless the Official Documents specify otherwise penalties will be awarded as follows:
   a. For each second to complete the Course over minimum time allowed: 1 mark per second.
   b. For exceeding the maximum time allowed: Disqualification.
27. 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 them on display for oncoming Competitors.

28. In the case of an accident where urgent medical attention is required the red SOS sign should be displayed as quickly as possible to alert following Vehicles and aid any helicopter attempting to assist.

29. 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.

30. All following Vehicles must also stop and the second Vehicle arriving at the scene must inform the next radio point.

31. Subsequent Vehicles must leave a clear route for emergency Vehicles.

32. The Clerk of the Course may award a discretionary time to any Competitor delayed in such circumstances.

33. Any Crew which is able to but fails to comply with the rule will be reported to the Clerk of the Course who may impose penalties.

34. In the case of an accident where medical intervention is not required the OK sign must be clearly shown to following Vehicles and to any helicopter attempting to assist.

35. If the Crew leave the Vehicle the OK sign must be left clearly visible to other Competitors.

36. Any Crew failing to comply will be subject to a penalty at the Clerk of the Course’s discretion.

37. Competitors who misuse the SOS or OK signs will be penalised and may be reported to the ASN for further action.

38. Any Crew retiring from an Event must report to the Organisers as soon as possible except in cases of Force Majeure.

Compliance with Flags Signals

39. On passing a Yellow Signal displayed by Marshal wearing a high visibility tabard or vest the Driver MUST immediately and significantly reduce speed as well as being prepared to stop at any time; at no time must they overtake any Vehicle they encounter on the Course.

   a. A Competitor shown the Yellow Signal may proceed with caution following any instructions given by the Marshals until clear of the cause of the caution.

   b. Failure to comply with this rule will incur a penalty of Disqualification.

40. On passing a Red Signal displayed by a Marshal wearing a Marshals’ tabard the Driver 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 Course.

   a. The Driver must then follow the instructions of any Marshals and / or safety personnel and maintain this reduced speed until leaving the Course.

   b. Failure to comply with this rule will incur a penalty of Disqualification.

Hill Rallies

41. The following regulations are additional to and take precedence over Appendix 5 Arts.68 – 181 and
42. **Trials**-type sections or **Tests** may be incorporated in **Special Stages** and should be marked in accordance with the standard procedures for **CCV Trials** or **Autotests**.

43. **Competitors** must be advised of the average speed which will be applied on **Special Stages**. At no time will **Competitors** be required to average in excess of 50mph.

44. Each **Vehicle** must carry at least one **Passenger** (**Navigator** / **Co-Driver**) as well as the **Driver**.

45. Servicing issues are covered in **Arts.63 – 75** below.

46. No assistance may be expected from the **Organisers** even though they may give advice as to the source of supplies. **Competitors** are responsible for their own fuel, oil, water etc.

47. **No Vehicle** may 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**.

48. 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 for any other reason) without previous **ASN** authorisation in writing and in compliance with CAA regulations – see **Chapter 10**.

49. Before considering any such authorisation the **ASN** must be satisfied that the liabilities of all those involved in the **Event** have been covered.

50. Any such application must be made at least 14 days prior to an **Event**.

51. In accordance with CAA regulations no aircraft is allowed within 500ft of the route or within 3,000ft of any large crowd.

52. **Competitors** and their service personnel may only use radio transceiver equipment (and frequencies) that are licensed in accordance with Ofcom Regulations.

53. **Competitors** must not use or carry any radio transmitting device which operates on or interferes with the **ASN Licensed Frequencies**.

54. Contravention of these **Regulations** will be penalised by **Disqualification** in accordance with **Appendix 11 Chart 3.t and 4.t**.

55. All **Drivers’** and **Co-Drivers’** crash helmets and overalls must be produced for approval during scrutiny of a **Vehicle**.

56. All **Crew** members must wear a crash helmet bearing an **ASN** approval sticker (see **Chapter 9**) and a safety belt throughout any **Special Stage**.

57. **Crew** members must not smoke during any **Special Stage** or **Test**.

58. **Drivers** must conform to the relevant **Medical Requirements** specified in **Chapter 6**.

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

60. **Competitors** must comply with any instructions in the **Road Book** concerning stopping at road junctions. Failure to do so will incur penalties in accordance with **Appendix 11 Chart 3.t or 4.t** as applicable.
61. **Competition** numbers must be displayed on both sides of the **Vehicle** behind the front doors and above the **Vehicle** waistline and parallel to **Vehicle** sides.

62. **Rally** plates at the front and rear will display **Competition** numbers with a minimum 100mm height. On **Multi-Use Hill Rallies** these will be at the **Organiser's** option.

63. *Organised assistance (service) may be allowed on Hill Rallies if provided for in the **Official Documents** and providing the **Organisers** have made available suitable service areas and a specific time allowance for servicing.*

64. *Organised assistance anywhere other than in permitted areas is forbidden.*

65. Service vehicles may be required by the **Official Documents** or the **Official Instructions** to follow a prescribed route to and from service areas. In such cases all other areas are **Out of Bounds** for service **Vehicles** and their **Crews**.

66. In any area where service is not allowed the presence of a service vehicle (or any vehicle from which equipment or parts are obtained) or the collection of equipment previously deposited will be considered as servicing.

67. These **Regulations** do not prohibit **Organisers** advising **Competitors** of any garages en route where facilities are available.

68. The above regulations do not prevent **Competitors** from personally making their own **Vehicle** safe to drive. **Crews** may work unassisted on their own **Vehicle** 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**.

69. The only work permitted in these areas (and it must be unassisted) is:
   a. Replacing a flat tyre with a wheel and tyre carried in the competing **Vehicle**.
   b. Cleaning lamp glasses, windscreens, windows, identification markings and **Vehicle** registration numbers.

70. Except in the areas listed above **Competitors** may work on their **Vehicle** with the assistance from other **Competitors** from any nationally recognised breakdown service and from any commercial garage not associated with the **Entrant** and not organised in advance.

71. Breakdown service and commercial garage vehicles will not be allowed to enter official service areas.

72. **Competitors** are responsible for ensuring that their service **Crews** understand and comply with these regulations and if official **Service Plates** are issued that the service vehicles at all times bear the **Official Service Plate**.

73. 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** contravenes any regulation or **Official Instruction** or acts in a manner contrary to the interests of the **Event**.

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

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

**Special Stages**
76. During any **Special Stage** or **Test** the prescribed route must be followed and any direction signs displayed are mandatory.

77. **Competitors** overshooting the stop line at the end of any **Special Stage** or **Test** are not allowed to reverse back to the **Control**.

78. **Competitors** are also not allowed to cross any part of a **Special Stage** in the opposite direction to Rally traffic.

79. **Competitors** must not voluntarily leave the prescribed route without the express permission of the **Stage Commander**.

80. Any **Competitor** who is shown a **Red Signal** on a stage where they have been notified in advance of a **Red Signal** system must cease **Competition** immediately and come to a standstill at the side of the **Course** as soon as possible.

81. They must not proceed until advised to do so by an **Official**.

82. **Competitors** may only attempt a **Special Stage** once. Re-runs are not permitted.

83. *Following instruction from a **Stage Start Marshal** that they are next to start on a **Special Stage**, **Competitors** abide by the following procedure:
   a. The **Marshal** should give a loud verbal indication 30 seconds, 15 seconds, 10 seconds and 5 seconds before the actual start, and then countdown verbally 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).
   c. Any other visual **Signal** to be used must be described in the **Official Documents**.
   d. Making a false start will be penalised in accordance with **Appendix 11 Chart 3.h and 4.h** as applicable.
   e. Stages where **Competitors** are required to start at intervals of less than one minute may dispense with the 30 seconds advance warning. This revised procedure must be advised in the **Official Documents**.

84. Unless the **Official Documents** state otherwise the use or possession of **Pace Notes** or any other means of giving a **Competitor** advice relating to the traversing of a **Special Stage** which has not been provided by the **Organisers** is forbidden.

85. This does not preclude the use of Ordnance Survey maps of 1:25,000 or 1:50,000 scale in addition to others that are specified in the **Official Documents**.

86. The only supplementary information which may be shown on the maps is information given by the **Organisers** of the **Event** (including route details).

87. Contravention of **Arts.92 – 95** above will be penalised by **Disqualification** in accordance with **Appendix 11 Charts 3.t and 4.t**.

### Team Recovery

88. The following regulations are additional to and take precedence over **Appendix 5 Arts.68 – 181** and **Appendix 6** and 7 and 9 and **Arts.1 – 40** above.

89. *The **Official Documents** will specify the number of **Vehicles** comprising a team.*

90. Teams will start in numerical order and the **Organisers** will determine the order of running at each **Observed Section**.

91. Details of **Observed Sections** must be given at the **Start** and unless the **Official Documents** specify otherwise, teams will have the opportunity of inspecting the **Course** before attempting each **Observed Section**.

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2025 National Competition Rules Chapter 20 Appendix 9 Competitors Regulations All Timed Events
92. **Team Members** may start in any order.

93. Each **Team** will nominate a captain who will be responsible for carrying the official score card for the team and who will produce it on demand to **Officials**.

94. **Team Vehicles** must not be harnessed together before the **Start**.

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

96. No **Passengers** can be carried in any team **Vehicle** when it leaves the **Start**.

97. This does not preclude other members of the **Team** from being carried through **Observed Sections** provided that they are properly seated and are only carried for as far as is necessary and that the **Vehicle** is stationary when they mount or dismount.

98. Seat belts need not be worn.

99. Any **Team Vehicle** that cannot maintain unassisted forward motion in the direction of the **Course** must be recovered by other members of the team by pushing, towing or winching.

100. *All equipment to be used by **Team Vehicles** as means of self-recovery, including harness ropes and shackles, must be presented to, and cleared by, the **Scrutineer** prior to the **Start**.

101. This equipment must be carried on **Team Vehicles** throughout the **Competition**.

102. Before attempting any **Observed Section**, **Team Vehicles** will be brought to rest behind the **Start Line** by **Officials** and will not proceed until instructed to do so.

103. *The starting **Signal** will be stated in the **Official Documents**.

104. A **Team** will be considered to have left an **Observed Section** when all team **Vehicles** have crossed the finishing line.

105. Where a **Competition** involves self-recovery failure of all **Team Vehicles** to proceed whether involuntary or otherwise from the **Start Line** into an **Observed Section** when instructed to do so will be regarded as a failure in that **Section**.

106. Any **Team** which fails to complete a section in the stated time will have three minutes added for each **Vehicle** that has not successfully completed the section.

107. Unless the **Official Documents** state otherwise a **Penalty** of one minute will be added to the team time for each penalty marker touched.

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

109. Results will be determined with reference to the time taken including penalties for the **Team** to complete each **Observed Section**.

110. Further penalties may be applied if the **Official Documents** allow.

**Point to Point**

111. The following regulations are additional to and take precedence over **Appendix 5 Arts.68 – 181** and **Appendix 6** and **Appendix 7 Arts.1 – 80** and **Appendix 8 Arts.1 – 11**.

112. *The **Official Documents** will specify whether the **Event** will comprise a set number of points to be visited in the shortest time or a set amount of time during which the maximum number of points are to be visited. In either case all the team must cross a **Finish Line**.

113. *Competitors will be expected to seek and visit points which may be hidden by the natural topography.
114. The Official Documents will specify:
   a. If the points are to be visited at random or in a set order.
   b. *If a point comprises a single marker pole with minimum height of 1m, or a gate of poles through which the direction of entry will be marked. Each point visited shall be recorded either by collecting a token or by an official marking a score card. Tokens and score cards used will be provided by the Organisers.
   c. *The starting Signal to be used.
   d. *The method of timing to be used.
   e. *The maximum time allowed.
   f. *The number of Vehicles in a Team.

115. Each Team must nominate a Captain who will be responsible for carrying the official score card or tokens for the Team and who will produce them to Officials on demand.

116. In addition to the Driver, Vehicles may carry one Passenger or Navigator who must be seated in accordance with the provisions of Appendix 8 Art.5.

117. Competitors may be required to dismount at each point visited to record their visit and must fasten safety belts prior to the Vehicle moving off again.

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

119. Practice is not permitted.

Cross Country Orienteering

120. The following regulations are additional to and take precedence over Appendix 5 Arts.68 – 181 and Appendix 6 and 7 and Appendix 8 Arts.1 - 40.

121. Competitors are expected to drive and navigate to specific objectives.

122. Official Documents will specify equipment required to meet navigational and route restrictions.

123. Competitors will be issued with instructions before their due start time.

124. No time schedule will be maintained during the Event but the maximum time allowed will be stated in the Official Documents.

125. The method of scoring must be specified in the Official Documents.

126. Objectives must be attempted without the use of winches or other means of assistance.

Challenge Events

127. Each Vehicle must carry a Driver and either a Co-Driver or Navigator (together the ‘Crew’)

128. Driver and Co-Driver must hold a valid RTA Licence appropriate to the Vehicle and either may drive the Vehicle during the Event. Navigators minimum age 16, do not need to hold a valid RTA Licence and may not drive during the Competition.

129. Crew members must be accommodated in securely fixed seats and wearing approved seatbelts or harnesses while the Vehicle is moving.

130. There is no compulsion to attempt to reach any point which has been set out.

131. There is no compulsion to attempt any Special Task. The Official Documents will specify any Penalty which may be applied during the Competition including a maximum speed limit for competing Vehicles.

132. The winner will be the Vehicle or Team which has attained the highest points score at the end of the
Competition.

133. **Vehicles** must comply with the Challenge Events Technical Regulations.

134. Winches may be required primarily for the purpose of self-recovery.

135. All equipment to be used by the **Crew** as means of self-recovery including ropes, strops and shackles, must be presented to and passed by the **Scrutineer** prior to the **Start**.

136. The use of winch sails (minimum 1kg dry weight) and gloves is compulsory when winching.

137. When using winch cable or rope suitable gloves should be worn. Rubber and woollen gloves are not suitable.

Cross Country Driving Tests

138. **Drivers** must hold a valid full RTA licence (not provisional) for **Vehicles** with more than three wheels and produce a valid **Club** membership card.

139. The **Official Documents** may permit entries from **Drivers** who are 16 or over without a full RTA Licence provided that their **Passenger** has experience of Cross Country Trials and holds a full RTA Licence for the **Vehicle** type entered.

140. The **Vehicle** may only be driven between **Driving Tests** by a **Crew** member who holds a valid full **RTA Licence**.

141. A **Passenger** may be carried to assist by giving directions when the driver holds a valid full **RTA Licence**.

142. The **Passenger** must occupy the seat alongside the **Driver** and wear a properly fastened and approved seat belt at all times during the **Test**.

143. No other **Passenger** is allowed.

144. If the **Driver** holds a valid, full **RTA Licence**, a **Passenger**, if carried, must be 12 years or over.

145. **Vehicles** must comply with Appendix 10 Arts. 99 - 105 and where either **Crew** member is under 16 years of age the **Vehicle** must retain the original hardtop or truck cab and the seat belts comply with the relevant provisions of Chapter 7.

146. **Classes** are free but the **Class** structure must be stated in the **Official Documents**.

Driving Test Procedures

147. **Drivers** will be considered under **Starter’s orders** when instructed by an **Official** to proceed to the **Start Line**.

148. **Drivers** then failing to proceed may forfeit their run or may be penalised in accordance with Appendix 11 **Chart 7.a**.

149. A **Start** will only be valid if made under the **Vehicle’s own power**.

150. When a **Vehicle** is required to stop astride a line, the line must be between its front and back axles and all the area of the tyres in contact with the ground must be seen to have crossed the full width of the line.

151. Similarly if a **Vehicle** is required to cross a line with all four **Wheels** all tyre contact area must be seen to be clear of the line.

152. Timing at completion of a **Test** must be based on the leading **Wheel** (on the same axle) crossing the **Finish Line**.

153. **Penalties** will be applied for failure to cross the **Finish Line**.

154. In any diagram illustrating a **Test** the dimensions should be approximate and for guidance only. Indications of the direction of travel of the competing **Vehicle** when crossing a line or passing between markers must be shown unless specified otherwise (ignoring ‘shunts’ to avoid markers).
155. A maximum **Penalty** (see Appendix 11 Chart 7.c) shall be applied if a **Competitor** crosses with both leading wheels a marked test line in the wrong direction out of the prescribed sequence or too many / few times, otherwise **Competitors** may correct their mistakes by returning to the point where they deviated from the test diagram unless otherwise stated in the **Official Documents**.

156. In changes of direction either lock can be used (unless the **Test** diagram specifically states otherwise).

157. **Clerks of the Course** wishing to define direction of travel between markers should include any necessary marked line(s).

158. In the event of re-run caused by a timing failure, the greater number of penalties incurred in either run will be added to the time taken in assessing the performance on that **Test**.

**Marking**

159. **Judges** must be appointed to each test to adjudicate on:
   a. False starts
   b. Crossing / failing to cross marker lines
   c. Touching markers and not following correct route.

160. **Competitors** will be provided with a score card for the **Organisers** to record times and penalties at the completion of each **Test** run.

161. Marks will be lost for time taken (if applicable) and for any infringements of the test instructions such as striking a marker or crossing a boundary line.

**Results**

162. To be classified as a finisher **Competitors** must complete not less than half of the tests and must hand in their score card to **Officials** within 15 minutes of all other **Competitors** completing the final **Test**.

163. **Competitors** will start with zero marks.

164. All **Class** awards must be calculated on the basis of **Penalty** marks lost with the **Competitor** incurring the least penalty points being judged the winner.

165. In the event of a tie the **Competitor** who was first to have the lesser penalty from the start will be adjudged the winner unless another method of resolving ties is stated in the **Official Documents**.

166. Performance will be assessed as in Appendix 11 Chart 7 unless the ‘Marks Lost’ stated are modified by the **Official Documents**.
CHAPTER 20 CROSS COUNTRY

APPENDIX 10

Technical Regulations (not Junior Trials)

Chassis
1. The Vehicle must have a minimum wheelbase of 127cm (50in).

Body (including Aerodynamics)
2. Unless rear-engined Vehicles must have a bonnet or metal casing of solid flame retardant material covering or surrounding the engine which is secured by fasteners of adequate strength and with a positive locking action.
3. Windscreens must be erected unless the Event takes place wholly on private property or the Official Documents state otherwise.
4. Tailgates may be removed.
5. Be equipped with mudguards for all Wheels which present no sharp edges and cover the complete Wheel (flange+rim+tyre) around an arc of 120 degrees. This minimum coverage must:
   a. be achieved with a continuous surface of rigid material within which ventilation louvres may be fitted.
      The tyre must not be visible when viewed from above
   b. extend forward ahead of the axle line
   c. extend downward behind the Wheel.

Seating
6. Vehicles must be equipped with two fixed seats for the Driver and Passenger unless the Official Documents state otherwise.
7. The rearmost part of these seats must not be behind the rear wheel axis.
8. In the case of non-production Vehicles the rearmost part of any additional seat must not be more than 38cm behind the rear wheel axis.

Engine
9. If forced induction is used the coefficient will be 1.7:1 unless the Official Documents or specific Technical Regulations state otherwise.
10. Must have positive throttle closure by external springs so that the throttle automatically closes in the event of any failure of the linkage.
11. Article 10 above does not apply to Vehicles fitted as standard with original manufacturer fitted electronic throttle control for that Vehicle.

Suspension
12. Vehicles must be fitted with sprung suspension between Wheels and Chassis unless originally manufactured otherwise.
13. Where the top mounting of the shock absorber whether or not it is fitted with a coil spring is mounted directly to a main member of the roll-cage a brace must be fitted between the mounting point and the chassis or
those members of the Vehicle frame acting as the Chassis.

14. It is prohibited to mount the shock absorber by drilling and/or welding a stud or bolt directly to the roll cage.

15. All mountings must be made with reinforcements in material at least the same thickness as the roll cage wall thickness.

16. The recommended mounting is shown in Appendix 11 to this Chapter, Chart 6.

Wheels

17. Vehicles may not be fitted with duplicated driving Wheels unless permitted by the Official Documents.

18. The Official Documents may permit the use of TUV Approved hub adapters/Wheel spacers up to a maximum of 30mm in depth.

Tyres

19. Tyres must be compatible with the Wheels and be acceptable to the Organiser unless a particular type and size of tyre is specified in the Official Documents.

20. Vehicles should carry a securely fastened spare wheel and tyre capable of replacing any one of the Wheels in use on the Vehicle unless stated otherwise in the Official Documents.

21. Vehicles can have more than four Wheels and tyres but they must be compatible.

22. All tyres must have at least the minimum legal tread depth on all tyres.

23. Competitive Safaris and Hill Rallies must specify tyre eligibility in the Official Documents. Tyres will be classified as All Terrain Mud Terrain or Extreme and will be judged against the AT and MT patterns leading manufacturers including BFG and General Tire.

Transmission

24. Vehicles must be equipped with an operable reverse gear and a non-torque biasing differential in full and free operation between the driving wheels unless:
   a. A differential was not fitted by the manufacturer.
   b. The Official Documents specify otherwise.

25. Vehicles may use all wheel drive (unless the Official Documents specify otherwise) and may have traction afforded by Wheels, track, marine propellers or any combination of these.

Electrical Systems

26. Vehicles must not be equipped with more than two auxiliary lights which must be located in accordance with legal requirements except where the Event takes place wholly on private property.

Silencing

27. Vehicles must comply with the Noise levels in Chapter 7 Appendix 8 but the following parts of that Chapter remain unmodified by this section: Brakes, Steering, Cooling, Oil Systems, Fuel Systems, Weight/Ballast, Exhausts.

Safety

Competitive Safari Point to Point and Hill Rally

28. There are three classifications of Vehicle design which whilst requiring the same principles of roll-cage design
29. **Monocoque Vehicles**: These are of unitary construction employing an integral **Chassis** structure.
   a. They must mount their roll-cages in accordance with Chapter 7 Appendix 3 Arts.30.a – c. and fit a diagonal as provided by Chapter 7 Appendix 13 Diagrams 53 and 54 and must fit longitudinal door bars complying with Chapter 7 Appendix 3 Arts.42 – 45 (side sections per Chapter 7 Appendix 13 Diagram 18).
   b. A centre roof bar must be installed either diagonally or evenly spaced in line with the exterior longitudinal bars as shown in Chapter 7 Appendix 13 Diagram 56. If more than one centre bar is fitted the bars must be evenly spaced. Double crossed roof bars to the minimum specification for optional members are strongly recommended as shown in Chapter 7 Appendix 13 Diagram 19.
   c. It is recommended that a horizontal bar be incorporated in the front hoop located approximately in line with the base of the windscreen which may be bolted or welded to the front hoop members and shall comply with the specifications for an optional member at Arts.32 – 38 below.

30. **Vehicles with Chassis**: These employ a separate **Chassis** structure from the body or superstructure.
   a. They must mount their roll-cage directly to the **Chassis** in accordance with Chapter 7 Appendix 13 Diagram 41 following the principles of Chapter 7 Appendix 3 Arts30.a – d.
   b. Exceptionally where the body contains a superstructure of internal steel pressings including the floor and the roll-cage is **ASN / FIA** certified it is permitted to install the roll-cage in accordance with Arts.29.a. – c. above.
   c. Where it is necessary to weld additional **Chassis** outriggers on which to mount the roll-cage these must be of at least 75x50mm box section steel and not less than 3mm thick.
   d. Alternatively the main hoop may be constructed as in Chapter 7 Appendix 13 Diagram 40 allowing mounting to the main **Chassis** rails or as in Chapter 7 Appendix 13 Diagrams 53 and 54 where a beam is welded across the **Chassis** rails. This beam must comply with Art.30.c. above.
   e. Where the roll-cage passes through the superstructure’s floor panels two alternative methods may be employed:
      i. Either oversize holes allowing uninterrupted passage of the tubes to the chassis placed so as to allow for the movement of the superstructure where this is rubber mounted to the chassis or
      ii. Or spreader plates complying with Chapter 7 Appendix 3 Arts.20 - 23 may be used to sandwich the floor where the cage structure is continued through the floor pan to the chassis and mounted as in Chapter 7 Appendix 13 Diagram 41.
   f. The backstays in short wheelbase **Vehicles** may have to be mounted aft of the rear suspension mountings to the **Chassis** in order to comply with Chapter 7 Appendix 3 Arts.30.a – c.
   g. Chapter 7 Appendix 13 Diagrams 55, 56 and 60 show the installation for an external front cage to an internally mounted rear roll bar and backstays showing the method for attachment through the **Vehicle**’s roof skin. This installation may only be used where the body is rigidly mounted to the **Chassis**.
   h. The backstays where mounted directly to the **Chassis** must be angled to the main roll hoop as shown in Chapter 7 Appendix 13 Drawings 56 and 60. **Vehicles** configured with the backstays mounted in line with the main **Chassis** members built before 2014 are permitted.
   i. The longitudinal bars connecting the front to rear roll bars should be straight or where a manufacturer’s
truck cab or hard top is fitted the bars may follow the contours of the roof.

j. A centre bar must be installed either diagonally or if evenly spaced in line with the exterior longitudinal bars as shown in Chapter 7 Appendix 13 Diagram 56. If more than one centre bar is fitted the bars must be evenly spaced. Double crossed roof bars to the minimum specification for optional members are strongly recommended as shown in Chapter 7 Appendix 13 Diagram 19.

k. Where the roll-cage is mounted directly to the Chassis the front hoop may be mounted as shown in Chapter 7 Appendix 13 Diagram 57.

l. Alternatively the front hoop may be mounted directly to a fabricated chassis extension as shown in Chapter 7 Appendix 13 Diagram 58 The Chassis extension must be constructed as shown in Chapter 7 Appendix 13 Diagram 59.

m. External front hoops must be fitted with a horizontal bar approximately in line with the base of the windscreen of the same material and dimensions as specified for the main members of the ROPS and which may be bolted or welded to the front hoop. Recommended for Vehicles with an internal front hoop where installation is practical.

n. Must be fitted with sill bars of the same material and specification as the main ROPS or primary chassis members or box section steel being a minimum of 40mm x 40mm x 3mm or 50mm x 25mm x 3mm. These may be welded or bolted to the main longitudinal Chassis members.

31. Spaceframe Vehicles: These are constructed entirely from a framework including an integral roll-cage made of tubes and/or box sections. For Safari Plus and all Hill Rallies those elements comprising the primary chassis components must be of at least the same material and dimensions as the primary ROPS members or equivalent box section steel.

a. All these Vehicles must comply with Safety Criteria Chapter 7 Appendix 3 Arts.66 – 80 and Chapter 7 Appendix 13 Diagrams 39 or 44 and have roll-cages incorporated into the frame of the Vehicle.

b. The roll-cage must be welded and integral to the design.

c. Where there may be difficulty with rear-engined Vehicles in respect of fitting a diagonal brace braces to Chapter 7 Appendix 13 Diagrams 42 or 43 may be used.

d. A centre roof bar being of the same material and dimensions as the main ROPS members must be installed either diagonally or evenly spaced in line with the exterior longitudinal bars as shown in Chapter 7 Appendix 13 Diagram 56. If more than one centre bar is fitted the bars must be evenly spaced. Double crossed roof bars are strongly recommended to the minimum specification for optional members as shown in Chapter 7 Appendix 13 Diagram 19.

e. It is recommended that a horizontal bar be incorporated in the front hoop located approximately in line with the base of the windscreen being of the same material and dimensions as the main ROPS members and which may be bolted or welded to the front hoop members. For Safari Plus and all Hill Rallies this horizontal bar is mandatory.

f. A sill bar or single longitudinal door bar as shown in Chapter 7 Appendix 13 Diagram 18 of the same material and dimensions must be fitted.

All Vehicle Types

32. Materials and dimensions must comply with Chapter 7 Appendix 3 Arts.60 – 62 or be to EN10255 (BS1387)
medium weight blue band: i.e. 42.30x3.2mm for Vehicles up to 1000kg and 48.00x3.2mm for Vehicles exceeding 1000kg.

33. Optional tubular members may be added as at Art.32 above medium weight. 30.00mm x 3.2mm. Materials may not be mixed.

34. All diameters are outside diameters.

35. All weights are deemed to be un-laden.

36. New Vehicles which do not comply with the above must be approved in accordance with Chapter 7 Appendix 3 Arts.63 – 65.

37. A Vehicle Passport is required for any existing Vehicle fitted with diagonal members forming a high cross as shown in Chapter 7 Appendix 13 Diagram 70. Vehicle Passports for these Vehicles must have been obtained by 1st January 2022 after which date no further Vehicles with such a design will be approved.

38. Sport UTV's must be fitted with a Homologated ROPS.

39. All Vehicles must comply with Chapter 7 Appendix 3 and be fitted with 4 (min) point safety harness and hand-held fire extinguisher and red rear warning light and tank fillers / vents / caps and external circuit breaker.

40. If a windscreen is fitted it must be of either laminated glass or plastic of a minimum thickness of 4mm.

41. If a plastic windscreen is perforated for viewing purposes approved goggles or visors must be worn.

42. Two red warning lights must be fitted to the specification mandated by Chapter 7 Appendix 3. These must be rearward facing and mounted as high as is practicable within the bodywork confines.

43. Red warning lights must be switched on in poor visibility or as instructed by the Clerk of the Course.

44. A Passenger grab rail / handle or strap must be fitted in front of the Passenger and must be constructed and installed so as not to compromise the safety of the Crew.

45. The fitting of mud flaps of a flexible material not less than 5mm thick behind each road wheel extending to a minimum of 4cm each side of the tyre tread and a maximum of 10cm above the ground when the Vehicle is stationary is mandatory.

46. All Vehicles must carry a Small Spill Kit complying with Chapter 7 Appendix 3.

Point to Point

47. Additional to Arts.1 – 46 above.

48. The requirement to comply with Art.45 above may be relaxed by Official Documents.

49. Official Documents may permit Vehicles complying with Arts.17 -18 and 76 - 79 of this Appendix.

Team Recovery

50. All open or soft top Vehicles must comply with Safety Criteria Chapter 7 Appendix 13 Drawing 1 or with rear stays to Chapter 7 Appendix 3 Arts.66 – 80 per Chapter 7 Appendix 13 Diagrams 58, 53 or 40.

51. All Vehicles with manufacturer's hard top or truck cab are recommended to adopt Safety Criteria Chapter 7 Appendix 13 Diagram 10.

52. All Vehicles must comply with Chapter 7 Appendix 3 in respect of hand-held fire extinguishers and fuel fillers / vents and caps. A 3 (min) point safety harness and external circuit breaker in each case conforming with Chapter 7 Appendix 3 are recommended.

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

55. Wire mesh is recommended to the front and rear of the cab windscreen and rear window.

**Timed Trial**

56. Vehicles must be equipped with ROPS as follows;
   a. **Monocoque Vehicles.** Must comply with Arts.29a. – c. and Arts.32 – 36 of this Appendix.
   b. **Vehicles with Chassis.** Must comply with Arts.30.a. – g. and 30.k. – m of this Appendix. The backstays where mounted directly to the Chassis must be angled to the main roll hoop as shown in Chapter 7 Appendix 13 Diagram 60. Existing Vehicles configured with the backstays mounted in line with the main chassis members are permitted.
   c. **Spaceframe Vehicles.** Must comply with Arts.31a – f above.

57. All ROPS must comply with Arts.32 – 37 above.

58. All Vehicles must have hand-held fire extinguisher complying with Chapter 7 and tanks, fillers, vents and caps must confirm with Chapter 7.

59. All Vehicles must have a minimum of 4-point safety belt in accordance with Chapter 7.

60. Fitment of an external circuit breaker in accordance with Chapter 7 is recommended.

61. If a windscreen is fitted it must be of either laminated glass or plastic of a minimum thickness of 4mm.

62. If a plastic windscreen is perforated for viewing purposes goggles or visors must be worn.

63. A Passenger grab rail / handle or strap should be fitted in front of the Passenger and where fitted must be constructed and installed so as not to compromise the safety of the Crew.

**Challenge Events**

64. All open or soft top Vehicles must comply with Safety Criteria Chapter 7 Appendix 13 Diagram 10 or with rear stays to Chapter 7 Appendix 3 Arts.66 – 80 per Chapter 7 Appendix 13 Drawings 53, 50 or 38.

65. All Vehicles with manufacturer's hard top or truck cab are recommended to adopt Safety Criteria in Chapter 7 relating to Series Production or Touring or Sports Cars and to have minimum rollover hoop with rearward stays per Chapter 7 Appendix 13 Diagram 10.

66. All Vehicles must have a hand-held fire extinguisher complying with Chapter 7 and tanks, fillers, vents and caps must conform with Chapter 7.

67. All Vehicles must have a minimum 3-point safety belt in conformity with Chapter 7.

68. If a windscreen is fitted it must be of either laminated glass or plastic of a minimum thickness of 4mm.

69. If a plastic windscreen is perforated for viewing purposes goggles or visors must be worn.

70. Where a windscreen and / or rear window is not fitted to Art.68 above a full width wire mesh is mandatory of a 2in maximum square aperture and a minimum 10g weld-mesh and must be securely fitted.

71. All Vehicles must carry a Small Spill Kit capable of absorbing minor spillages up to 1.25 litres of all Vehicle fluids. Used Spill Kits are to be disposed of in accordance with local or National guidelines.

**Road Legal Challenge Vehicle**

72. Road Legal Challenge Vehicles must fully comply with C&U Regulations in all respects. Official Documents may not relax this requirement.

73. Vehicles must comply with Art.5 of this Appendix (mudguards).
74. **Vehicles** must not be fitted with "Tree Wires" nor carry equipment on the front bumper nor front bodywork.

75. Any **Vehicle** not complying with the above shall be deemed a **Challenge Special**.

**Challenge Special**

76. All **Vehicles** must be fitted with a circuit breaker(s) which isolates the battery from all electrical circuits which simultaneously stops the engine and which is operable by the driver whilst correctly seated. An external circuit breaker in compliance with the provisions of **Chapter 7** is recommended. **Vehicles** fitted with electric winches may use a second isolator operated by the primary circuit breaker either by means of a mechanical linkage or via a control circuit to ensure that all winches and their control solenoids are isolated on operation of the primary circuit breaker.

77. Rear and four wheel steering is permitted unless prohibited by **Official Documents**.

78. Steering provided by hydraulic or other method of operation (i.e. not by a direct mechanical link) is permitted. Hydraulic systems may not exceed an operating pressure of 150bar.

79. Independently operated front and / or rear brakes are permitted

**Challenge Winching and Recovery Equipment: All Vehicles**

80. The following equipment safety ratings are minima based upon a single line load. Multiple line rigging and the actual mass of the **Vehicle** may require equipment with a higher safety rating. The following minimum equipment must be carried:
   a. A polyester towing rope or a tow strap rated to 2 tonnes minimum SWL.
   b. Two shackles stamped with a minimum WLL of 3.25 tonnes and be CE marked.
   c. Two tree protecting strops labelled with a minimum WLL of 2 tonnes and be CE marked.
   d. Winch cable / rope must be rated in excess of the maximum rating of the winch.
   e. Any loop at the end of a steel cable must be swaged. Any loop at the end of a synthetic rope must be spliced.

**Trials and Orienteering**

81. The following are recommended;
   a. A roll-over hoop and rearward stays in accordance with **Chapter 7 Appendix 13 Diagram 10**.
   b. A 3-point safety harness in accordance with **Chapter 7**.
   c. A hand-held fire extinguisher in accordance with **Chapter 7**.

82. For **Orienteering Events** all **Vehicles** must carry a **Small Spill Kit** capable of absorbing minor spillages up to 1.25 litres of all **Vehicle** fluids. Used **Spill Kits** are to be disposed of in accordance with local or **National** guidelines.

**Miscellaneous – All Events**

83. The following parts of **Chapter 7** remain unmodified by this section: Brakes, Steering, Cooling, Oil Systems, Fuel Systems, Weight / Ballast, Exhausts.

84. **Vehicles** must be currently registered and taxed.

85. With the exception of **Promotional Events** the **Official Documents** may relax the requirement for a **Vehicle** to be currently taxed if the **Event** takes place wholly on private property.
86. The **Official Documents** may permit the **Competition Vehicle** to be of a commercial type such as a van or pick up originally intended for commercial use or the carrying of goods.

87. **Vehicles** must also comply with all Statutory Regulations as to Construction and Use particularly with regard to brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings and windscreen unless the **Official Documents** specify otherwise.

88. **Vehicles** must be fitted with a substantial towing point front and rear painted in a contrasting colour unless the **Official Documents** state otherwise.

89. **Vehicles** may be modified from manufacturer’s original specifications providing that the modifications meet the **ASN Vehicle** regulations and the **Official Documents**.

90. Independently operated rear brakes are permitted.

91. The use of nylon ropes for recovery purposes is recommended.

92. Non-stretch ropes are acceptable.

93. Cables or chains are not recommended.

94. Where **Vehicles** are fitted with a compressed air tank the pressure shall not exceed 21bar.

95. The engine must not produce visible smoke or exhaust emissions during the **Event** however reasonable emissions such as an occasional “puff” are tolerated. Any named **Official** of the **Event** is empowered to **Judge** this. If the **Competitor** is unable to affect a solution during the **Event** they shall be **Disqualified** from the **Competition**.

96. **Sports Utility Task Vehicle**. A **Sport UTV** is a two-seater all-terrain **Vehicle** on general catalogued sale of which 100 **Vehicles** are produced in a 12 consecutive month period of less than 1800cc corrected capacity and weighing less than 700 kg.

97. Rearward vision whilst properly seated within the confines of the **Vehicle**’s bodywork or **ROPS** must be possible. **Vehicles** with solid rear bulkheads or an obstructed view along the centreline of the longitudinal axis must be fitted with either external rear view mirrors or a reversing camera. Mirrors and / or cameras must be operational during **Competition**.

**Competitive Safaris**

98. **Classes** in **Competitive Safaris** are free but must be stated in the **Official Documents**.

**Tyro Trials**

99. **Tyro Trials** allow all standard production 4x4 **Vehicles** with petrol or diesel engines (including military variants of civilian models) mass-produced by a motor manufacturer and generally available for normal retail sale or available via a network of dealers whether designed principally for the transportation of **Passengers** commercial use or dual purpose.

100. Saloon **Vehicles** and car derived commercial **Vehicles** are prohibited.

101. **Vehicles** must be currently registered and taxed.

102. Where appropriate the **Vehicle** must have a valid MOT Certificate where appropriate.

103. Seats may be replaced but the number of rear seats fitted must comply with those fitted to the **Vehicle** model by the manufacturer.

104. Bumpers must be retained in their original position.
105. Safety improvements may be added to the Vehicle.
Chart 1

Block & No Entry sign AWAY from junction

If possible 'box' area

No warning or Confirmation Arrows if junctions are VERY close

WARNING ARROW & LOCATION BOARD on the side of the road where it is MOST VISIBLE

ARROWING SYSTEM

ARROW ANGLES & POSITIONS

WARNING 50 to 100m GATE 50m CONF:

- NO ENTRY
- CONFIRMATION ARROW
- PHYSICAL BLOCK
<table>
<thead>
<tr>
<th>CONTROL TYPE</th>
<th>DISTANCE FROM PREVIOUS SIGN</th>
<th>POSITION</th>
<th>COLOUR</th>
<th>BOARD</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PASSENGE CONTROL</strong></td>
<td>n/a</td>
<td>Beginning of Control Area</td>
<td>Yellow background</td>
<td>🟢</td>
</tr>
<tr>
<td></td>
<td>25 metres</td>
<td>At Control Stop</td>
<td>Red background</td>
<td>🟥</td>
</tr>
<tr>
<td></td>
<td>50 metres</td>
<td>End of Control Area</td>
<td>Yellow background</td>
<td>🟢</td>
</tr>
<tr>
<td><strong>TIME CONTROL</strong></td>
<td>n/a</td>
<td>Beginning of Control Area</td>
<td>Yellow background</td>
<td>🟢</td>
</tr>
<tr>
<td></td>
<td>25 metres</td>
<td>At Control Stop</td>
<td>Red background</td>
<td>🟥</td>
</tr>
<tr>
<td></td>
<td>50 metres</td>
<td>End of Control Area</td>
<td>Yellow background</td>
<td>🟢</td>
</tr>
<tr>
<td><strong>START OF SPECIAL STAGE</strong></td>
<td>n/a</td>
<td>Beginning of Control Area (Stage Arrival)</td>
<td>Yellow background</td>
<td>🟢</td>
</tr>
<tr>
<td></td>
<td>25 metres</td>
<td>Stage Arrival Control</td>
<td>Red background</td>
<td>🟥</td>
</tr>
<tr>
<td></td>
<td>50 - 200 metres</td>
<td>Stage Start</td>
<td>Red background</td>
<td>🟥</td>
</tr>
<tr>
<td><strong>FINISH OF SPECIAL STAGE</strong></td>
<td>n/a</td>
<td>Warning of Stage Finish (both sides of track)</td>
<td>Yellow background</td>
<td>🟢</td>
</tr>
<tr>
<td></td>
<td>100 metres</td>
<td>Flying Finish Line (both sides of track)</td>
<td>Red background</td>
<td>🟥</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Countdown boards (evenly spaced between Flying Finish &amp; Stop Line)</td>
<td>Black on white background</td>
<td>🟢</td>
</tr>
<tr>
<td></td>
<td>100 - 300 metres</td>
<td>Stop Line</td>
<td>Red background</td>
<td>🟥</td>
</tr>
<tr>
<td></td>
<td>50 metres</td>
<td>End of Control Area</td>
<td>Yellow</td>
<td>🟢</td>
</tr>
</tbody>
</table>
**Chart 3**  
**ASSESSMENT OF PERFORMANCE – TARGET TIMED CROSS COUNTRY EVENTS**  
Performance will be assessed as follows, unless modified by the Official Documents

<table>
<thead>
<tr>
<th>Road Sections</th>
<th>Special Stages</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Not reporting at a control</td>
<td>Retired</td>
</tr>
<tr>
<td>(b) Not reporting at or providing proof of visiting a Check</td>
<td>30 mins</td>
</tr>
<tr>
<td>(c) Not complying with a requirement of the Road Book or Route Card including visiting a Control more than once</td>
<td>30 mins</td>
</tr>
<tr>
<td>(d) Not complying with a reasonable instruction by an Official provided warning is given that a Penalty will be applied</td>
<td>15 mins</td>
</tr>
<tr>
<td>(e) Not attempting or being ready to attempt a Stage when instructed to do so</td>
<td>Stage Target</td>
</tr>
<tr>
<td>(f) Not completing a Stage</td>
<td>Stage Target</td>
</tr>
<tr>
<td>(g) Not performing a Stage correctly</td>
<td>Stage Target</td>
</tr>
<tr>
<td>(h) Making a false start at a Stage</td>
<td>1 min</td>
</tr>
<tr>
<td>(i) Taking an incorrect route on a Special Stage</td>
<td>Stage Target</td>
</tr>
<tr>
<td>(j) Every second taken to complete a Stage (subject to Appendix 7 Art.52)</td>
<td>1/60 min</td>
</tr>
<tr>
<td>(k) For each minute under Target Time on a Road Section of Service Area</td>
<td>1 min</td>
</tr>
<tr>
<td>(l) For each minute before or after Due Time at a Main Control (out)</td>
<td>1 min</td>
</tr>
<tr>
<td>(m) Breach of a Statutory requirement concerning the driving of a motor vehicle</td>
<td>30 mins</td>
</tr>
<tr>
<td>(n) Contravening Appendix 7 Art.68</td>
<td>30 mins</td>
</tr>
<tr>
<td>(o) Breach of Technical Regulations concerning the use of lights and breaches of the Construction and Use of Lighting of Vehicles Regulations</td>
<td>30 mins</td>
</tr>
<tr>
<td>(p) Excessive Vehicle Noise, excessive speed or driving likely to bring motor sport into disrepute (Appendix 2 Art.40 and Appendix 6 Art.15)</td>
<td>30 mins</td>
</tr>
<tr>
<td>(q) Damaged or ineffective silencing system</td>
<td>30 mins</td>
</tr>
<tr>
<td>(r) Damage to car (Appendix 7 Art.21)</td>
<td>10 mins</td>
</tr>
<tr>
<td>(s) Receiving assistance contrary to Appendix 9 Arts.41 - 47 or Arts.63 to 67 or contravening Appendix 7 Art.81</td>
<td>30 mins</td>
</tr>
<tr>
<td><strong>(t) Breach of Regulations 25, Appendix 7 Art.84, Appendix 7 Art.22, Appendix 9 Arts.52 - 54, Appendix 9 Arts.56 - 60, Appendix 9 Arts.76 - 83</strong></td>
<td>Disqualification</td>
</tr>
<tr>
<td>†(u) Breach of Regulation Appendix 9 Art.48</td>
<td>Stage Target plus 30 mins</td>
</tr>
<tr>
<td>(v) Second offence (m), (n), (o), (p), (q), (s)</td>
<td>Disqualification</td>
</tr>
<tr>
<td>(w) Breach of Regulation Appendix 9 Art.48, Appendix 7 Art.19, Appendix 9 Arts.27 - 37</td>
<td>Disqualification</td>
</tr>
</tbody>
</table>

**These penalties may not be decreased by the Supplementary Regulations. The decision on causing excessive noise during an event is left to the discretion of the Judge, Environmental Scrutineer (Chapter 5 App.6), or Driving Standards Observer (Chapter 5 App.8) who may refuse permission to proceed at any time. Driving Standards Observers’ decisions on imposing a penalty for excessive speed or bringing the sport into disrepute will be penalised according to the Official Statements. Note also powers contained in Appendix 7 Arts.16 - 20.**

†Any road section penalties thus incurred will be applied up to and including **Disqualification**.
<table>
<thead>
<tr>
<th>Marks Lost</th>
<th>or Fails</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 mins</td>
<td>1</td>
</tr>
<tr>
<td>30 mins</td>
<td>1</td>
</tr>
<tr>
<td>15 mins</td>
<td>1</td>
</tr>
<tr>
<td>15 mins</td>
<td>1</td>
</tr>
<tr>
<td>Stage Target</td>
<td></td>
</tr>
<tr>
<td>Stage Target</td>
<td></td>
</tr>
<tr>
<td>1 min</td>
<td></td>
</tr>
<tr>
<td>1/60 min</td>
<td></td>
</tr>
<tr>
<td>2 mins</td>
<td></td>
</tr>
<tr>
<td>1 min or fraction</td>
<td>Max. penalty not to exceed that for (a) missing a control</td>
</tr>
<tr>
<td>30 mins</td>
<td>1</td>
</tr>
<tr>
<td>30 mins</td>
<td>1</td>
</tr>
<tr>
<td>30 mins</td>
<td>1</td>
</tr>
<tr>
<td>30 mins</td>
<td>1</td>
</tr>
<tr>
<td>10 mins</td>
<td>1</td>
</tr>
<tr>
<td>30 mins</td>
<td>1</td>
</tr>
<tr>
<td>Disqualification</td>
<td></td>
</tr>
<tr>
<td>Disqualification</td>
<td></td>
</tr>
</tbody>
</table>

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

**These penalties may not be decreased by the Official Documents. The decision on causing excessive noise during an event is left to the discretion of the Judge, Environmental Scrutineer (Chapter 5 App.6), or Driving Standards Observer who may refuse permission to proceed at any time. Driving Standards Observers' decisions on imposing a penalty for excessive speed or bringing the sport into disrepute will be penalised according to the Official Documents. Note also powers contained in Appendix 7 Arts.16 - 20.

†Any road section penalties thus incurred will be applied up to and including Disqualification.
Diagram illustrating the application of 204 to 212. The lower figures preceded by F indicate the correct penalties for a car stopping in the position shown.

---

**Chart 6**

---

**Chart 7**

CROSS COUNTRY DRIVING TEST PENALTIES

<table>
<thead>
<tr>
<th>Description</th>
<th>Marks Lost</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Each minute late in reporting at the start or a restart</td>
<td>5</td>
</tr>
<tr>
<td>(b) Not attempting or being ready to attempt a test when instructed to do so</td>
<td>40</td>
</tr>
<tr>
<td>(c) Not performing a test correctly, other than in (d) or (e) or not completing the test or making a false start</td>
<td>40</td>
</tr>
<tr>
<td>(d) Striking any barrier, wall or marker or crossing the boundary of a test (per mistake)</td>
<td>5</td>
</tr>
<tr>
<td>(e) Failing to cross or stop at any line or specified position as required in a test (per mistake)</td>
<td>5</td>
</tr>
<tr>
<td>(f) Every second (and fraction) taken to complete test</td>
<td>1 fraction</td>
</tr>
<tr>
<td>(g) Every second (ignoring fractions) to complete test</td>
<td>1 no fractions</td>
</tr>
</tbody>
</table>
**Chart 8**

<table>
<thead>
<tr>
<th>CODE</th>
<th>PR REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Personal visit to an adult member of household within 100m.</td>
</tr>
<tr>
<td>B</td>
<td>Letter to each householder within 100m.</td>
</tr>
<tr>
<td>C</td>
<td>Public notice.</td>
</tr>
<tr>
<td>D</td>
<td>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). Consult RLO.</td>
</tr>
<tr>
<td>E</td>
<td>Personal visit to an adult member of household within 150m.</td>
</tr>
<tr>
<td>F</td>
<td>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.</td>
</tr>
<tr>
<td>G</td>
<td>Letter to each householder within 100m, unless the RLO agrees to a lesser requirement.</td>
</tr>
</tbody>
</table>

---

**Chart 9**

**ALL EVENTS TRAVERSING THE PUBLIC HIGHWAY**

<table>
<thead>
<tr>
<th>Permit</th>
<th>Section</th>
<th>Road Type</th>
<th>Time</th>
<th>PR</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROAD RALLY (inc. HISTORIC)</td>
<td>STANDARD (timed to second) inc.</td>
<td>All Classes (see 10.2)</td>
<td>23.59 to 1 hour</td>
<td>A(G) D</td>
</tr>
<tr>
<td></td>
<td>STANDARD (time to minute)</td>
<td>All Classes</td>
<td>24 hour</td>
<td>B D</td>
</tr>
<tr>
<td></td>
<td>REGULARITY</td>
<td>A &amp; B Habitation</td>
<td>22.00 to 07.00</td>
<td>C D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yellow/White UCR/Private</td>
<td>24 hour</td>
<td>H D</td>
</tr>
<tr>
<td></td>
<td>TRANSPORT &amp; NEUTRAL</td>
<td>A &amp; B Habitation</td>
<td>07.00 to 22.00</td>
<td>E D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>White/UCR/Private</td>
<td>24 hour</td>
<td>B D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yellow</td>
<td>22.00 to 07.00</td>
<td>E D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Habitation</td>
<td>24 hour</td>
<td>C D</td>
</tr>
<tr>
<td>ECONOMY, NAVIGATIONAL &amp; 12 CAR RALLIES (All types)</td>
<td>STANDARD &amp; REGULARITY</td>
<td>A &amp; B Habitation</td>
<td>22.00 to 07.00</td>
<td>C D</td>
</tr>
<tr>
<td>VINTAGE (22.00 to 07.00)</td>
<td></td>
<td>A &amp; B Habitation</td>
<td>07.00 to 22.00</td>
<td>E D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yellow/White UCR/Private</td>
<td>24 hour</td>
<td>H D</td>
</tr>
<tr>
<td></td>
<td>TRANSPORT &amp; NEUTRAL</td>
<td>White/UCR Private</td>
<td>24 hour</td>
<td>B D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yellow</td>
<td>22.00 to 08.00</td>
<td>E D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A, B, Habitation &amp; (Yellow 07.00 to 22.00)</td>
<td>24 hour</td>
<td>E D</td>
</tr>
<tr>
<td>VINTAGE (07.00 to 22.00)</td>
<td>ALL</td>
<td>ALL</td>
<td>07.00 to 22.00</td>
<td>C D</td>
</tr>
<tr>
<td>VETERAN</td>
<td>ALL</td>
<td>ALL</td>
<td>24 hour</td>
<td>C D</td>
</tr>
<tr>
<td>NAV. SCATTERS</td>
<td>ALL</td>
<td>ALL</td>
<td>24 hour</td>
<td>E</td>
</tr>
<tr>
<td>---------------</td>
<td>-----</td>
<td>-----</td>
<td>---------</td>
<td>---</td>
</tr>
<tr>
<td>TREASURE HUNTS TOURING ASSMS.</td>
<td>ALL</td>
<td>ALL</td>
<td>24 hour</td>
<td>E</td>
</tr>
<tr>
<td>SPECIAL STAGE RALLIES including SINGLE VENUE STAGE RALLIES</td>
<td>ROAD</td>
<td>A &amp; B, Habitation</td>
<td>22.00 to 07.00</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yellow</td>
<td>22.00 to 07.00</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td></td>
<td>White/UCR/Private</td>
<td>24 hour</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A, B, Yellow Habitation</td>
<td>07.00 to 22.00</td>
<td>E</td>
</tr>
<tr>
<td>ACCESS/EGRESS To/From STAGE To PUBLIC HIGHWAY</td>
<td>ALL</td>
<td>24 hour</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>SPECIAL STAGE</td>
<td>Private or Roads Closed by appropriate</td>
<td>24 hour</td>
<td>F</td>
<td></td>
</tr>
<tr>
<td>CLASSIC TRIALS and ALL OTHER EVENTS USING THE PUBLIC HIGHWAY</td>
<td>White/UCR/Private</td>
<td>24 hour</td>
<td>B</td>
<td>D</td>
</tr>
<tr>
<td></td>
<td>Yellow</td>
<td>22.00 to 07.00</td>
<td>B</td>
<td>D</td>
</tr>
<tr>
<td></td>
<td>A, B, Habitation &amp; (Yellow 07.00 to 22.00)</td>
<td>24 hour</td>
<td>C</td>
<td>D</td>
</tr>
</tbody>
</table>

For Codes see above in Table 8
CHAPTER 20 CROSS COUNTRY

APPENDIX 12

Public Relations Guidance

Public Relations

1. Effective Public Relations (PR) work must be undertaken by Organisers of all Events using the Highway. The following advice will be useful:

2. Prior consultation with Route Liaison Officers who might require additional PR work in sensitive areas is essential. The work should be completed to allow enough time to undertake a re-route should this prove necessary.

3. Be diplomatic positive and clear about the legal aspects of route authorisation. If the Event is run in England or Wales do not intimate that it is authorised by the Police.

4. Avoid asking for 'authorisation' or 'permission' from householders as this can invite unnecessary difficulties.

5. Special consideration should be given to householders with pets or livestock.

6. All PR must be carried out by responsible members of the Organising Club or of a Local Club. All PR letters should be vetted and checked by the RLO and must indicate who the Organiser is (with a contact address and phone number) the date of the Event in which direction it is travelling and the approximate time of passing.

7. Where Organisers publish a guide to the route or specific locations for spectators they should ensure that:
   a. Householders within 500m of any specifically advised location have been effectively contacted without difficulty and that these areas are properly marshalled
   b. The information contains warnings of locations that spectators should avoid (blackspots sensitive areas etc).

8. Ensure that each PR crew prepares a report on each visit and that these are available to the RLO on request and to the Clerk of the Course and Stewards at the Event. Special note should be made of problem areas and reports must passed to RLOs for the benefit of future Events.

9. Contact should be made with local Police stations before and immediately after all Events.

10. See App.11 Charts 8 and 9 for detailed requirements.
CHAPTER 20 CROSS COUNTRY

APPENDIX 13

Technical Regulations for Junior Trials Vehicles

Chassis and Body
1. The Chassis and bodywork in Junior Trials Vehicles must be standard except where modified to comply with these Regulations and must be that from a proprietary machine.
2. Chapter 7 Appendix 7 Art.4 does not apply in respect of the seat cushion being 15.25cm below the adjacent body.
3. App.10 Art.1 does not apply.

Engine
4. Vehicles must be fitted with a four-stroke petrol or diesel vertical crankshaft engine of the industrial and commercial restricted type and designed for use on a Ride on Mower or Lawn / Garden Tractor.
5. The engine must be fitted in its original location and retain its governor or restrictor which may not be modified or removed.
6. The engine must be fitted with an air filter the type and location of which is free.
7. The engine must be fitted with an effective silencer such that the Vehicle complies with the Noise limits provided by Chapter 7 App.8.
8. The silencer and exhaust manifold are free as to type and location but must be fitted with shields when located outside of the bodywork or Chassis.

Transmission
9. A manual constant mesh transmission must be fitted of the type originally fitted to the Vehicle.
10. Transmissions of an alternative make or model may be fitted.
11. The Driver must be protected from all drive belts / chains.
12. Vehicles must not be fitted with a locked locking or torque-biasing differential.

Wheels and Tyres
13. Wheels and tyres are free.

Brakes
14. Vehicles must have brake systems operating on both rear wheels simultaneously by a single foot pedal which may activate the brakes either mechanically or hydraulically.
15. The brakes must be capable of locking the Wheels when applied at maximum speed.
16. A mechanical handbrake must be fitted which operates directly on both rear wheels and can hold the Vehicle on a 45° longitudinal gradient.

Steering
17. The steering system must retain its original location and operation and must be un-assisted.
18. Steering system components are free and may be strengthened.
19. A steering damper may be fitted.

**Front Axle**

20. The location and mounting of the front axle must be standard to the Vehicle and no alteration may be made to the Chassis or bodywork to increase articulation.
21. The front axle may be modified or replaced.
22. Movement of the front axle may be controlled by the addition of springs and/or dampers or friction materials between the axle and the Chassis.

**Safety**

23. A roll-cage (see Chapter 7 Appendix 13 Diagram 61) must be fitted comprising a front and rear hoop which extend the full width of the bodywork and which maintain the minimum clearance above the Competitor’s helmet when properly seated (Chapter 7 Appendix 13 Diagram 47).
24. Sidebars must be fitted which prevent the Driver’s feet from involuntarily leaving the confines of the Vehicle.
25. A rear brace must be fitted to the rear hoop to guide and locate the shoulder straps of the seat belt.
26. The roll-cage comprising the front and rear hoops, lateral bars, side bars, and rear brace must comply with Chapter 7 Appendix 3 Arts.60 - 62 or be to BS1387 medium weight blue band (ie a minimum 42.30x3.2mm external diameter and wall thickness).
27. The roll-cage must be:
   a. Bolted to the chassis with 3mm thick spreader plates and a minimum of two 10mm high tensile bolts at 25mm between centres per mounting (Chapter 7 Appendix 13 Diagram 22) or
   b. Bolted to outriggers of 3mm wall thickness bolted/welded to the chassis using 3mm thick saddles and two 10mm high tensile bolts at 25mm between centres per mounting per Chapter 7 Appendix 13 Diagram 62) or
   c. Welded to outriggers of 3mm wall thickness bolted/welded to the Chassis as Chapter 7 Appendix 13 Diagram 54.
28. Suitable head protection is strongly recommended.
29. A 4-point seat belt must be fitted (Chapter 7 Appendix 7 Art.31).
30. A circuit breaker conforming to Chapter 7 Appendix 6 Arts.13 - 18 which is operable by the Driver when properly seated and which is clearly marked must be fitted.
31. The battery must be securely mounted and fitted in a sealed container or under the bonnet.
32. A strong and clearly marked recovery point must be fitted to the rear of the vehicle.
33. The seat must be rigidly located and designed to securely locate the Driver up to and including the shoulders.
34. A head restraint must be fitted where not integral to the seat complying with Chapter 7 Appendix 7 Arts.26 – 27.
35. The fuel tank must be located under the bonnet and comply with Chapter 7 Appendix 4 Arts.2 – 9.

**Miscellaneous**

36. A front bumper or bush guard must be fitted to protect the chassis and bodywork. This may provide location for under Chassis protection and must provide a suitable towing point.
37. Under-Vehicle protection skid plates/guards may be fitted to protect the steering engine and transmission.
38. Ballast may be added to the **Vehicle** provided it is securely attached to the **Chassis** or skid plates.

39. Ballast must be located below the floor line.