Rally
Chapter 13 Rally

App.1 Regulations applying to all Rallies including PR and Noise testing
App.2 Duties and responsibilities of Clerks of the Course for all types of Rally
App.3 Specific Regulations for Road Events
App.4 Road Events – Routes and Sections
App.5 Road Events – Controls and Timing
App.6 Additional Regulations for Exemption of Permit Events
App.7 Road Scheduled Time Events – Penalties
App.8 All Target Timed Events – Penalties
App.9 Competitors Regulations including Licensing
App.10 Competitors Specific Regulations for Special Stage Rallies
App.11A Specific Regulations for Special Stage Rallies
App.11B Specific Regulations for Single Venue Stage Rallies and Rally Time Trials
App.11C Specific Regulations for Targa Rallies
App.12 Special Stage Routes and Sections
App.13 Special Stage – Controls and Timing and Penalties
App.14 Special Stage Penalties
App.15 Technical Regulations – Road and Endurance and Historic Road Rally Cars
App.16 Technical Regulations - Special Stage Rally Cars
App.17 Technical Regulations - Historic Special Stage Rally Cars
App.18 Servicing and Organised Assistance
App.19 PR Requirements Table
App.20 Medical and Safety
App.21 Junior Rally Driver Championships
App.22 Special Stage Practice / Training Events
App.23 Rally Drawings
App.24 Stage Rally Safety Regulations (SRSRs)
CHAPTER 13 RALLY

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

2. The following Appendices comprise this Chapter:
   - App.1 Regulations applying to all Rallies including PR and Noise testing
   - App.2 Duties and responsibilities of Clerks of the Course for all types of Rally
   - App.3 Specific Regulations for Road Events
   - App.4 Road Events – Routes and Sections
   - App.5 Road Events – Controls and Timing
   - App.6 Additional Regulations for Exemption of Permit Events
   - App.7 Road Scheduled Time Events – Penalties
   - App.8 All Target Timed Events – Penalties
   - App.9 Competitors Regulations including Licensing
   - App.10 Competitors Specific Regulations for Special Stage Rallies
   - App.11A Specific Regulations for Special Stage Rallies
   - App.11B Specific Regulations for Single Venue Stage Rallies and Rally Time Trials
   - App.11C Specific Regulations for Targa Rallies
   - App.12 Special Stage Routes and Sections
   - App.13 Special Stage – Controls and Timing and Penalties
   - App.14 Special Stage Penalties
   - App.15 Technical Regulations – Road and Endurance and Historic Road Rally Cars
   - App.16 Technical Regulations - Special Stage Rally Cars
   - App.17 Technical Regulations - Historic Special Stage Rally Cars
   - App.18 Servicing and Organised Assistance
   - App.19 PR Requirements Table
   - App.20 Medical and Safety
   - App.21 Junior Rally Driver Championships
   - App.22 Special Stage Practice / Training Events
   - App.23 Rally Drawings
   - App.24 Stage Rally Safety Regulations (SRSRs)
CHAPTER 13 RALLY

APPENDIX 1

Regulations Applying to All Rallies including Public Relations and Sound Testing

1. This Appendix must be read in conjunction with all applicable Appendixes to this Chapter and Chapters 3 and 5 and 7.

2. Any Competition traversing a Public Highway in England Wales or Scotland is subject to the provisions of the Motor Vehicles (Competitions and Trials) Regulations. Applications to run such events must be made to the Competition Authorisation Office (CAO) at the ASN or in the case of Scotland to the Royal Scottish Automobile Club. Details of the authorisation procedure are available from either organisation.

3. The ASN Permit must be obtained for all Events before they are run.

4. The ASN Permit applications must be made in accordance with Chapter 3 prior to the CAO Authorisation being granted.

5. The Permit and the CAO Authorisation (where applicable) numbers must be shown in all Final Instructions.

6. The Permit itself is validated only when authorisation has been granted.

7. Clubs must not allow a new Organiser to organise any Event without there being strict checks by experienced people concerning compliance with these Regulations.

8. Organisers of Interclub and higher status Events must have sufficient previous organisation experience.

9. The ASN will appoint a Safety Delegate to all Multi-Venue Stage Rallies and any other Stage Rally including Rally Time Trials and Rally Demonstration Events where the ASN deems it appropriate to do so.

10. The use of the public forest estates managed by Natural Resources Wales ('NRW'), Forestry and Land Scotland ('FLS') and Forestry England ('FE') must have been approved by the ASN. Permission must be applied for by an annually specified date prior to the Forestry year (which runs 1 January - 31 December).

11. No contact should be made with NRW, FLS or FE respectively before receiving approval from the ASN or its appointed Forestry Liaison Officer or Rally for Wales.

12. Specifically in the case of Rally if a Championship Round is cancelled or changes its date due to reasons of Force Majeure then the Championship Organisers may arrange for an alternative Event or date for an Event to be included in the Championship calendar. Subject to the overriding authority of the ASN only one such change to that Championship is permitted and is subject to prior ASN approval and will only be permitted if less than 15% of the Competitors registered for the Championship object in writing to the change.

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

National Courses

14. The selection of any route for a Competition is subject to ASN approval. When requesting approval a detailed itinerary must be submitted giving the exact distances to be covered.

15. Where appropriate The Motor Vehicles (Competitions and Trials) Regulations must be complied with in all
respects.

International Courses
16. When the projected route of an Event traverses the territory of other ASNs the Organisers (through the UK ASN) must obtain the consent of all ASNs through whose territories the route may pass.
17. The selection of roads to be used and a detailed itinerary with expected speeds and distances must be approved by the ASN concerned.
18. The ASN may impose specific restrictions on the number or character of events that traverse any foreign territory.

Other Events
19. Certain Events also qualify for a Permit or Exemption Certificate (Chapter 3) provided they meet the ASN Regulations for organising Rallies.

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

Public Relations
23. Public Relations work must be undertaken by Organisers on all Events using the Public Highway in accordance with the current legislation and as follows:
   a. Consult with the Route Liaison Officers before starting PR work. If the RLO requires additional PR work in sensitive areas this must be undertaken.
   b. Be diplomatic positive and clear about the legal aspects of route authorisation.
   c. If the Event is run in England or Wales do not intimate that it is authorised by the Police.
   d. Avoid asking for ‘authorisation’ or ‘permission’ from house-holders – it invites unnecessary difficulties.
   e. All PR work must be by responsible members of the Organising Club or of a Local Club.
   f. The work should be completed to allow enough time to undertake a re-route should this prove necessary.
   g. All PR letters must be checked by the RLO and must indicate who is the Organiser (with a contact address including email and phone number) the date of the Event in which direction it is travelling and the approximate time of passing.
   h. Special consideration should be given to householders with pets or livestock.
24. Where an Organiser is intending to publish a guide to the route or specific locations for spectators to see the Event ensure that:
a. Householders within 500m of any specifically advised location have been effectively PR’d without difficulty and these areas are marshalled.

b. The information issued contains warnings of locations that spectators must avoid (blackspots, sensitive areas etc).

c. Ensure that each PR crew prepares reports on each visit and these are available to the Clerk of the Course and the Stewards on the day of the Event and to the RLO on request.

d. Special note must be made about problem areas for the benefit of future Events and these reports must be passed on to RLOs.

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

26. Rallies with Special Stages including Single Venue Stage Rallies must comply with Appendix 19 Charts 1 and 2.

Noise Testing

27. Before the start of a Competition all Competitors’ cars and those Officials’ cars that are expected to follow a substantial part of the route must pass a sound test.

28. This test must be conducted by an Environmental Scrutineer using a sound meter as prescribed in the Technical Regulations at Chapters 5 and 7.

29. Any Vehicle reading over 98dB(A) in this test will be prohibited from starting (except in Special Stage Rallies where a level of 100dB(A) is permitted) unless the Official Documents specify lower levels.

30. All measurements refer to the 0.5m test in Chapter 7. Wherever practical the 2.0m test should be used for Road and Targa Road Rallies.

31. For Vehicles of Periods A to D there is a waiver from the requirement to use a sound meter on daytime Events but Driving Standards Observers for sound must be appointed.

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

33. A further sound test of the same Vehicles must be made on any road sections and these should be manned by a Driving Standards Observer and / or Judge of Fact appointed and named in the Official Documents and qualified to carry out their duties by experience.

34. The DSO have the authority to stop any Vehicle until it complies with relevant sound regulations.

Instructions to Competitors

35. In addition to the requirement of Chapter 3 the Official Documents for the Event must clearly state:

a. The type of Rally (Road / Navigational / Stage etc) that is being organised and if there will be Standard Sections, Special Stages, Regularity Sections or other types of Special Test.

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

c. Any maps required (including their scale and issue reference).

34. In any dispute concerning mileages these shall be calculated according to 1:50000 OS maps (or equivalent local maps).

e. Any modification of the Event Regulations in relation to Pace Notes, Subjective Route Notes or other means of giving Competitors advice relating to the traversing of a Special Stage.
f. The type of timing to be used.

g. A reminder of which sub-sections of the Technical Regulations apply.

h. Whether or not Vehicles are required to be taxed and insured for use on the public highway.

i. Whether servicing is permitted and if so then the manner in which Service Vehicles must be identified by Official Service Plates affixed to the Service Vehicle.

j. Any information which is required in relation to checks established by the Organisers to observe maintenance of a set speed and / or time schedule and / or route.

36. No oral instruction to Competitors during an Event will be valid if this affects the route the time schedule or the layout or performance of a Stage or test.

37. Any instruction concerning these aspects must be displayed as an Official notice at least 30 minutes before the first Vehicle is due to start or issued in writing to each Competitor who must acknowledge receipt in writing. The instruction and acknowledgment are Official Documents.

Documentation

38. All documentation issued by the Organisers is deemed an Official Document under the NCR and the Route Card, Road Book or Time Card must specify the following:

a. A description of each section (Standard, Neutral, Transport Regularity etc).

b. The time allowed to traverse the route between each time Control and all the information necessary to enable Competitors to comply with it.

c. What information the Organisers require to be recorded and the locations (Controls – see App.13) at which these records will be made except as provided for in Art.35.j. above

d. Which Checks will be manned by Officials except checks established in accordance with Art.35.j. above

e. Which portions of the route will be timed to less than one minute.

f. Any out of bounds’ areas to be respected.

g. The areas where the Organisers require Competitors to observe special driving restrictions (ie Quiet Zones).

h. The order in which Controls and Checks must be visited.
CHAPTER 13 RALLY

APPENDIX 2

Duties and Responsibilities of Clerks of the Course for All Types of Rally
1. This Appendix must be read in conjunction with all applicable Appendices to this Chapter and Chapters 2 and 3 and 5.
2. In addition to organisational responsibilities the Clerk is the first Judicial body at an Event and accordingly is obliged to exercise that responsibility including the provisions of Chapter 2. This responsibility may be delegated to a Deputy Clerk.

PART A – All Rallies
3. In addition to the duties detailed in Chapter 5 the Clerk of the Course should ensure compliance with the following:
   a. The organisation and Regulations for the Event must meet the requirements of the relevant Statutory Instruments.
   b. Reasonable precautions must be taken in the selection of route time of day control of spectators and any other relevant factors to avoid inconvenience to the general public.
   c. The Organisers must familiarise themselves with the medical and ambulance facilities along the route.
   d. Effective Public Relations work must be carried out in accordance with App.1 Arts.23 - 26.
   e. In farming areas Event details must be sent to the appropriate County Secretary of the National Farmers’ Union and any similar National bodies.
   f. The appointed CAO Route Liaison Officer (RLO) for each of the Counties and National Parks through which the route passes must be consulted about the draft route at least three months before the Event date and before submission to the CAO. This is particularly important when special public relations work in sensitive areas is required.
   g. The Route Liaison Officer must also be consulted as above in respect of Single Venue Stage Rallies and all other Rallies whether using the Public Highway or not.
4. The RLO may:
   a. Request the sight of all paperwork relating to the Event including PR sheets.
   b. Request the CAO where applicable to suspend authorisation or the ASN to suspend the Permit until the route or the effectiveness of the PR work in his area has been confirmed.
   c. Require the Clerk of the Course to order re-routes as appropriate to avoid areas of special concern.
   d. Exercise discretionary judgement on where competitive sections may be run and their length and withhold agreement to the route if not satisfied with any aspect of the organisational standards or route planning.
   e. Require the Clerk of the Course to order additional technical restrictions on Vehicles as appropriate in their area with the approval of the ASN.
5. Private property of any description must not be used without written permission from the landowner or authorised agent.
6. The necessary permission from Highway Authorities must be obtained in respect of all Footpaths, Bridleways.
and Restricted Byways that are used or crossed and any conditions laid down must be adhered to. These locations must be adequately marshalled by Officials who are well briefed and properly identified. One Official must be appointed for each such section to ensure that the Event is seen not to inconvenience unduly members of the public. The Official must have a good working knowledge of the Rights of Use applying to the Section. Alternative routes for other Rights of Way users must be signposted. Warning Notices in accordance with Chapter 3 as appropriate and the Safety Code should be on display in all such areas.

7. Appropriate sanitation must be available throughout the route of the Event the locations of which must be communicated within Event documents. Particular consideration must be given to locations prior to Special Stages and at Service Areas and Rest Halts. Local authority guidance is especially relevant in respect of the provision for Spectators. Further guidance is given in the Stage Rally Safety Requirements.

8. No person may drive more than 200 miles continuously without relief and there must be a prescribed rest period of at least one hour for each Driver at intervals of not more than 200 miles.

9. Any Event that runs for more than 14 hours must unless previously agreed by the ASN have a rest halt of at least two hours.

10. Wherever Competitors are on a Public Highway they must be controlled by a pre-determined speed schedule unless they are allowed to complete the Event in their own time. This schedule must not require or encourage Drivers to exceed any statutory limits where imposed or be considered dangerous or unreasonable in relation to prevailing traffic conditions and the nature of the route.

11. No time or speed schedule must be imposed which requires or encourages Competitors while using a highway open to the public to achieve an average speed between any two points that exceeds the following limits:
   a. 30mph for Vehicles in the case of all highways other than motorways. For sections run on minor roads under 4m wide during daylight hours (07.00 to 22.00 hrs) the average speed may not be greater than 20mph unless agreed by the RLO.
   b. 60mph for cars in the case of motorways.
   c. 25mph in the case of any Vehicle subject to a speed limit (such as vans).
   d. 20mph for Vehicles on neutral sections (except on MA or B class roads).

12. There must be no bonus for exceeding the specified average.

13. Competitors must be given in advance by Official Document(s) all the information necessary to enable them to calculate the speed that they are being asked to average (App.5).

14. The Organisers may establish a check at any point for the purpose of observing maintenance of a set speed and/or time schedule and/or route provided that Competitors are advised of these checks in the Official Documents and are given all the necessary information to enable compliance.

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

16. The use of gated roads should be avoided if practicable but if Competitors are to traverse a gated road then adequate arrangements must be made to ensure that all gateways are manned by Marshals who must ensure that no Competitor is required to open a gate and that all gates are closed after the Competition.

17. Occupiers of land adjacent to the road must be advised before the Competition.

18. Except when used as Special Stages the use of single-track roads should be avoided if practicable during
daylight but if Competitors are to traverse such roads the speed set must be lowered as appropriate.

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

20. Controls must be sited at places where there is adequate room for Officials' and Competitors' Vehicles to stop without affecting non-Rally traffic.

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

22. All Controls must be clearly identified at the roadside (App.5).

23. Controls at which Competitors are required to stop for the purposes of recording a time and which are on the public highway must not be less than two miles from any similar control.

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

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

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

27. On Road Rallies reverse seeding is not permitted.

28. After a Rally has started the Organisers must not accept any claim from Competitors concerning either Force Majeure or baulking. Nonetheless the Clerk of the Course has the judicial discretion to disqualify any Competitor proven to have unreasonably baulked another (Art.95 below).

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

30. The Safety Delegate, Stewards and Observers (as appropriate to the Event) must be supplied with a complete marked map of the route before the date of the Event and must also be supplied with a set of all instructions and route cards that are issued to Competitors and Officials as soon as they are available.

31. Competition Licences should be signed proving that the holders completed the Event without adverse report. Signatures may be obtained by both the Driver and the Navigator or Co-Driver.

32. The Chief Timekeeper appointed for the Event is responsible for issuing timing equipment and ensuring that the Marshals are competent to use it.

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

34. Any section of an Event that is timed to less than one minute must be timed by certified equipment digital clocks to ASN specification R(Q/I)R or E/B recording clocks printing to seconds or automatic apparatus.

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

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

37. If competing Vehicles or service Vehicles are required to carry any identification markings the name of the Organising Clubs must be incorporated except in Single Venue Rallies confined wholly to private property.

38. All Official bulletins, Permits and authorisations, times and results (unless issued in accordance with Chapter 3) must be published on an Official Notice Board whose location has been notified to Competitors in the Official Documents for the Event (Chapter 5).
39. At **Events** where there are **Classes** for designated groups or categories of **Vehicle** suitable arrangements to undertake eligibility checks should be available before the **Competition** or at its conclusion.

40. Any **Event** with a **Class** or **Classes** exclusively for historic **Vehicles** as defined in the **NCR** (**Historic Special Stage Rallies**) must appoint a **Historic Grade Eligibility Scrutineer**. **Events** with a **Class** or **Classes** exclusively for historic **Vehicles** as defined (**Historic Road Rally Cars**) may be required to appoint a **Historic Grade Eligibility Scrutineer** at the discretion of the **ASN**.

41. All modified / **Competition Vehicles** used as **Course / Safety Cars** on **Special Stage** and **Targa Road Rallies** must comply with the relevant **Technical and Safety Regulations**.

42. **Technical** and **Safety Regulation** checks may be carried out both before and during an **Event**.

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

44. When the **ASN Safety** and **Medical Radio** frequencies (81.575 and 81.5375MHz FM) are to be used they must be operated in accordance with Ofcom and **ASN** licensing requirements (see **Art.69.b.** below). **Operational Guidelines** for the use of the **ASN Safety** and **Medical Radio** frequencies are issued to all **Radio Licence Holders** and the **Radio Marshals Handbook** is published on the **ASN** website.

**PART B – Road Events**

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

45. Enforce the obligations of **Entrants** under the **NCR** (**Chapter 6**).

46. Ensure the relevant obligations of **Organisers** under the **NCR** (**Chapter 3**).

47. **Judges of Fact** may be appointed to adjudicate on:
   a. Failure to stop at **Stop** or **Give Way** junction.
   b. Failure to comply with the requirements of a **Test**.
   c. False starts on tests or standard sections.
   d. Unauthorised use of auxiliary lights.
   e. Unauthorised possession of recorded notes, radio equipment or intercom (**App.3**).
   f. Unauthorised servicing.
   g. Excessive **Noise**.
   h. Violation of out of bounds areas.

48. Regional Associations must be advised by **Event Organisers** at least two months before all **Road Rallies** including **Navigation** and **Historic Road Rallies** take place within their area.

49. **Regional Associations** may appoint a **Driving Standards Observer** as an **Event Official** (**Chapter 5**).

50. All other **Events** may appoint their own **Driving Standards Observers** (**Chapter 5**).

51. **Driving Standards Observers** will adjudicate on:
   a. Excessive **Vehicle Noise** including exhaust induction and transmission sources (observed during the **Event**).
   b. Excessive speed.
   c. Driving in a manner likely to bring motor sport into disrepute.
   d. Compliance with special restrictions e.g. **Quiet Zones**.

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

2025 National Competition Rules Chapter 13 Appendix 2 Duties and Responsibilities of Clerks of the Course for All Types of Rally
53. Checks operated by Judges of Fact or DSOs need not be manned for the whole period during which Competitors may report and may operate on a random basis.

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

55. All Timekeepers will be Judges concerning time recorded.

56. For Road Rally Events (as defined by Permit) and all Events including Special Tests the Chief Scrutineer must be appointed from the list of ASN Technical Officials (NAT).

PART C – Special Stage Rallies

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

57. For all Special Stage Rallies the Clerk of the Course must be licensed by the ASN (Chapter 5).

58. Applicants for accreditation as Special Stage Clerk of the Course will only be considered if appointed by an Organising Club entitled to run such Events.

59. All other motor sporting users of Venues to be used as Special Stages must be notified of arrangements for using the Venue.

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

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

62. Ensure that a Safety Plan is produced in accordance with the ASN Stage Rally Safety Requirements and that all Officials involved in the running of the Event are aware of the plan and where appropriate have received training.

63. A Stage Commander should be appointed for every Stage with the responsibility for ensuring that the Stage complies with the regulations and that an adequate number of Marshals are appointed.

64. Marshal locations should be selected so as not to place them in areas where they may be exposed to significant risk.

65. In allocating individual Marshals to specific locations care should be taken to ensure that less experienced Marshals are accompanied by experienced colleagues.

66. An Event Safety Officer must be appointed who is experienced in the current operation of Special Stages and who understands the potential of Rally Vehicles in differing weather conditions.

67. The Event Safety Officer must be assisted by a Spectator Safety Officer who is responsible for specific arrangements to accommodate spectators in suitable areas, to prevent access to other areas and to make suitable access facilities for spectators’ use.

68. The Event Safety Officer shall ensure that:
   a. There should be a copy of the Safety Code on display at all entrances where the public are likely to enter and in areas considered to be hazardous including escape routes and prohibited areas.
   b. All and any publication giving Event information online or in print whether published for spectators or Officials must include a copy of the Safety Code.

69. The Event Safety Officer is responsible for ensuring that there are effective arrangements to supplement the general marshalling strength organised by the Stage Commander as follows:
   a. There must be pre-determined arrangements available to every Stage Commander for summoning...
appropriate emergency services via rendezvous points if necessary to the scene of an incident.

b. At each Stage unless the complete route is visible from the Start or Finish areas there must be provision of an effective radio communications network operated through a nominated Controller under the direction of the Clerk of the Course linking Officials at Start, Finish and intermediate points with Rescue and Medical Services. The frequency must be secure from misuse and be either the ASN Safety Frequency or a privately licensed frequency to Ofcom Regulations. The Controller must be experienced in the use of radios and in controlling a network and must ensure the disciplined use of the radios. Where the ASN Safety Frequency is used the Radio Controller must hold a valid ASN Radio Controllers Licence. Notes on radio procedure are available from ASN.

70. Written instructions on the operation of Stages prepared in accordance with the ASN Stage Rally Safety Requirements must be made available to all Officials and Marshals. These must clearly establish:
   a. That the number of Vehicles to be sent through any Stage before the Competition shall be in accordance with the ASN Stage Rally Safety Requirements.
   b. The crew of each Safety Car must have specific duties based on the current ASN Safety Car Roles and Responsibilities. On all Multi Venue Rallies at least two Vehicles of the Safety Car train must complete the entire route.

71. No Stage must start until the ASN Safety Delegate or subsequent designated Safety Car crew where applicable has confirmed that it is ready for Competitors and that the Marshals have all spectators on the Stage under their control and direction (App.20).

72. 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.

73. On any Special Stage where extreme circumstances make it necessary to neutralise the Competition e.g. where spectator safety is compromised or to authorise the movement of non-competing or Rescue Vehicles the system of Red Signals must be in place. These should be located at mid Stage Rescue points all locations where a Rescue / emergency Vehicle may re-enter the Stage following a shortcut and at each mandatory Radio Point (App.12). Red Signals will be displayed at all mandatory Radio Points preceding the incident only on the specific instruction of the Clerk of the Course or Stage Commander.

74. Red Signals must be prominently displayed (held out steady not waved) by a designated Marshal who MUST wear a Marshals’ tabard.

75. Red Signals shall measure a minimum of 60cm x 70cm.

76. Competitors who have been shown a Red Signal will be given a notional time for the Stage.

77. The time of the deployment of the Red Signals will be recorded and notified to the Clerk of the Course.

78. No Signal other than a Red Signal may be deployed at any point along the route of the Special Stage.

79. Under no circumstances will any Vehicle be allowed to drive in the reverse direction of the Stage.

80. Detailed emergency procedures and equipment which must be made available by the Event Safety Officer.

81. 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.

82. No Competitor will be permitted a re-run of a Special Stage (App.10).
83. The system of ensuring that Competitors are positively monitored and checked through a Stage must be clearly stated in both the Event Safety Plan and the Competitors Road Book. For this purpose Organisers may either use numbered Stage Time Cards or note the previous Competitor’s Competition Number with the next Competitor to leave the Start.

84. All non-competing Vehicles must be parked in an appropriate place at least 30m from a road used as a Special Stage between a point before the Start control and a point 100m beyond the Finish stop control.

85. Any non-competing Vehicle required solely for purposes of safety may be parked at any place designated appropriate by the Stage Commander and / or Event Safety Officer.

86. Any road that may form an escape between the start and stop Controls must be kept clear and unobstructed for a distance of at least 100m bearing in mind the potential approaching speed of Competitors.

87. The location of any competing Vehicle that fails to complete the stage must be reported to the Stage Commander.

88. The information required by the Clerk of the Course to consider Art.90 - 94 below must be available if the Stage is interrupted or stopped for any period of time.

89. Reasonable precautions must be taken to protect private property situated adjacent to any Stage against damage.

90. Should the normal running of a Special Stage be stopped after the passage of one or more Competitors for any reasons whatsoever and it proves impossible to allow other Competitors to cover the Stage competitively the Clerk of the Course may give to each crew which has not been able to cover the Stage in the normal manner a notional time corresponding to the slowest time set up to the moment of interruption.

91. If it appears that the slowest time represents a complete anomaly the next slowest time may be retained (and so on until the 5th slowest time).

92. However no crew that is totally or partially responsible for stopping a Stage may benefit from this measure. If they finish the Stage they will be given the time that they actually set even if this is greater than the time awarded to other crews.

93. In the case of an Event being permitted to seed Competitors in reverse order of anticipated performance the Clerk of the Course may give Competitors a notional time corresponding to the fastest time set at the moment of interruption or apply the next fastest time (up to the 5th fastest time) if the fastest time represents a complete anomaly.

94. If the normal running of a Special Stage is red Signalled prior to any Competitors completing that Stage competitively and where circumstances allow the stage to be re-started, the Clerk of the Course may give to each crew which has not been able to cover the Stage in the normal manner a notional time corresponding to the time set by the first following Competitor who completes the stage competitively after the interruption, however if this time represents a complete anomaly, the next Competitor’s time may be retained (and so on until the 5th recorded time following Stage re-start).

95. The Clerk of the Course has discretionary powers to impose a penalty in accordance with App.8 (gg) or App.14 (gg) on any Competitor who causes or is part of a serious blockage on a Special Stage whether intentionally or otherwise if their actions prevent any other Competitor from completing the Stage competitively. The Clerk can also impose further penalty under Chapter 2 as appropriate.

96. Judges of Fact may be appointed to adjudicate on:
a. Failure to comply with the Medical Requirements specified in Chapter 6 (App.10 Art.31).
b. Failure of Competitors to comply with Specific Regulations
c. Failure to comply with the prescribed route requirements at App.10 Arts. 34 – 42.
d. False starts on Special Stages.
e. Unauthorised use of auxiliary lights.
f. Unauthorised possession of pace notes or radio equipment (App.10 Arts.8 – 10 and App.10 Art.49 - 51).
g. Unauthorised servicing.
h. Unauthorised smoking.
i. Excessive Vehicle Noise (observed during the Event).
j. Violation of out of bounds areas.
k. Violation of the regulations regarding crash helmets seat belts or flame-retardant overalls.

97. Driving Standards Observers may be appointed to adjudicate on:
   a. Excessive Vehicle Noise (observed during the Event).
   b. Excessive speed.
   c. Driving in a manner likely to bring motor sport into disrepute.

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

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

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

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

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

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

104. An Organiser may permit the supply of subjective route notes. This must be stated in the Official Documents and the subjective route notes must be prepared by a ASN registered supplier.
CHAPTER 13 RALLY

APPENDIX 3

Specific Regulations for Road Events

1. This Appendix must be read in conjunction with all applicable Appendices and in particular App. 1 and App. 9.
2. The following definitions and regulations apply.

Road Rally

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

Historic Road Rally

4. As Road Rally but participation is limited to Vehicles complying with the appropriate Technical Regulations for Historic Category 1, 2, 3 and 4 Road Rally Vehicles App. 15 and 17.
   Must comply with the following:
   a. PR work in accordance with App. 1 Arts. 23 – 25 must be carried out.
   b. Classes must be based on the ability of Competitors (masters, experts, non-experts and novices). It is permitted to sub-divide these Classes by Vehicle cubic capacity and / or age.
   c. Written ASN approval must be obtained for any Special Tests. Detailed diagrams and written explanations of their format and finishing procedures must be submitted. These tests must be designed so that no Competitor can be expected to exceed an average speed of 30mph. No benefit should accrue to any Competitor who exceeds 30mph. Test finishes must be arranged in such a way that there can be no possibility of any Competitor completing a test whilst a previous Competitor blocks the Finish area.

Navigational Rally

5. A Rally designed to test the navigational skill of the crew. Navigational Rallies must additionally comply with the following:
   a. Classes must be based on the ability of Competitors: for example, masters, experts, non-experts and novices.
   b. Must not include any Vehicle Classes whether by capacity or by group.
   c. Except for Novice Crews (as defined in the Official Documents) only the following information may be issued to a Competitor before their due start time:
      i. Rejoin Points
      ii. Main Time Controls
      iii. Blackspots and
      iv. the location of the Finish.
   d. Information in a sealed opaque envelope is not considered issued until the envelope is opened.
   e. Except for Novice Crews (as defined in the Official Documents) no more than 15% of the Time Controls may be issued to Competitors as Rejoin Points.
   f. Rejoin Points may only be located at the end of Neutral Sections.
g. **Vehicles** must comply with the **Technical Regulations** in respect of silencing and permitted **Noise** levels including mandatory fitment of induction filter elements (App.15 Art.19).

h. **Vehicles** must comply with the **Electrical Systems** provisions of the **Technical Regulations** (App.15 Arts.26 – 36).

i. **Vehicles** must comply with the **Miscellaneous** provisions of the **Technical Regulations** (App.15 Arts.38 - 45).

**Veteran Rally (or Run)**

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

**Vintage Rally (or Run)**

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

   Must comply with the following:
   
a. Subject to compliance with the below 7.b. and c. **Economy, Navigational** or **Vintage Rallies** will be required to carry out **Public Relations** work in accordance with App.1 Arts.23 – 26.

b. Penalties for both early or late arrival must be imposed at all controls. These penalties must be at least as great for early arrival as late arrival.

c. Other than for **Regularity Sections** and **Special Tests** they must not have any section times to less than one minute.

**Economy Rally**

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

   Must comply with the following:
   
a. Penalties for both early or late arrival must be imposed at all controls. These penalties must be at least as great for early arrival as late arrival.

b. Other than for **Regularity Sections** and **Special Tests** must not have any **Section** timed to less than one minute.

c. Subject to compliance with the above **Economy Navigational** or **Vintage Rallies** will be required to carry out **Public Relations** work in accordance with App.1 Arts.23 – 25.

**Twelve Car Rally**

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

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

   a. Must be run according to the requirements of an **Economy, Navigational** or **Vintage Rally** and be described in this way in the **Official Documents**.

   b. Any section defined as a **Standard Section** may not be timed to less than one minute.
c. Must not form part of any **Championship** other than one restricted to bona fide members of the Organising Club.

d. A **Route Liaison Officer (RLO)** must be consulted.

e. If the **RLO** requires additional **PR** work in sensitive areas this must be completed to the **RLO** satisfaction.

f. Must not be scheduled to run between 18.00 hours on a Saturday and 07.00 hours on a Sunday unless written permission has been given by the **RLO** and advised to the **ASN**.

g. Should normally be run mid-week and in the early evening.

**Navigational Scatter Event**

10. A **Navigational Event** where there is no **Competition** on the **Public Highway** and which falls within the provisions of automatic authorisation under the **Motor Vehicles (Competition and Trials) Regulations** (where applicable).

   Must comply with the following:

   a. **Public Relations** work must be carried out according to **App.1 Arts. 23 - 25**.

   b. The **Official Documents** should clearly define the nature of the **Event** and specify all **Navigational** equipment required.

   c. An estimate of the mileage likely to be covered must be included in the **Official Documents**.

   d. The points to be visited must be placed so that there is no single obvious route.

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

   f. They must be planned in such a way that the **Competitors** have ample time to attempt to visit the required number of points. The majority of the points should not be readily accessible without leaving the Vehicle. The Vehicle should be an incidental means of transport between the various points.

   g. There should be no element of timing on the **Public Highway** although **Competitors** may be required to finish by a specified time.

**Targa Road Rally**

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

   Must comply with the following:

   a. Not include and **Standard Sections**

   b. **Regularity Sections** may be included

   c. **Classes** must be based on the ability of **Competitors** (masters, experts, non-experts, and novices) and may be sub-divided by **Vehicle** cubic capacity and / or age.

   d. **Special Tests** must comply with the **Special Tests** provisions of **App.4 Arts. 38 – 46 to this Chapter**.

**Endurance Road Rally**

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

**All Events**

2025 National Competition Rules Chapter 13 Appendix 3 Specific Regulations for Road Events
13. **Classic Trials** and **Road Safety Events** and any other form of **Event** that use the **Public Highway** must comply with the following:

a. Must not include any **Special Stages**.

b. Except for **Road**, **Historic Road**, **Enduro**, **Targa** and **Navigation Rallies** they must not include any **Special Tests**.

c. **Competitors** must not carry any form of Intercom (ie any method of voice amplification) or any radio transmitting device. Exceptionally mobile telephones are Permitted if the **Official Documents** specifically allow them. Failure to conform will be penalised by **Disqualification** from the **Event**.

d. No regular assistance organised in advance may be used by **Competitors** in **Rallies** defined in **Arts.3 – 13** above inclusive except when Permitted in the **Official Documents** for **Vintage** or **Veteran Events**.

e. No assistance may be expected from the **Organisers**.

f. **Competitors** are responsible for ensuring that they are supplied with fuel, oil, water etc. even though the **Organisers** may advise where these supplies may be obtained.

g. A **Vehicle** may not be moved other than by its own power except:

i. By a ferry.

ii. By outside means for a minimum distance necessary to extricate it from difficulty.

iii. By gravity.

iv. By its crew.

h. **Competitors** are strongly recommended to carry a **First Aid Kit**, high visibility vests or jackets and a torch.

i. The use of in car cameras is forbidden. Breach of this **Regulation** will result in **Disqualification** from the **Event**.

j. **Organisers** must not sanction encourage or facilitate the filming of **Events** taking part on the **Public Highway**.
CHAPTER 13 RALLY

APPENDIX 4

Road Events – Routes and Sections
1. This Appendix must be read in conjunction with all applicable Appendices.

Routes
2. A Road Rally Route is the Route provided by the Organisers and conforming with the NCR.
3. The only route information that may be given out before the Competitors' due start time will be information regarding Quiet Zones, Black Spots, Rejoin Points and Neutral Sections. Exceptionally for Road, Targa or Historic Road Rallies, and only if the Official Documents Permit, other route information may be given in advance for those parts of the route that take place between the hours of 07.00 and 22.00.
4. The location of all Stop and Give Way junctions along the route must be issued to Competitors along with clear instructions as how they must treat them (Art.6 below).
5. Organisers must identify any other junction at which Competitors are required to stop.
6. Competitors must stop before entering any road protected by a Stop junction or a Give Way junction where any part of the Event is held between 22.00 and 07.00 hrs. Failure to comply will be penalised by Disqualification from the Event.
7. Exceptionally and only with the specific permission of the RLO, Give Way signs in Quiet Zones may be negotiated according to the Highway Code. All such junctions must be advised to Competitors in advance.
8. Only 1:50,000 scale OS maps may be used.
9. The only information that can be added to the OS map as sold is:
   a. Highlighting numbers, words and legends printed on the map within the confines of the outer printed grid numbers.
   b. Highlighting and repeating grid lines and numbers and marking adjacent map numbers outside the of the outer printed grid numbers.
   c. Information provided by the Organisers of the Event.
10. The onus of following the correct route rests with the Competitor who must visit Controls and Checks in the order set out in the Time Card or Route Card unless otherwise specified.
11. Any Control (App.5) is deemed to extend for 50m around the actual point at which Officials are making their records unless clearly visible signs are displayed to define a different area.
12. The direction of approach to a Control or Check will be specified by the route information. Approaching a manned control from any other direction or visiting a Control or Check more than once will involve a Penalty (App.7 and App.8).
13. No private road must be used by Competitors unless specific permission to do so has been given by the Organisers.
14. Quiet Zones:
   a. Any Quiet Zone in a Standard or Regularity Section must be monitored by a Driving Standards Observer.
   b. The end of a Quiet Zone must be indicated by an end of QZ Board.
Sections
15. The following terminology and restrictions apply to all Road Rally Sections and no other title or description will be valid.
16. No Section will have a Flying Finish Time Control.
17. No Section will have any award for Competitors who equal or improve upon the Section time schedule or record the fastest times or least penalties on any Section.
18. At the start of any Section or Special Test held in whole or in part on private property the Organisers must provide a Medium Spill Kit.

Standard Sections
19. A Standard Section may not use the same stretch of road more than once nor include any intermediate Time Controls. Where a Standard Section is timed to the second it must not:
   a. Pass through any area that has more than 20 occupied dwellings within 300m radius of the route unless written agreement is given by all the householders within that area and the ASN has given its permission.
   b. Join or cross any A-class road except where there is a manned control at which Competitors must stop at the junction.
   c. Start on or use an A-class road for more than 200m continuously.
   d. Start the first car before 23.59hrs and the last car including any lateness must finish 1/2 hour before sunrise.
   e. Include any area or point where Competitors are required to observe special restrictions as to their driving behaviour except for observing signs warning of natural hazards. Quiet Zones or other restrictions are specifically forbidden.
20. Organisers may erect signs warning of natural hazards but they must be removed after the Events.
21. Standard Sections must not include any road with a 30 or 40mph limit without the express permission of the RLO.
22. Standard Sections must not require Competitors to average more than 30mph.
23. If timed to less than a minute then Standard Sections must not include more than 250m of private property other than Footpaths and Bridleways and Restricted Byways for which approval has been granted by the landowner and the Highway Authority where appropriate.

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

Regularity Sections
27. The locations of the Start and Finish of Regularity Sections must be given to Competitors in advance.
28. Each **Regularity Section** must contain at least one **Intermediate Time Control** the location of which must not be given to **Competitors** in advance.

29. **Competitors** must be advised in writing before entering such a section whether they are required to stop at **Intermediate Time Controls** which should be identified by a control board.

30. Adherence to the time schedule in a **Regularity Section** will be assessed by comparing the time of arrival at any **Intermediate Time Control** or the **Finish Time Control** with the time of arrival at the immediate preceding **Time Control**. Timing whether or not the **Vehicle** is required to stop will be at the moment of the **Vehicle** entering the relevant **Time Control** area.

31. Penalties must be specified in the **Official Documents** and must be imposed for stopping within sight of but outside the control area of any **Intermediate Time Control** and the **Finish Time Control**.

32. **Competitors** should not be required to maintain an average speed in excess of 30mph.

33. May only be included in the following rallies as defined by **Permit**:
   a. Historic Road
   b. Endurance Road
   c. Targa Road
   d. Navigation
   e. Veteran
   f. Vintage
   g. Economy.

34. **Consistency Tests** may only be run under a **Historic Road Rally Permit** and at a **Venue** with a current **ASN Track Licence**. Written **ASN** approval must be obtained before the **Events** for all **Consistency Tests** by submitting detailed diagrams and written explanations of their format and finishing procedures.

Transport Sections

35. A **Transport Section** is used to transport **Competitors** between other types of section where the route is not **PR** sensitive or densely populated.

36. These **Sections** must not be timed to less than one minute nor less than four miles in length and must not have any lateness penalty applied other than for maximum lateness.
   a. They must comply with **App. 5 Art.46** and breach of this **Regulation** will be penalised in accordance with **App. 7 (l)**.

37. If using roads where a 30mph or 40mph limit is in force then a lower average speed must be imposed depending on the proportion of restricted roads in the **Section**.

Special Tests

38. Written **ASN** approval for any **Special Tests** must be obtained before the **Events** by submitting detailed diagrams including all roads on the test venue, distances between manoeuvres, overhead images of the land being used, written details of the terrain being used and **WhatThreeWords** locations for the Test Start and Test Finish in addition to explanations of their format and finishing procedures before the **Event**.

39. These tests must be designed so that no **Competitor** can be expected to exceed an average speed of 30mph or 40mph for **Endurance Road Rallies**.

40. No benefit must accrue to any **Competitor** who exceeds this speed.
41. Test finishes must be arranged so that there can be no possibility of a Competitor completing a test whilst a previous Competitor blocks the Finish.

42. Flying Finishes are not permitted. Stop lines must be clearly defined on route instructions and with stop boards on the test. The board must have minimum dimensions of 76cm x 61cm.

43. Vehicles must comply with the relevant Technical Regulations appropriate to the type and or class of Vehicle (App. 15).

44. Passengers may not be carried in the rear seats of open Vehicles.

45. Rallies with Special Tests may not permit Vehicles of commercial type such as vans / pickups.

46. Tests must be designed and laid out to ensure Vehicles are not able to be driven towards each other. See the Club Toolkit for further guidance on this.
CHAPTER 13 RALLY

APPENDIX 5

Road Events - Controls and Timing Including Results
1. This Appendix must be read in conjunction with all applicable Appendices.

Controls Documentation
2. All documentation issued by the Organisers have the same force as the Official Documents. Along with the requirements of Chapter 3 Art.30 the Route Card or Time Card must specify the following:
   a. A description of each section (Standard Neutral Transport Regularity etc);
   b. The time allowed to traverse the route between each time Control and all the information necessary to enable Competitors to comply with the average speed limits applicable to the entire Route including those provided by the Official Documents.
   c. What information the Organisers require to be recorded by Competitors and the location of Controls (but not Route Check recorded by Competitors and the location of Controls (but not Route Checks) at which these records will be made.
   d. The location of check points established by the Organisers to observe Competitor maintenance of a set speed and / or time schedule and / or Route will not be disclosed but Competitors must be notified in the Official Documents of the fact of such check points being deployed so as to enable compliance.
   e. Which checks will be manned by Officials except checks established in accordance with c. above.
   f. Which portions of the route will be timed to less than one minute.
   g. Any ‘out of bounds’ areas to be respected.
   h. The areas where the Organisers require Competitors to observe special driving restrictions (ie Quiet Zones).
   i. The order in which Controls and Checks must be visited.
   j. Controls checks and test sites must open at least 15 minutes before the due time of arrival of the first Vehicle and close 30 minutes after the due time of arrival of the last Vehicle unless the Official Documents specify otherwise.
3. The Official Documents will specify what penalties will be applied for stopping within sight of any Control and for early or late arrival at any Control on a Regularity Section.
4. Timing related penalties are provided at App.7 for Road Scheduled Time Events and at App.8 for Road Target Timed Events. Organisers acting through the relevant Judicial body may also apply penalties pursuant to Chapters 2 -5 of the NCR.
5. If at any Control or Check due to be operated by Officials the Officials are not present during the whole period when the Competitors may report then all performances at that point will be ignored in compiling the results except where the Check Control is operated by an appointed Judge of Fact or DSO when Check Control may operated on a random basis.
6. All performances will be ignored if a Control or Check is not sited at the location specified in Official Documents.
7. The onus of ensuring that all the information required is clearly and legibly recorded at the appropriate time and place rests with the Competitor.

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

9. Organisers must refer to Marshals’ check sheets in case of doubt.

10. If there is a discrepancy between the time allowance shown by the Organisers on a Time Card and that shown on any other document then the Time Card value will be taken to be correct unless previously amended in an official bulletin.

11. It is an offence for any Competitor to continue in an Event until the information required to achieve conformity with the Event time / speed schedule is provided by the Organisers in Official Documents.

Types of Control or Route Check
12. An unmanned Check to prove a Competitor’s adherence to the correct route.

13. Proof of passage will entail the Competitor recording the symbols from a Code Board that must be placed facing oncoming Rally Vehicles.

14. The Code Board will be not less than 315 sq cm and will show not more than five black numbers or letters (or a combination of both up to a maximum of seven) and be the right way up on a contrasting background.

15. The size of the letters and numbers will be not less than 79mm with a minimum of 12mm stroke width.

Passage Control
16. A manned Control established to prove a Competitor’s adherence to the correct route.

17. It cannot be located less than 500m from any other manned Control.

18. The only information permitted to be recorded is the Marshal’s signature or stamp and the authentication of the records held by the Competitor.

Time Control
19. A manned Control established to record the time of a Competitor who must come to a stop for the purpose.

20. It can additionally record the direction of approach and departure of the Competitor.

21. The only other information permitted to be recorded by the Marshal is the authentication of the records held by the Competitor.

22. 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.

Main Time Control
23. Organisers may designate certain Time Controls (Arts.19 – 22 above) such as Start Controls and Restart Controls as Main Time Controls (MTCs).

24. Competitors failing to visit or reporting outside their Maximum Lateness at MTCs will be considered to have retired.

25. Early or late arrival or departure will be penalised in accordance with App.7.e or f.

26. An example of all Official Boards must be on display at documentation for the Event.
Timing
27. All Sections must be timed according to the requirements of Scheduled Time by watches that read to correct GMT / BST time of day.

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

TIMING
Definitions for Scheduled Timing
29. Standard Time is the time of day a notional Competitor number zero would be due at any Control or Check.
30. Scheduled Time is the actual time of day each Competitor is required to be at any specific point.
31. Scheduled Time can be calculated for any point by taking a Competitor’s Competition Number multiplying by the time interval between Competitors at the start and adding the result to the standard time at that point.
32. Delay Allowance is an allowance free of Penalty granted to specific Competitors following a delay under the instructions of an authorised Official of the Event. Any Delay Allowance must be recorded in writing on the Competitor’s Time Card by that Official.
33. Due Time is the time a Competitor is due at any Control or Check inclusive of any previous lateness.
34. Penalised Time is the difference between Due Time and an earlier or later arrival time.
35. Penalty Free Lateness allows a Competitor late at one Control to be an equivalent amount late at a succeeding Control without incurring further Penalty.
36. Outside Total Lateness (OTL) is the point where a Competitor is considered not to have visited a Control or Check being more than 30 minutes past the Scheduled Time (including any Delay Allowance) unless the Official Documents specify a different period.
37. The time of arrival at or departure from a Control other than intermediate and final Controls of Regularity Sections (where App.4 Arts. 27 – 34 apply) will be the time at which the Time Card is presented by the Competitor concerned providing all crew members and Vehicles are within the Control area.
38. Exceptions to Art. 37 above are:
   a. In the Event of a competing Vehicle obstructing other Competitors through being halted or unduly slowed down near a Control the Officials may instruct the Driver to proceed and may then record the time as the time when this instruction is given.
   b. In the Event of a Competitor presenting a Time Card to Officials at a time when the Vehicle is outside the Control area the Officials have discretion as to whether or not to make a record on the Time Card.
39. The onus of presenting the Time Card rests with the Competitor.
40. The time of reporting at Controls will be recorded to the preceding whole minute when penalties are imposed per minute (for example nine minutes 59 seconds will be recorded as nine minutes.)
41. When a Penalty is imposed for timekeeping error of less than one minute the time will be recorded to the preceding second.
42. 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.
43. The Organisers can require any Competitor who is late to reduce their lateness by either foregoing or reducing any period of time provided for remaining at a Control or official halt.

44. Competitors may themselves reduce lateness without Penalty in the following ways providing the Section is not defined as Neutral and unless either forbidden to do so by the Official Documents or if by so doing they commit a breach of Art.46 below:
   a. By reporting at any Control following one at which a penalty was applied for lateness at any time not earlier than Scheduled Time.
   b. By missing a Control or Controls. The Competitor will be penalised in accordance with App.7 (a) or (b) for every Control missed. On rejoining the route at a Control at the end of Standard Section the Competitor will be permitted to restart without further Penalty at any time between their original Scheduled Time and their Maximum Permitted Lateness in relation to their original Scheduled Time. If the rejoining Control is at the end of a Neutral Section and the Competitor has missed the Control at the beginning of a Neutral Section they will only be permitted to restart without further Penalty at their official corrected time based on the time of arrival at the last Control visited within Maximum Lateness.
   c. If the need arises for an Organiser to extend Maximum Permitted Lateness this can only be done at a point on the route at which Competitors are required to report to avoid Disqualification. Maximum Permitted Lateness can then only be extended for the following part of the route and cannot be applied retrospectively for earlier Sections.

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

45. No Penalty Free Lateness or official delay allowance that has been either reduced or foregone as permitted by Art.43 above can be reclaimed by this does not exclude fresh claims based on new circumstances.

46. A Competitor found to have traversed a distance greater than four miles between two consecutive time Controls in less than three-quarters of the time specified by the official time schedule will be penalised in accordance with App.7 (l). In calculating the penalty any fraction of minute will be ignored. The $\frac{3}{4}$ rule does not apply to sections of less than 8 minutes scheduled duration.

This Regulation does not preclude the Organisers providing specific sections for time recovery. For example:
   a. In a nine-minute section a Penalty is imposed if a Competitor completes a Section in less than six minutes.
   b. In a 10-minute section – seven minutes.
   c. In an 11-minute section – eight minutes.
   d. In a 12-minute section – nine minutes.

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

48. Any portions of the Event to be timed to seconds will be clearly indicated in the Route or Time Cards.

49. Any timing to less than one minute will be recorded on equipment as detailed in App.2 Arts.32 – 36.

50. 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.

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

52. The requirements for sealing watches must be stated in the Official Documents.
53. The Organisers may reject any watch that cannot be satisfactorily sealed or read.

54. If any sealed watch varies from Official Time by more than one minute the Competitor concerned will be timed by official clocks from then on unless the Official Documents make provision for the replacement or re-setting of the watch concerned.

Results

55. To be classified as a finisher the Competitor must report to all Main Time Controls and unless otherwise stated in the Official Documents at least two-thirds of the Controls listed in the Route Card or Time Card.

56. The Competitor must report to the final Control if that is not an MTC and within the Maximum Lateness specified and with the same crew in the same Vehicle in which that crew started.

57. Competitors at the conclusion of their Competition must sign a declaration to the effect that they have not been involved in any incident that may have caused damage to persons or property or alternatively give details of any such incident. Non-compliance will be penalised by Disqualification and must be reported to the ASN for further disciplinary action.

58. Competitors who retire will be required to submit a form to the Event Secretary within 72 hours of the Event. Failure to return a form may result in a fine of up to the relevant maximum permitted under the NCR from time to time.

59. For the purposes of considering Disqualification, Vehicle damage will be considered as being any tear or indentation exceeding 50mm in depth occurring to the external surfaces of the coachwork or its accessories (excluding windscreen windows lamps and bumpers) above the horizontal plane at the wheel centre.

60. Competitors will start with zero fails and/or marks. Classification will be made from Competitors who have incurred the least number of fails.

61. Competitors who have incurred an equal number of fails will be classified by reference to total marks lost.

62. In the Event of a tie the Competitor who has completed the greater portion of the Competition from the Start including Tests (if any) without Penalty (or if both incurred Penalty at the same point then with the lesser Penalty) will be judged the winner unless another method of resolving ties is specified in the Official Documents.
CHAPTER 13 RALLY

APPENDIX 6

Exemption of Permit Events

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

2. This Appendix applies to all of:
   a. Road Safety Events and
   b. Treasure Hunts and
   c. Veteran Car Rallies (or Runs)
   d. Economy Runs.

Road Safety Events

3. Must comply with the following:
   a. They must not have a route which exceeds 150 miles on the Public Highway except in special circumstances.
   b. The marking system on the road section must only be in respect of observance of the law or the Highway Code.
   c. They must not have any timing on the road sections other than that necessary to determine the duration of the Competition.
   d. If any Tests of driving ability are included they must not exceed 100m in length.
   e. If timed Tests are included the speed of the Vehicles must not be the sole determining factor and at least an equal number of untimed Tests must also be included.
   f. All tests whether timed or untimed must include an element of maneuvering skill or judgement on the part of the Driver in addition to testing the capabilities of the Vehicle.
   g. The title of the Event must clearly indicate its connection with road safety.

Treasure Hunts

4. Must comply with the following:
   a. No merit must attach to being the first to arrive at the Finish or at any other point.
   b. Competitors must not be required to arrive at any point other than the Finish at or by a specific time.
   c. Where an overall time limit is set for the Event it must be possible to win without exceeding an average speed of 10mph from Start to Finish.
   d. Competitors must not be required to travel more than 100 miles on a highway or to perform any task or solve any problem that is likely to inconvenience or offend anyone not taking part in the Event.

Veteran Car Rallies (or Runs)

5. These must comply with the following:
   a. If they are run in accordance with b. and d. below it will be exempt from the PR requirements of App.19 and Public Relations work need only be undertaken by prominent advertising in the area of the route.
   b. They must allow Competitors to set their own average speeds subject to a maximum average of 24mph between Start and Finish (or Rest Halt).
c. They must have no intermediate timing points between the Start and Finish (or Rest Halt) and must have only passage controls along their route.

d. Competitors’ route instructions should be given in the form of descriptive notes only.

Economy Runs

6. If held on or using private land Economy Runs must obtain ASN prior written permission before any public announcement is made.
CHAPTER 13 RALLY

APPENDIX 7

Road Scheduled Time Events

Penalties

Summary of Penalties to be Applied on Scheduled Timed Events

1. Performance will be assessed in one of the methods listed, either by time Penalty or by the 'fails' system. The Official Documents must specify which system is to be used.

2. *These penalties may be increased by the Official Documents; they may not be reduced.

3. **The penalty may be increased if stated in the Official Documents.

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

<table>
<thead>
<tr>
<th>Time</th>
<th>Fails</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Not reporting or reporting OTL at a Main Time Control</td>
<td>Retired</td>
</tr>
<tr>
<td><em>(b)</em> Not reporting or reporting OTL at any other Time Control</td>
<td>30 minutes</td>
</tr>
<tr>
<td><em>(c)</em> Not complying with the Route Card including visiting a Control more than once</td>
<td>15 minutes</td>
</tr>
<tr>
<td><em>(d)</em> Not reporting at Passage Control or providing proof of visiting a Route Check</td>
<td>5 minutes</td>
</tr>
<tr>
<td><em>(e)</em> Arrival before scheduled time at the end of a Standard Section</td>
<td>2 minutes per minute</td>
</tr>
<tr>
<td><em>(f)</em> Arrival after due time at the end of a Standard Section</td>
<td>1 minute per minute</td>
</tr>
<tr>
<td><em>(g)</em> Arrival before due time at the end of a Neutral Section</td>
<td>30 minutes</td>
</tr>
<tr>
<td>*<em>(h)</em> Arrival before due time at an Intermediate Control or Finish Control of a Regularity Section</td>
<td>Actual time early</td>
</tr>
<tr>
<td><em>(j)</em> Arrival after due time at an intermediate control or finish control of a Regularity Section. Exceptionally at a single intermediate or finish control of a Regularity Section held between 07.00 and 22.00hrs this penalty may be reduced.</td>
<td>Actual time late</td>
</tr>
<tr>
<td><em>(k)</em> Breach of any statutory requirement concerning the use of a motor vehicle</td>
<td>30 minutes</td>
</tr>
<tr>
<td><em>(l)</em> Contravention of App.5 Art.46 *First Offence Second Offence</td>
<td>30 minutes</td>
</tr>
<tr>
<td><em>(m)</em> Excessive speed or driving likely to bring motor sport into disrepute</td>
<td>Disqualified</td>
</tr>
<tr>
<td><em>(n)</em> Excessive Noise</td>
<td>Disqualified</td>
</tr>
<tr>
<td>(o) Receiving assistance contrary to App.3 Art.13 (d)</td>
<td>Disqualified</td>
</tr>
<tr>
<td><em>(p)</em> Breach of App.3 Art.13.c (intercoms); App.15 Art.43 (Registration Plates)</td>
<td>Disqualified</td>
</tr>
<tr>
<td><em>(q)</em> Breach of App.4 Arts.6 – 9 inclusive; App.5 Arts.56 and 58; App.9 Arts.15 - 20</td>
<td>Disqualified</td>
</tr>
</tbody>
</table>
Penalties left to the discretion of the Clerk of the Course which may go as far as Disqualification.

a. Failure to follow the instructions of an Official.

b. Further breaches of (k).

c. Breaches of Regulations referred to in Chapter 2.
Summary of Penalties to be Applied on Target Timed Events

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

| (a) (i) Not reporting or reporting OTL at a Control; Multi-Venue Stage Rallies Or Not completing or missing a Stage | Retired | 15 Minutes plus stage maximum per stage |
| (b) Not complying with a requirement of the Road Book | 10 minutes |
| (c) Not performing a Stage correctly | Stage maximum |
| (d) Not attempting or being ready to attempt a stage when instructed to do so | 1st Offence - 10 minutes 2nd Offence - Disqualification |
| (e) Making a false start at a Special Stage | 1st Offence - 10 seconds (plus actual false start time) 2nd Offence - 1 minute 3rd Offence - 3 minutes Further Offences - at the Clerk of the Course’ discretion |
| (f) (i) Every second taken to complete a Special Stage where timing is to the preceding whole second | 1 second |
| (f) (ii) Every second and 10th of a second taken to complete a Special Stage where timing is to the preceding whole 10th of a second | 1 second and 10th of a second |
| (g) For each minute under target time on a road Section or in a service area | 1 minute |
| *(h)* Only if specifically mentioned in the Official Documents, for each minute over target time on a road Section or for each minute over Target Time in a service area | 10 seconds |
| (j) For each minute before or after due time at Main Time Control (out) | 10 seconds |
| (k) Breach of any statutory requirement concerning the use of a motor vehicle | 10 minutes |
| (l) Excessive speed or driving likely to bring motor sport into disrepute | 10 minutes |
| (m) Excessive Noise | 10 minutes |
| (n) Receiving assistance contrary to App.18 Arts.4 - 14 | Disqualification & reported to the ASN |
| (o) Breach of App.18 Art.3, Art.7 and Art.8. | 10 minutes |
| (p) Breach of Regulations: App.9 Arts.18 - 23, App.5 Art.57, App.10 Art.8, Art.9, Arts.12 – 16, Arts.28 – 39. | Disqualification |
| (q) Unauthorised use or possession of Pace Notes (App.10 Arts.46 - 47) or unauthorised presence on a Stage (App.9 Art.7) | Disqualification & reported to the ASN |
| (r) Failure to comply with App.10 Art.17 - 27 | Disqualification & reported to the ASN |
| (s) Breach of Regulations: App.2 Art.73 or App.10 Art.34 | Disqualification |
| (t) Breach of Regulation: App.18 Art.10 | Disqualification & reported to the ASN |
Penalties left to the discretion of the Clerk of the Course which may go as far as disqualification (Chapter 5 App.5 Arts.6 - 10).

(aa) Failure to follow the instructions of an official.
(bb) Further breaches of (b), (c), (d), (e), (k), (l), (m) or (n).
(cc) Repeated misbehaviour of service crew.
(dd) Reporting late for Scrutineering.
(ee) Misuse of SOS and/or OK boards.
(ff) Unauthorised testing or practicing (App.12 Art.29).
(gg) Causing an obstruction (App.2 Art.95).
(hh) Breaches of Regulations detailed in Chapter 2.
(ii) Failure to comply with control check-in procedures.
CHAPTER 13 RALLY

APPENDIX 9

Competitors Regulations including Licensing

1. This Appendix must be read in conjunction with all Applicable Appendices and NCR Chapters 1 and 2 and 6 to 9 and 24.

2. Competing Vehicles must comply with the appropriate Technical Regulations at Chapter 7 and Apps.15 – 17 of this Chapter.

3. Commercial Vehicles are not permitted in rallies except in accordance with Chapter 7 and where the time schedule is set to a lower average speed of 25mph compliant with MV(C&T)R.

4. Competitors and Vehicles must report for the Start and for scrutineering at the times stated in the Official Documents or risk being disqualified or forfeiting their starting position.

5. At Event Sign-On, Entrants, Drivers and Co-Driver or Navigators must produce for approval their Competition Licence and / or Club Membership Card and the name and address of their insurers covering any part of the Event on the Public Highway and an Entrants Licence.

6. Competitors on Historic Road Rallies must also present the DVLA registration document of their Vehicle as proof of its period authenticity. If the registration document is not sufficient verification then written authorisation from the ASN (or an ASN / FIA identity form) must be presented.

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

Necessary Licences

8. A Competitor must hold a current valid RTA licence appropriate to their vehicle on an Event.

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

10. Exceptionally and for Clubmans Historic Road Rallies only Competitors who are not eligible to apply for an ASN Competition Licence may obtain an Historic Regularity Competitors Permit which use and validity is limited solely to that Rally.

11. Competitors must hold and produce a valid Club Membership Card for all Events of Interclub status or less.

12. If the Entrant is neither the Driver, Co-Driver or Navigator then they must hold and produce a valid Entrant’s Licence (See ASN Chart of Minimum Acceptable Entrant’s Licences).

13. To upgrade a Competition Licence refer to Chapter 6 or the notes accompanying the Licence application form.

Minimum Ages

14. Drivers must be at least 17 years old and hold a full RTA Licence for all Rallies.

15. Navigators (non-Driver) on Rallies without Special Stages must be at least 12 years old and must be 16 years old on rallies with Special Stages.
16. Subject to Art.17 below no person under 16 years of age may be carried in a competing Vehicle during a Rally with Special Stages.

17. Exceptionally for Single Venue Stage Rallies taking place on a Venue that is currently or was previously a licensed Race or Speed or Kart Circuit or any airfield type Venue (disused or not) the minimum age for the Navigator is 14 years of age.

The Crew

18. Those people occupying any Vehicle will be collectively referred to as its crew.

19. Each Vehicle must carry at least one Passenger (as Navigator or Co-Driver) as well as the Driver.

20. Except in accordance with official approval or instructions the persons carried at the start must not be varied during the Event.

21. Only the nominated Driver and Co-Driver listed on the Official entry form can drive during a Competition unless the Official Documents specify otherwise.

22. No-one is allowed to travel in a competing Vehicle other than in an appropriate seat correctly fitted.

23. No competing Vehicle can carry more than one physically disabled person and whose participation must be authorised pursuant to Chapter 6.

Competition Numbers

24. Any means of identification fixed to a competing Vehicle for the Competition must be removed when the Competitor retires or is Disqualified from or completes the Event.

25. On Road Rallies the rally plates (if required by the Organisers) must be displayed at the front or rear of the Vehicle and on or just below the rear nearside window.

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

27. On Special Stage Rallies the Organisers will specify in the Official Documents how Competitors must display their allocated Competition Number as follows:
   a. In accordance with Chapter 7 together with,
   b. Competition Numbers for each rear side window (or equivalent area on smaller Vehicles) which shall be 250mm high with a stroke width of at least 31.5mm and a minimum separation of not less than 31.5mm and coloured yellow or orange and which may be reflective.
   c. Further in the bottom of the rear screen (or equivalent space on two-seater cars) the Competition Number shall be displayed black numbers on a 180mm x 180mm white background. This number must be visible from the rear of the Vehicle at eye level but must not impede the rear view via the rear view mirror. Where a National Event follows an International Status Event they may use the International style numbering.

28. The numbers must be in position before the Vehicle is presented for scrutineering and will be subject to approval as to the position and legibility and size.

29. The Timekeepers may decline to record the time of any Vehicle whose Competition numbers are not readily
apparent.

30. On Multi-Venue Stage Rallies rally plates must be displayed at the front and rear of the Vehicle.

31. On Single Venue Stage Rallies front and rear plates are at the Organisers discretion.
CHAPTER 13 RALLY

APPENDIX 10

Competitors Specific Regulations for Special Stage Rallies

1. This Appendix must be read in conjunction with all applicable Appendices of this Chapter.
2. This Appendix covers the following defined categories of Event.

Special Stage Rally

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

Special Stage

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

Single Venue Stage Rally

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

Historic Special Stage Rally

6. As Art.3 and 5 above but participation is limited to Vehicles complying with the appropriate Technical Regulations for Historic or Post-Historic Special Stage Rally Vehicles.

Rally Time Trial

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

Applicable to All Special Stage Rallies

8. Competitors and associated service vehicles and personnel may only fit or use radio transceiving equipment and frequencies that are licensed according to Regulations issued by Ofcom.
9. Competitors and associated service vehicles and personnel must not use or carry any radio transmitting device that operates on or interferes with the ASN licensed Frequencies.
10. Contravention of Arts. 8 and 9 above will be penalised by Disqualification.
11. Competitors must present at scrutineering a valid ASN Competition Car Log Book / Vehicle Passport obtainable from ASN Scrutineers by appointment.
12. In conjunction with scrutiny of the Vehicle Drivers' and Co-Drivers' crash helmets, FHR Devices and overalls must be produced for approval.
13. All crew members must wear a crash helmet bearing an ASN approval sticker and a safety belt throughout any Special Stage.
14. The crew must wear flame resistant overalls homologated to FIA 8856-2000 FIA 8856-2018 or FIA 1986 Standard and balaclavas to FIA 8856-2000 or FIA 8856-2018 Standard. Competitors are also strongly advised to wear Flame Resistant shoes, gloves, socks and underwear. Attention is drawn to Chapter. 9 in relation to
Competitor PPE.

15. The crew must wear FIA approved FHR Devices fitted in accordance with App.9.

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

17. Competitors must carry an A4-size white board with a red SOS on one side and black OK on the other (letters to be a minimum of 12cm high with a minimum stroke width of 1.5cm) with means to secure the board on display for oncoming Competitors.

18. In the case of an incident where urgent medical attention is required the red SOS sign must be displayed as quickly as possible to alert following Vehicles and aid any aircraft attempting to assist. Where present the crew must operate the SOS function on the Tracking Console.

19. Any crew that sees a red SOS sign displayed on a Vehicle or sees a major accident where both crew members are inside the Vehicle but not displaying the SOS sign must immediately and without exception stop to give assistance. Where present the crew must operate the SOS function on the Tracking Console in their own Vehicle and that of the crashed Vehicle where accessible.

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

21. Subsequent Vehicles must leave a clear route for emergency vehicles.

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

23. Any crew which is able to but fails to comply with Arts. 18 – 22 above may be Disqualified following a Judicial Hearing and reported to the ASN in accordance with but pursuant to the Judicial procedures provided by Chapter 2.

24. In the case of an incident where medical intervention is not required the OK sign must be clearly shown to following Vehicles and to any aircraft attempting to assist. If the crew leave the vehicle the OK sign must be left clearly visible to other Competitors. Where present the crew must operate the OK function button on the Tracking Console.

25. The Emergency Red Warning Triangle must be placed at least 100m down the stage appropriate to the approaching speed of following Competitors to provide a visible advanced warning.

26. Any crew failing to comply with Art. 24 above may be Disqualified following a Judicial Hearing and reported to the ASN in accordance with but pursuant to the Judicial procedures provided by Chapter 2.

27. Competitors who misuse the SOS or OK signs will be penalised in accordance with but pursuant to the Judicial procedures provided by Chapter 2 and may be reported to the ASN for further action.

28. Where a Tracking System is being used, a Competitor encountering a hazard other than described in Art. 19 above must operate the Hazard function on the Tracking Console and await further instructions from Officials.

29. Competitors who misuse the Hazard function may be Disqualified following a Judicial Hearing pursuant to Chapter 2 and reported to the ASN for further action.

30. A ‘hazard’ is defined as any situation or incident on a Special Stage which is considered to be creating a safety issue that affects the safe passage of Competitors through that Stage.

31. Competitors must conform to the Medical Requirements specified in Chapter 6.
32. All **Competitors** must comply with any instructions in the **Road Book** concerning stopping at road junctions and failure to comply will be penalised as provided at App.8.b. or App.14.c.

33. Crew members must not smoke during any stage.

34. During a **Special Stage** the prescribed route must be followed and all direction signs displayed are mandatory.

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

36. **Competitors** are forbidden to traverse any part of a **Special Stage** in the opposite direction to *Rally* traffic.

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

38. On passing a **Red Signal** displayed by a *Marshal* wearing a *Marshals*’ tabard the crew MUST immediately and significantly reduce speed as well as being prepared to stop at any time.

39. At no time must a **Competitor** overtake any safety vehicle encountered on the **Special Stage** route. The crew must then follow the instructions of any *Marshals* and / or stage safety personnel and maintain a reduced non-competitive speed until leaving the **Special Stage**. Failure to comply with this rule may result in *Disqualification* following a *Judicial Hearing* and reported to the *ASN* in accordance with but pursuant to the *Judicial procedures provided by Chapter 2*.

40. **Competitors** must not continue until advised to do so by an *Official*.

41. **Competitors** may only attempt a **Special Stage** once.

42. Re-runs are not Permitted.

43. When manual timing is to be used for a **Special Stage** and following the *Stage Start Marshal’s* instruction that the **Competitor** is next to start the starting procedure is as follows:
   a. The *Marshal* should give a loud verbal indication of 30 seconds 15 seconds 10 seconds and 5 seconds to go and then count down orally each second 5-4-3-2-1-GO.
   b. Upon the signal *GO* a visual starting signal must be given which will normally be the raising of a flag from the bonnet (not the windscreen). Any other visual *Signal* to be used must be described in the *Event Official Documents*.

44. When automatic timing is used the *Official Documents* must detail the precise method which will be in operation with a clear description of the countdown method and the *Signal* to *GO*.

45. Making a false start will be penalised as per App.8 Art.e or App.14 Art.f.

46. If an automatic method of recording a false start is to be used the false start detector should be placed between 30cm and 40cm in front of the actual *Start Line* and the method of use and implementation must be described in the *Event Official Documents*. The timing system must be capable of recording the time that the car passes through the false start detector. These times must be made available to the *Organisers* with any **Competitors** recording a false start reported to the **Clerk of the Course** will be penalised as per App.7 Art.e or App.8 Art.f.

47. **Stages** where **Competitors** are required to start at intervals of less than one minute may dispense with the 30 seconds to go advance warning and this revised procedure must be advised in the *Official Documents*.

48. Any crew refusing to start a **Special Stage** at the time and in the position allocated will be penalised as per App.14 Art.e or App.8 Art.d which may be extended as far as *Disqualification* on the discretion of the *Clerk of the Course* in accordance with but pursuant to the *Judicial* procedures provided by Chapter 2 whether the
Special Stage is run or not.

49. Unless specifically allowed by the Official Documents the use of or possession of Pace Notes or any other means of giving a Competitor advice relating to the traversing of a Special Stage on a Multi-Venue Stage Rally that has not been provided by the Organisers is forbidden. Minor annotations to supplied Subjective Route Notes are permitted but must not be rewritten into any other format. Contravention will be penalised in accordance with App.14 Art.r or App.8 Art.r.

50. On any Single Venue Stage Rally taking place on a Venue that is currently or was previously a licensed Race Speed or Kart Circuit or any airfield type Venue (disused or not) the use provision or possession of such information is prohibited and cannot be varied by the Official Documents except that:
   a. This does not however preclude a crew from recording or annotating information during an Event on the route instructions issued by the Organisers for use later on in the same Event and
   b. Neither does it preclude the use of Ordnance Survey maps of 1:25000 or 1:50000 scale along with others that are specified in the Official Documents as being necessary to complete the route but the only supplementary information that may be shown on the maps is information given by the Organisers (including route details).

51. Contravention of Art. 49 above will be penalised in accordance with App.7 Art.q or App.8 Art.r.
CHAPTER 13 RALLY

APPENDIX 11A

Specific Regulations for Special Stage Rallies

1. This Appendix must be read in conjunction with all applicable Appendices of this Chapter in particular Appendix 1 and 2 and the ASN Stage Rally Safety Requirements as published on the ASN website www.motorsportuk.org of which all provisions are mandatory in the Organisation of Special Stage Rallies.

2. This Appendix comprising 11A and 11B for Single Venue Stage Rallies and Rally Time Trials covers the following defined categories of Event.

Special Stage Rally

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

Special Stage

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

Single Venue Stage Rally

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

Historic Special Stage Rally

6. As above Arts. 3 and 5 but participation is limited to Vehicles complying with the appropriate Technical Regulations for Historic or Post-Historic Special Stage Rally Vehicles.

7. Historic Vehicles in each of Categories 1, 2, 3 and 4 must compete in separate Classes with separate Class results and awards to give a clear distinction between the periods of Vehicles. Refer to Appendix 17 of this Chapter for the recommended classes.

Rally Time Trial

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

Applicable Appendices

9. Appendix 12 applies in respect of Special Stage Routes and Controls.

10. Appendix 13 applies in respect of Special Stage Controls and Timing and Results.

11. Appendix 14 applies in respect of Scheduled Time Special Stage Event Penalties and Chapter 2 (Judicial).

12. Appendix 8 applies in respect of Target Timed Special Stage Event Penalties and Chapter 2 (Judicial).

13. Appendix 16 applies in respect of Special Stage Rally Cars.

14. Appendix 17 applies in respect of Technical Regulations for Historic Special Stage Rally Cars.

15. Appendix 18 applies in respect of Servicing and Organised Assistance.
16. **Appendix 20** applies in respect of medical and safety.

17. **Appendix 23** applies in respect of Drawings depicting.

18. **Chapter 2** applies generally in respect of Judicial and Disciplinary matters including **Protests** and **Appeals**.

19. **Chapters 3 to 5 inclusive** and **7 to 9 inclusive** apply to the extent applicable to this **Discipline**.

20. **Fees** and **Fines** are provided in **Chapter 1 App.2**.

21. Definitions are also provided in **Chapter 1 App.1**.
CHAPTER 13 RALLY

APPENDIX 11B

Specific Regulations for Single Venue Stage Rallies and Rally Time Trials

1. This Appendix must be read in conjunction with all applicable Appendices of this Chapter in particular Appendix 1 and 2 and the ASN Stage Rally Safety Requirements as published on the ASN website www.motorsportuk.org of which all provisions are mandatory in the Organisation of Special Stage Rallies.

2. This Appendix 11B makes specific provisions for Single Venue Stage Rallies and Rally Time Trials.

Single Venue Stage Rallies

3. The Official Documents must state whether the Public Highway is being used or not.

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

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

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

7. A Co-Driver who has signed on must be carried in each competing Vehicle.

8. No practising is permitted.

9. Pace Notes or any other means of giving Competitors advice relating to traversing any Stage are prohibited except as provided by this Appendix 11B on a Single Venue Stage Rally taking place on a Venue that is currently or was previously a Race or Speed or Kart Circuit Licensed by the ASN or on any airfield type Venue whether in current use as an airfield or not.

10. By exception to Art. 9 above a crew is permitted during an Event to record or to annotate information on route instructions issued by the Organisers but solely for use later in the same Event.

11. By exception to Art. 9 above but subject to Art. 12 below Competitors are permitted to use Ordnance Survey maps of either 1:25000 or 1:50000 scale along with others that are specified in the Official Documents as being necessary to complete the Course.

12. The only supplementary information that may be shown on the maps referred to at Art.11 above is information given to Competitors in an Official Document by the Organisers including route details.

13. Any breach of Arts. 9 – 12 above shall result in Disqualification from the Event pursuant to the Judicial Procedures of Chapter 2 and referral to the ASN for consideration of further disciplinary action.

14. The Organisers must obtain written permission from the ASN in respect of any activity other than the Competition proposed to be held at the Event Venue to ensure that adequate insurance cover is provided.

15. PR work must be undertaken in accordance with App.19 of this Chapter irrespective of whether the Public Highway is to be used as part of any Event.

16. Fire Extinguishers must be available in any area defined as a Service Area and any area in which competing Vehicles are assembled awaiting their attempt at a Stage and at stop lines.

17. At Venues where spectators are encouraged to attend there must be a resident Spectator Safety Car equipped with a PA system and a radio on the frequency to be used on the Event.
Rally Time Trials

18. A Rally Time Trial is a Single Venue Special Stage Rally and must be run in accordance with the NCR as to Competitor eligibility and safety eligibility and Stage Rally Safety Requirements.

19. All Vehicles must comply with the Technical Regulations of Appendices 15, 16 and 17 as applicable.

20. The following specific provisions apply:
   a. No Passengers can be carried during either Practice or competitive runs UNLESS authorised by the ASN when a higher Permit Fee will be payable due to insurance considerations.
   b. The Course must not exceed a distance of 4 miles.
   c. The Clerk of the Course may authorise re-runs.
   d. Results need not be based on cumulative times but may be based on selective aggregate times (i.e. best 2 of 3 runs) or be purely on the best time achieved.
   e. The starting procedure must comply with that of a Stage but an arrival control is not required.
   f. Rally Time Trials are not valid for upgrading a Stage Rally Competition Licence.
CHAPTER 13 RALLY

APPENDIX 11C

Specific Regulations for Targa Road Rallies

1. Targa Road Rallies must comply with the following;
2. To be classified as a finisher a Competitor must report to all Main Time Controls and, unless otherwise stated in the Event Documents, attempt at least 75% of the tests listed in the Route Card or Time Card.
3. Not include any Standard Sections.
4. Regularity Sections may be included.
5. Classes to be set by Organisers.
6. No regular assistance organised in advance may be used by Competitors in Rallies defined in App.3 Arts.3 - 11 inclusive, except when permitted in the Event Official Documents for Targa Road Rallies taking place at a Single Venue.
7. Competitors are required to carry a First Aid Kit, high visibility vests or jackets, OK/SOS board, Spill Kit, warning triangle and for Events run during the hours of darkness a torch.
8. The use of in car cameras, is forbidden on any public road sections. Organisers may not sanction, encourage or facilitate the filming of Events taking part on the Public Highway. The use of in car cameras (fitting must be specifically approved by a Scrutineer) is allowed where Official Documents expressly permit this. A copy of any recording must be provided to the ASN if requested.
9. The Vehicle must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use Regulations (especially regarding brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings and windscreens). In this section the term MODEL refers to all variants of the same family of cars. In addition to complying with Chapter 7 all Vehicles competing in Road Rallies must comply with the appropriate part of the following: Body. Vehicles of commercial type, such as vans / pickups (Chapter 7 App.2 Art.76) are not permitted.
10. Be currently registered and taxed as a private car, unless specific Event regulations relax the requirement for taxation, by virtue of the entire Event taking place wholly on private property.
11. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. Major internal trim includes headlining, inside door panels (which may be replaced with representative material) for all doors and / or rear side panels alongside the rear seat (for a 2 door car), carpets and rear seats. It does not include parcel shelves, boot carpet or boot side trims.
12. Front seats may be improved or replaced.
13. The trim including the door cards and rear seat may be cut to allow the fitting of a safety cage.
14. If equipped with a non-standard fuel tank it must be separated from the Driver / Passenger compartment by a protective bulkhead of non-flammable material preventing the passage of fluid or flame.
15. Full harness seat belts may be fitted.
16. Guards may be fitted beneath the Vehicle to provide protection from damage.

Engines and Transmissions

17. Vehicle engines must have:
a. A maximum of four cylinders.
b. A maximum of two carburettor chokes (two single or one double).
c. A maximum of one camshaft per bank of cylinders.

18. Engines with more than one camshaft per bank of cylinders may be used providing that:
a. any replacement engine comprises a block and cylinder head from the same engine family.
b. they were originally fitted with fuel injection, and;
c. that fuel injection system complete with the inlet manifold and throttle body is retained unmodified except as permitted in Art.19.c.

19. It is permitted to make the following modifications to affect installation;
a. alternative engine mountings, sump pan and exhaust manifolds are permitted;
b. it is permitted to relocate ancillaries such as alternators and steering pumps.
c. it is permitted to change the orientation of the otherwise unmodified inlet manifold.

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

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

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

23. Engines must comply with the silencing levels Chapter 5 App.8, Chapter 7 App.8 Arts.9 – 15 and App.1 Arts.27 – 34 of this Chapter and have induction air filter elements fitted that ensure the Vehicle complies with noise regulations Chapter 7 App.8 Arts.9 - 15.

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

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

Wheels and Tyres

26. Wheels and tyre sizes are free but must fit within the standard unmodified wheel arch. A maximum of six tyres can be used by a crew during an Event unless the Official Documents state otherwise.

27. Vehicles must be fitted with tyres that are always legal for use on the Public Highway.

28. Tyres must comply with Chapter 8 App.4 Art.15.

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

Electrical Systems

30. Vehicles must have a maximum of four forward facing beams, as well as side and indicator lights, unless further restrictions are specified in Official Documents. Where more than four beams are fitted as standard, only four may be used and the remainder must be rendered unusable for the duration of the Event.

31. Light pods are not permitted.
32. A headlamp must provide the main beam and dipped beam functions.

33. An auxiliary lamp provides a beam other than that provided by the headlamp. With the exception of Vehicles built before 31st December 1946 the maximum width of the lamp body of any auxiliary lamp must not exceed 222mm.

34. A headlamp may consist of a single reflector with a dual filament bulb, or separate reflectors each with single filament bulbs providing the functions of main beam and dipped beam separately. This will be considered as equivalent to a single dual filament headlamp unit. Lamp units comprising two reflectors where one is fitted with a dual filament bulb will be considered as a combined headlamp and auxiliary lamp. In this instance therefore no additional auxiliary lamps may be fitted.

35. Auxiliary lamps unless fitted as standard equipment using gas discharge or LED technology are not permitted and gas discharge or LED headlamp units may not be retro fitted.

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

37. Where more than four beams are fitted as standard, only four may be used and the remainder must be rendered unusable for the duration of the Event.

38. Vehicles must have all lights fitted and used according to motor Vehicle lighting regulations.

39. External navigational or Marshal lights are not permitted.

40. For Events taking place wholly between half an hour before sunrise and half an hour after sunset App.15 Art.5, Art.26, Art.27 and Art.35 do not apply. App.15 Art.38 is relaxed to permit advertising not exceeding 1250 sq cm in total. Also, it is permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer’s make or model, or the name of the Event, or a recognised Motor Club, or a registered national charity, provided that this does not affect the Driver’s view.

Miscellaneous

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

42. They should be equipped with an effective method of stopping fuel supply, operable by the Driver when normally seated (the ignition switch would normally cover this requirement) and must use pump fuel as defined in Chapter 1 App.1 (Nomenclature and Definitions).

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

44. Vehicles must display registration plates in compliance with the current Road Vehicles (Display of Registration Marks) Regulations.
CHAPTER 13 RALLY

APPENDIX 12

Special Stage Routes and Sections

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

Documentation

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

Route

3. The onus of following the correct route rests with the Competitor who must visit Controls and Checks in the order set out in the Road Book unless otherwise specified.

4. No private road must be used by Competitors unless specific permission to do so is given in the Road Book.

5. A Control or Check shall be considered to extend for 50m around the actual point at which Officials are making their records unless clearly visible signs are displayed to define a different area.

6. If the direction of approach to, or departure from, a control or check is specified, then any non-compliance with the requirement or passing the control or check when travelling in other than the specified direction or visiting the Control or Check more than once, may involve a Penalty.

7. Officials will be on duty at all Controls.

8. If at any control the Officials are not present during the whole period when a Competitor can report then all performances at that point will be ignored in compiling the results except for any penalty applied relating to excessive Noise or speed / driving standards.

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

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

11. If any entry on a Time Card is not legible or appears not authentic it may be considered not to have been made. Organisers may refer to Marshals’ check sheets in case of doubt.

12. If there is a discrepancy between the time allowance shown by the Organisers on the Time Cards and that
shown on any other document the **Time Card** will be taken to be correct unless previously amended in an official bulletin.

13. It is not permitted to define the route of a **Special Stage** by grid references or any other method requiring **Competitors** to choose their own route.

14. Any **Flying Finish** should be located at a point where **Vehicles** can be expected to be travelling slowly because of a preceding bend or hazard.

15. The **Flying Finish** line must be at least 200m before the stop line which must be at least 100m before any **Public Highway**. Bad weather slippery conditions and the potential speed of **Vehicles** crossing the **Flying Finish** line may require these distances to be extended.

16. The area between the **Flying Finish** and the stop line should so far as practical be free from bends sharp or deceptive corners or hazards such as gates etc. This area is prohibited to spectators.

17. **Officials** must be clearly identifiable and wherever possible:
   a. Be placed in sight of all signs and arrows and at prohibited areas.
   b. Be placed where the public are expected to arrive to watch the stage.
   c. Have some pre-arranged system for warning spectators of the approach of **Vehicles**.
   d. Be under the control of a **Sector Marshal** if appropriate.

18. Where a **Special Stage** forms a continuous circuit **Competitors** must not be required to complete more than two laps.

19. **Organisers** must allow at least 100m separation from the start of the stage before **Competitors** join other **Vehicles** already on the **Stage** (Arts.54 – 58).

20. On any **Stage Rally** which is not run under a **Single Venue Stage Rally Permit** the maximum number of competitive passes in any one direction over any **Stage** or any part of a **Stage** is limited to four.

21. Stage timing throughout an **Event** will be to the preceding second if manual timing is to be used.

22. Automatic timing can be to the preceding 1/10th of a second but only if the intention to do so is stated in the **Official Documents**.

23. The timing of any **Section** must be recorded in a way that **Competitors** can verify its correctness. This must prohibit the ‘setting back’ of the section finish watch.

24. The only timing that can be considered is from the **Standing Start** to the **Flying Finish** line.

25. No **Competitor** may gain an advantage by exceeding the specified average speed.

26. The time based on this average shall be referred to as the **Stage Bogey Time**.

27. **Competitors** must not be started from any stage start at intervals of less than one minute unless in accordance with the following procedures:
   a. The individual **Stage** name and number and location.
   b. The length of the **Stage**.
   c. The type of surface (forest tarmac etc).
   d. The average width of the road.
   e. Diagram(s) of the **Venue** showing **Stage** routes and safety provisions.
   f. The number of times **Competitors** are attempting the stage.
   g. If the **Competitors** are attempting the stage more than once the time interval between their first and second
run and the possibility of catching previous Competitors.

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

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

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

31. There must be a copy of the Safety Code on display at all entrances where the public are likely to enter and in areas considered to be hazardous including escape routes and prohibited areas.

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

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

34. On Events where there is a published programme or where information is published which gives details of the location of Special Stages a copy of the Safety Code for the guidance of spectators must be included.

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

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

Types of Section

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

Road Section

38. Any section of the route of a Special Stage Rally (excluding control and service areas) whether on the Public Highway or not which links Special Stages.

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

40. Competitors must not use any auxiliary lights in road sections except in conditions of reduced visibility as permitted by law. Any forward-facing lights additional to the headlight system sidelights and indicators are deemed to be auxiliary lights.
Special Stage
41. A section of a Rally on roads or land for which the Event has exclusive access or on public roads closed by Government legislation specifically Permitting closure for motor sporting purposes where the marking for maintaining a time schedule forms a part of the Competition.

Special Stages
42. Unless approved in writing by the ASN Special Stages must not include any checks or controls or other requirements that might require or encourage Competitors to stop during the stage. Applications shall be made in accordance with Art.28 above.
43. Special Stages must be over a distance of not less than half a mile and no stage may exceed 20 miles in length without written permission from the ASN.
44. If the stage is wholly on a sealed surface no Competitor should be able to achieve an average speed of more than 75mph. Subject to App.12 Art.47 the average speed may be increased to 80mph.
45. If the stage is run partly or wholly on unsealed surfaces no Competitor should be able to achieve an average speed of more than 70mph. Subject to App.12 Art.47 the average speed may be increased to 75mph.
46. Clerks of the Course and Event Safety Officers must attend a webinar hosted by the ASN (and provide evidence of attendance if requested) prior to receiving permission to utilise the increased average speeds specified above.
47. Special Stages must not use any sections of a Venue in opposite directions at the same time unless there is at least a 15m separation between the two routes with a continuous barrier to prevent a car crossing. Crossroads used twice must preserve this separation.
48. The barrier must consist of one or more of the following:
   a. tyres permanently joined in threes
   b. straw or silage bales, wrapped or unwrapped
   c. recticel or similar barriers
   d. earthbanks or similar immovable objects.
49. Motorway cones or blocking tapes are not suitable for the purposes of Art. 45 and Art. 46 above.
50. Special Stages must not use any currently or previously licensed Race Speed or Kart Circuit nor any airfield (disused or not) unless the ASN has specifically approved in writing the stage layouts and safety precautions. Applications must be made in accordance with Art.28 above.
51. These Stages must not be routed closer than 75m to any parked aircraft unless there is a solid physical barrier at the edge of the course protecting the aircraft and a gap of 45m from the barrier to the aircraft.
52. At the start of every Special Stage the Organisers must provide a Medium Spill Kit.

Arrows and Signs
53. The correct route should be indicated to Competitors by arrows and signs and by physical blockage of all but the correct road. These indications shall wherever possible be consistent with Appendix 23 Drawing 5 and with the following:
   a. Arrowing must be reduced to a minimum and placed only at junctions. Really acute bends or hazards where a drastic reduction in speed is required should be marked by a caution or bend sign. Arrows must not be used to define chicanes. A chevron board Appendix 23 Drawing 4 showing the entry to the chicane must be placed in the full view of Competitors. This board must have minimum dimensions of 76cm x 61cm.
b. Arrows should be placed approximately 1.2m from the ground. Wherever possible arrows shall be of Day-Glo red or orange and must be easily visible to Competitors. To avoid confusion multiple signs on one post should be avoided.

c. Advance warning arrows for junctions must be placed 100m (plus or minus 10m where visibility is reduced) before the junction.

d. Two arrows should be visible on any junction fixed to form a ‘gate’ through which Competitors will pass. Arrows may be angled to show the severity of the junction indicated by one of four basic positions vertical, horizontal raised or lowered by 45°. An example of the method used must be shown to Competitors before the Event.

e. A wrong direction must be indicated by a standard No Entry sign (a red disc with a white bar) and all but the correct road must be visibly blocked by appropriate means except as provided for in Art.53.f below. Alternatively but only on closed road stages the No Entry Sign may be replaced by a Chevron Board and tape as shown in Appendix 23 Drawing 6.

f. In the case of wholly tarmac stages that are run on public roads closed for the purpose under Government legislation the preceding regulations apply to all road junctions. It is not mandatory to block off private driveways unless through the layout of the stage the Organisers consider that they would constitute a hazard for Competitors. In these circumstances they must be blocked off with tape and at least a No Entry board displayed and notified as in Art. 53.g below.

g. Along with the arrows and signs displayed on the Special Stage each Competitor must be issued with a Tulip diagram of each stage showing location or hazard numbers or letters and indicating the intermediate mileages between junctions and danger spots or hazards and the direction to be taken.

h. For stages on airfield-type venues it is permissible to substitute a detailed sketch diagram. This diagram must be approved by the ASN before the Event. This approval will constitute automatic permission to dispense with Tulip diagrams.

i. The warning signs for each location or hazard detailed in the sketch map or Tulip diagram must display the corresponding location or hazard number or letter.

j. Hazards should be indicated by a single exclamation sign between 50m/100m before the hazard.

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

55. The junction must be preceded by a similar diagrammatic sign in advance of Motorway type Countdown Boards with diagonal bands positioned approximately 100m and 200m before the junction in accordance with Appendix 23 Drawing number 6.

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

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

58. In respect of Art.57 above at the point of merge Competitors furthest into stage will have priority and all Competitors must merge in such a way that it does not constitute a danger or hinder other drivers.
59. **Radio Point** signs complying with Appendix 23 Drawing number 8 must be displayed at and before all Mandatory Radio Points detailed in the Road Book as issued to Competitors other than at those locations signed in accordance with Art. 57 above.

60. Applicable to Multi Venue Stage Rally events only;

**Chicanes**

61. **Chicanes** must be constructed with a minimum of 4 elements (Art.63 below) which must maintain a distance of 10m between the outer edge of each element in accordance with App.23 Diagram 5.

62. Subject to Art.63 below Chicanes must be constructed with rectangular or round bales which can be wrapped but must not be tied together with a protective sleeve.

63. Where Organisers require Chicanes of alternative design and construction methods to those in Art.61 and Art.67, due to the limitations of the proposed location or requirement to change the course of the Vehicle, these will be considered by means of email application to the ASN with the following information;
   a. Location
   b. Proposed number of elements
   c. Proposed construction methods
   d. Reason for application

64. All Chicanes must utilise countdown boards that are blue in colour positioned at 200m and 100m in advance of the Chicane as outlined in App.23 Drawing 4.

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

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

**Bus Stop Chicanes**

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

**Recce**

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

**Approval Process – Closed Road Multi Venue Events only**

69. **Safety Delegate** must be provided with Stage Set-up Notes including all Chicane details at least 2 months prior to the Event preferably accompanied by a high quality video indicating the exact location to confirm proposed positioning and construction of Chicanes (subject to Art.63.).
70. Where changes to **Chicanes** are proposed following the presentation of **Chicane** details to the **Safety Delegate** the **Organisers** must provide a further high-quality video to the **Safety Delegate** for their review and approval prior to their arrival on **Events**.

71. On approval of the **Safety Delegate** the proposed **Chicanes** can then be approved by the **ASN Head of Rallying**.
CHAPTER 13 RALLY

APPENDIX 13

Special Stage Controls and Timing and Penalties

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

Documentation

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

Controls

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

4. The Official Documents may specify a different opening period.

5. The time of arrival at or departure from a Control will be the time at which the Time Card is presented by the Competitor concerned providing all crew members and Vehicle are within the Control area.

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

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

(Example: A Vehicle has left the previous stage finish at 11.04.40 on a section for which the target time is 11.05.20. The Vehicle enters the Control area at 11.04.50. If the card is handed in at 11.04.55, no penalty will be incurred.)
nine minutes. It is therefore due at the next time Control at 11.13. It arrives at the yellow advance Control board at 11.08 stopping before the yellow board. The Vehicle is permitted to enter the Control area at any time after 11.12.00. The Time Card may be handed in at any time between 11.13.00 and 11.13.59 and a time of 11.13 will be recorded.

f. If it is found that a Crew has not observed the rules for the check-in procedure the Marshal at the Control must make this the subject of a written report to be sent to the Clerk of the Course for consideration of the application of penalties.

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

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

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

11. Exceptions to Art. 7 above are:
   a. In the event of a competing Vehicle obstructing other Competitors through being halted or unduly slowed down near a Control the Officials may instruct the Driver to proceed and may then record the time as the time when this instruction is given.
   b. In the event of a Competitor presenting a Time Card to Officials at a time when the Vehicle is outside the Control area the Officials have discretion as to whether or not to make a record on the Time Card.
   c. At the end of a Rally or of any day of a Rally Competitors are allowed to check in in advance of their due time. This must be specifically authorised by the Rally Organisers in the Official Documents or an official bulletin. Competitors arriving early must have their due time entered on the Time Card; those arriving later than their due time must have their actual time of arrival entered.

Main Controls

12. Are situated at the Start and Finish of a Rally immediately before and after any Rest Halt and at any other specified point. At a Main Control after a Rest Halt Competitors will (unless the Official Documents specify otherwise) restart at one minute intervals:
   a. In number order or
   b. In the order of their arrival at the Main Control preceding the Rest Halt or
   c. In the order of their arrival at some other preceding Control or
   d. In the order of General Classification at a specified point if interim results are available.
   The method used must be specified in an Official Instruction. Each Competitor must be given a due starting time from any Main Control (Out) and any difference between this time and their actual starting time will be counted towards cumulative lateness and a Time Penalty applied (unless the Official Documents specify otherwise).

Regrouping Controls

13. The Road Book will specify these Controls where Competitors not Disqualified by having more than the Maximum Permitted Lateness at the Control will start the next section with zero lateness.
Special Stage Arrival Control
14. At this Time Control a Marshal enters a Competitor’s time of arrival and the provisional starting time for a Special Stage which must be a minimum of three minutes after the arrival time in order to allow the crew to prepare for the stage.

15. The area between the Special Stage Arrival Control and the Stage Start is Parc Fermé.

16. At the Special Stage Start the Marshal will enter the actual Start time which will normally correspond with the provisional Start time. The Start will then be given in accordance with the standard start procedure deployed by the Organisers on the Event.

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

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

19. An ASN or Regional Association approved Rally Timekeeper must be appointed as a Chief Timekeeper for all Stage Rallies that use manual timing.

20. Stage Rallies intending to use any form of automatic timing must appoint an ASN-approved Rally Timekeeper of National Rally or higher grade who holds a Certificate of Competence issued by the manufacturer of the equipment to be used.

21. Times will be recorded to whole minutes on all sections except Special Stages which will be timed to the nearest preceding whole second unless the Official Documents specify that timing will be to the nearest preceding 1/10th of a second. Penalties will be applied in accordance with App.8(f) or App.14(g) as applicable.

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

Target Timing
23. Definitions for Target Timing
   a. Target Time is the time specified to cover the distance between two consecutive Controls. A Competitor can calculate Due Time of Arrival at any Time Control by adding the Target Time for the section to the actual time of departure from the preceding Time Control. Each period of time shall be treated individually and no penalties incurred will apply to any subsequent section. However lateness taken over Target Time on Road Sections and Special Stages is cumulative and cannot be reduced.
   b. Bogey Time is the time specified for a Competitor to complete a Special Stage without incurring penalty.
   c. Stage Maximum Time is the maximum time penalty that can be applied on a Special Stage and will be the Target Time for the stage. It must be specified on the Time Card.
   d. Cumulative Lateness is the sum of times in excess of Target Time taken over each section and once lost cannot be regained.
   e. Maximum Permitted Lateness is the amount of Cumulative Lateness which if exceeded from the previous Main Control will result in a Competitor being deemed to have retired. This will be 30 minutes unless the Official Documents specify a different period which may not be less than 15 minutes for rallies where part of the itinerary uses public roads open to the public.
f. **Penalty-free Cumulative Lateness.** The **Official Documents** must specify the amount of Cumulative Lateness if any is allowed free of penalty before a **Competitor** will be penalised.

g. **Dead Time** is the authorised time between booking in at the end of one Target-timed section and the commencement of the next section. The time must be spent entirely within a **Control** zone. Dead time will have no effect on penalties or **Cumulative Lateness** incurred elsewhere.

h. **Delay Allowance** is a penalty-free allowance granted to specific **Competitors** following a delay under the instructions of an authorised **Official**. It has the effect of extending the Target Time for those **Competitors** on that Section only. Such delay allowance must be recorded in writing on a **Competitor’s Time Card** by the **Official**.

**Scheduled Timing**

24. **Definitions for Scheduled Timing**

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

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

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

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

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

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

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

   h. **Outside Total Lateness (OTL)** is the point where a **Competitor** is considered not to have visited a **Control** or check being more than 30 minutes past the **Scheduled Time** (including any delay allowance) unless the **Official Documents** specify a different period which may not be less than 15 minutes for rallies where part of the itinerary traverses public roads open to the public.

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

26. **Competitors** may themselves reduce lateness without penalty in the following ways unless either forbidden to do so by the **Official Documents** or if by so doing they commit a breach of **Art. 27** below:

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

   b. By missing a **Control** or **Controls**. The **Competitor** will be penalised in accordance with **App. 14** (a) or (b) for every **Control** missed. On rejoining the route at a **Control** at the end of a **Road Section** the **Competitor** will be permitted to restart without further penalty at any time between their original **Scheduled Time** and their **Maximum Permitted Lateness** in relation to their original **Scheduled Time**.

   c. If the need arises for an **Organiser** to extend **Maximum Permitted Lateness** this can only be done at a
point on the route at which Competitors are required to report to avoid Disqualification. Maximum Permitted Lateness can then only be extended for the following part of the route and cannot be applied retrospectively for earlier sections.

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

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

28. A Competitor found to have traversed a distance greater than four miles between two consecutive time Controls in less than three-quarters of the time ['the ¾ Rule'] specified by the official time schedule will be penalised by the addition of 30 minutes for the first offence and Disqualification for a second offence (see App.14). In calculating the penalty any fraction of minute will be ignored. The ¾ rule does not apply to sections of less than 8 minutes scheduled duration.

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

a. In a nine minute section a penalty is imposed if a Competitor completes a section in less than six minutes.
b. In a 10 minute section – seven minutes.
c. In an 11 minute section – eight minutes.
d. In a 12 minute section – nine minutes.

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

30. Any timing to less than one minute will be recorded on equipment under the Control of the Chief Timekeeper.

31. 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.

32. The definitions of the following terms are as provided at Art. 23 above.

a. Bogey Time
b. Stage Maximum Time

33. The definitions of the following terms are provided at Arts. 12 -14 above.

a. Main Time Controls
b. Regrouping Controls
c. Special Stage Arrival Control
d. Special Stage Finish Control

Penalties

34. Competitors will receive penalties on Special Stages as follows:

a. Under Bogey: Penalty = Bogey Time
b. Over Bogey but under Stage Maximum time: Penalty = Actual time taken
c. Over Stage Maximum: Penalty = Stage Maximum Time

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

36. If the need arises for an Organiser to extend Maximum Permitted Lateness this can only be done at a point on
the route at which Competitors are required to report to avoid Disqualification. Maximum Permitted Lateness can then only be extended for the following part of the route and cannot be applied retrospectively for the earlier sections. These provisions are subject to Standard Condition 4 of the Motor Vehicles (Competitions and Trials) Regulations where they apply.

37. No Penalty-Free Lateness or official delay allowance that has been either reduced or foregone as permitted by these Regulations may be reclaimed but this does not exclude fresh claims based on new circumstances.

Target Timed Penalty Schedule

38. See Appendix 8.

Scheduled Time Penalty Schedule

39. See Appendix 14.

40. For the avoidance of doubt the application of penalties under this Appendix does not preclude the application of penalties for breach of NCR pursuant to Chapter 2.
### APPENDIX 14

**Special Stage Event Penalties Schedule**

**Penalties**

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

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

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

<table>
<thead>
<tr>
<th>Time</th>
<th>Fails</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 minutes</td>
<td>1 Fail</td>
</tr>
<tr>
<td>10 minutes</td>
<td>1 Fail</td>
</tr>
<tr>
<td>Stage Maximum</td>
<td></td>
</tr>
<tr>
<td>1st Offence – 10 minutes</td>
<td>2nd Offence - Disqualification</td>
</tr>
<tr>
<td>1st Offence – 10 seconds (plus actual false start time)</td>
<td></td>
</tr>
<tr>
<td>2nd Offence – 1 minute</td>
<td></td>
</tr>
<tr>
<td>3rd Offence – 3 minutes</td>
<td></td>
</tr>
<tr>
<td>Further Offences – at the Clerk of the Course' discretion</td>
<td></td>
</tr>
<tr>
<td>1 second</td>
<td></td>
</tr>
<tr>
<td>1 second and 10th of a second</td>
<td></td>
</tr>
<tr>
<td>1 minute</td>
<td></td>
</tr>
<tr>
<td>10 seconds</td>
<td></td>
</tr>
<tr>
<td>10 second</td>
<td>1 Fail</td>
</tr>
<tr>
<td>10 minutes</td>
<td>1 fail</td>
</tr>
<tr>
<td>30 minutes</td>
<td>1 Fail</td>
</tr>
<tr>
<td>Disqualification</td>
<td></td>
</tr>
<tr>
<td>Disqualification</td>
<td></td>
</tr>
<tr>
<td>Disqualification</td>
<td></td>
</tr>
<tr>
<td>Disqualification</td>
<td></td>
</tr>
<tr>
<td>(p) Breach of App.18 Art.3, Arts.7 - 8</td>
<td>Disqualification</td>
</tr>
<tr>
<td>(q) Breach of App.9 Arts.18 - 23, App.5 Art.57, App.10 Art.8, App.10 Art.9, App.10 Art.12, App.10 Arts.31 – 33, App.10 Art.34</td>
<td>Disqualification</td>
</tr>
<tr>
<td>(r) Unauthorised use or possession of Pace Notes (App.10 Arts.46 - 47) or</td>
<td>Disqualification and reported to the ASN</td>
</tr>
<tr>
<td>(s) Failure to comply with App.10 Arts.17 - 30</td>
<td>Disqualification and reported to the ASN</td>
</tr>
<tr>
<td>(t) Breach of Regulations App.12 Arts.73 - 78 or App.10 Art.37</td>
<td>Disqualification</td>
</tr>
<tr>
<td>(u) Breach of Regulation App.18 Art.10</td>
<td>Disqualification and reported to the ASN</td>
</tr>
</tbody>
</table>

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

(q) Failure to follow the instructions of an Official.

(t) Further breaches of (j)

(s) Breaches of Regulations detailed in Chapter 2.
CHAPTER 13 RALLY

APPENDIX 15

Technical Regulations – Road and Endurance Road and Historic Road Rally Cars

PART A – ALL CARS EXCEPT WHERE STATED

1. The Vehicle must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use regulations (especially regarding brakes lighting tyres warning devices rear view mirrors silencers speedometers wings and windscreens).

2. In this section the term MODEL refers to all variants of the same family of cars. In addition to complying with Chapter 7 (Competitors Vehicles and Vehicle Safety Equipment) and to the extent relevant Chapter 8 (Fuel and Tyres and Testing). All Vehicles competing in Road Rallies must comply with the appropriate part of the following:

Body

3. Bodywork must represent the manufacturer’s original profile and may include any optional extras available directly from the manufacturer.

4. Bumpers must be fitted.

5. Paintwork must be one colour or manufacturer’s original colour scheme. No primer is to be visible.

6. Vehicles must not have wheel arch extensions unless fitted by the manufacturer as a standard item to the body shape.

7. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. Major internal trim includes headlining, inside door panels (which may be replaced with representative material) for all doors and / or rear side panels alongside the rear seat (for a 2 door car), carpets and rear seats. It does not include parcel shelves, boot carpet or boot side trims.

8. Front seats may be improved or replaced.

9. The trim including the rear seat may be cut to allow the fitting of a safety cage.

10. If equipped with a non-standard fuel tank it must be separated from the Driver / Passenger compartment by a protective bulkhead of non-flammable material preventing the passage of fluid or flame.

11. Full harness seat belts may be fitted.

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

Engines and Transmissions

13. Vehicle engines must have:
   a. A maximum of four cylinders.
   b. A maximum of two carburettor chokes (two single or one double).
   c. A maximum of one camshaft per bank of cylinders.

14. Engines with more than one camshaft per bank of cylinders may be used providing that:
   a. Any replacement engine comprises a block and cylinder head from the same engine family.
   b. they were originally fitted with fuel injection and
   c. that the fuel injection system complete with inlet manifold and throttle body is retained unmodified.
15. In respect of Art. 14 above it is permitted to make the following modifications to effect installation:
   a. Alternative engine mountings, sump pan and exhaust manifolds.
   b. Relocation of ancillaries such as alternators and steering pumps.
   c. To change the orientation of the otherwise unmodified inlet manifold.

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

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

18. A standard Wankel unit will be considered as three cylinders. Twin Wankel units are prohibited.

19. Engines must comply with the silencing Noise levels and have induction air filter elements fitted that ensure the vehicle complies with noise regulations.

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

21. The number and location of the driven wheels must remain as original to the model of Vehicle.

Wheels and Tyres

22. Wheels and tyre sizes are free but must fit within the standard unmodified wheel arch.

23. Vehicles must be fitted with tyres that are always legal for use on the Public Highway.

24. Tyres must comply with Chapter 8 App.4 Arts.12 – 16.

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

Electrical Systems

26. Vehicles must have a maximum of four forward facing beams as well as side and indicator lights unless further restrictions are specified in the Official Documents.

27. Light pods are not permitted.

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

29. An auxiliary lamp provides a beam other than that provided by the headlamp. With the exception of cars built before 31st December 1946 the maximum width of the lamp body of any auxiliary lamp must not exceed 222mm.

30. A headlamp may consist of a single reflector with a dual filament bulb or separate reflectors each with single filament bulbs providing the functions of main beam and dipped beam separately. This will be considered as equivalent to a single dual filament headlamp unit. Lamp units comprising two reflectors where one is fitted with a dual filament bulb will be considered as a combined headlamp and auxiliary lamp. In this instance therefore no additional auxiliary lamps may be fitted.

31. Auxiliary lamps unless fitted by the manufacturer as standard equipment using gas discharge or LED
technology are not permitted and gas discharge or LED headlamp units may not be retro-fitted.

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

33. Where more than four beams are fitted as standard only four may be used and the remainder must be rendered unusable for the duration of the Event.

34. Vehicles must have all lights fitted and used according to Motor Vehicle Lighting Regulations.

35. External navigational or Marshal lights are not permitted.

36. For Events taking place wholly between half an hour before sunrise and half an hour after sunset Arts 25 and 32 and 34 above do not apply.

37. Art. 38 below is relaxed to permit advertising not exceeding 1250 sq cm in total. Also it is permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer’s make or model, or the name of the Event, or a recognised Motor Club, or a registered charity, provided that this does not affect the Driver’s view.

Miscellaneous

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

39. Vehicles must be equipped with an effective method of stopping fuel supply operable by the Driver when normally seated (the ignition switch would normally cover this requirement).

40. Vehicles must use pump fuel as defined in Chapter 8.

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

42. A hydraulic handbrake is permitted where a functioning mechanical system is also present. The hydraulic handbrake lever shall operate in an arc not exceeding 50 degrees from the horizontal (see App. 23 Drawing number 1).

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

44. Where an Event includes any Section or Special Test held wholly or in part on private property all Vehicles must carry a Small Spill Kit complying with the NCR and which is recommended for events held wholly on the Public Highway.

45. For Road Rallies Navigation Rallies and Targa Road Rallies held between 07.00 and 22.00hrs Arts 5 and 26 and 27 and 35 above do not apply and Art. 38 is relaxed to permit advertising not exceeding 1250 sq cm in total.

ENDURANCE ROAD RALLY

46. In addition to Arts. 1 – 45 these Vehicles must comply with the following Arts. 47 – 60 inclusive.

47. Standard production specification engines limited to 1400cc naturally aspirated petrol, 2000cc naturally aspirated diesel and 1400cc forced induction diesel are permitted.

48. The exhaust system is free but must retain the original exhaust manifold.

49. Where originally fitted with a catalytic converter the standard part must be retained.

50. The transmission must be as originally fitted to the model of vehicle.

51. Any changes to the gearbox or final drive are prohibited.

52. The suspension type and mountings must remain the same as that fitted by the manufacturer.
53. The shock absorbers may be of any make and may be uprated from standard.

54. Adjustable spring platform struts are permitted. The mounting method and position must remain as specified by the manufacturer.

55. Springs are free but must retain their original location.

56. Bushes may be changed for similar polymer materials but rose-joints or similar metal joints are prohibited.

57. Vehicles must be fitted with rollover protection of a minimum conforming to Chapter 7 App.14 Diagram 10 and seat belts conforming to Chapter 7 App.7 Art.36. Sunroofs must either be fitted with safety film conforming to Chapter 7 App.2 Arts.77 – 78 or comply with Chapter 12 App.13 Art.45.

58. Brake fluid pads and linings and stone protection are free.

59. For daylight Endurance Road Rallies it is permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer’s make or model or the name of the Event or a recognised Motor Club or a registered national charity provided that this does not affect the Driver’s view.

60. Must use tyres from Chapter 8 List 4.

61. All vehicles must carry a Small Spill Kit complying with the NCR.

**HISTORIC ROAD RALLY CARS**

**Series Production Cars**

62. Note: In this section the term MODEL refers to all variants of the same family of cars. To avoid misunderstanding competitors are advised to obtain a copy of the appropriate manufacturer’s documentation as to the standard specification of the car.

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

a. **Historic Category 1 Road Rally Cars. Vehicles** of a specification valid before 1 January 1968 and compliant with all of: Art. 4 above (except Sports Cars which need not be fitted with bumpers) and Art. 9 and Art. 18 and Art. 21 and Art. 25 (also see Art. 68 below).

b. **Historic Category 2 Road Rally Cars. Vehicles** of a specification valid between 1 January 1968 and 31 December 1974 and compliant with Arts. 4 – 45 above inclusive (see also Art. 68 below).

c. **Historic Category 3 Road Rally Cars. Vehicles** of a specification valid between 1 January 1975 and 31 December 1981 compliant with their FIA Group 1 or 3 homologation papers or be a Series Production Car and comply with Arts. 4 – 43 above inclusive (see also Art. 68 below).

Historic Category 2 and 3 Road Rally Cars are permitted to use matt black bonnets and wing tops subject to Art. 64 below.

d. **Historic Category 4(a) Road Rally Cars. Vehicles** of a specification valid between 1 January 1982 and 31 December 1985 or **Historic Category 4(b) Road Rally Cars. Vehicles** of a specification valid between 1 January 1986 and 31 December 1990 compliant with their FIA Group A or N homologation papers or be a Series Production Car and comply with Arts. 4 – 45 above inclusive (see also Art. 68 below).

e. Vehicles homologated in FIA Group A are permitted provided they are in standard production specification the only modifications permitted (see also Art. 64 below) are to dampers springs and brake friction material. Individual Vehicles will only be accepted after receiving ASN approval.

f. **FIA Appendix K to the International Sporting Code: Historic Road Rally Cars** fully compliant with the current
FIA Appendix K categories T (Touring Car/Group 1/Group N) and GT (Grand Touring Cars/Group 3) only. These Vehicles must have been issued with a valid FIA Historic Technical Passport (HTP) or Historic Regularity Car Pass (HRCP) and must always fully comply with the document and the current FIA Appendix K.

Permitted Modifications

64. Only period modifications used in rallying on the particular make and model of Vehicle are permitted for Historic Road Rally Cars.

65. Modifications are only allowed if they were available before 1 January 1968 in the case of Historic Category 1 Road Rally Cars before 1 January 1975 in the case of Historic Category 2 Road Rally Cars before 31 December 1981 in the case of Historic Category 3 Road Rally Cars before 31st December 1985 in the case of Historic Category 4(a) Road Rally Cars or before 31st December 1990 in the case of Historic Category 4(b) Road Rally Cars.

66. Roof vents are only permitted subject to the above.

Recommended Classes

67. Along with the mandatory Historic Road Rally Classes requirements classes can be introduced based on capacity and / or age of Vehicle. It is recommended that they be the same as for Historic Stage Rallies.

68. Certain waivers may be available for Historic Road Rally Cars entered in Road Rallies and Rallies with Special Tests solely for vehicles manufactured before 31st December 1946.

69. The ASN may also grant discretionary waivers for Historic Road Rally Cars complying with Art. 63 above in respect of Arts. 13 – 16 above as appropriate for Road Rallies and Rallies with Special Tests held between 07.00 and 22.00hrs providing an Historic Grade Eligibility Scrutineer is appointed.

70. Application for waivers must be made to the ASN by the Organisers of the specific Event giving full details of the waivers sought.

71. Any such waivers will be exclusive to an individual Motor Club and the nominated Event.

72. Exceptionally the ASN may grant a written dispensation to use non-original parts from a different model or parts from a later period provided that the use of these parts does not confer an advantage in either performance or reliability and the Decision of the ASN is final and not susceptible to any form of Appeal. The ASN will consider written requests from Competitors who are unable to source vital components.

Engine

73. Forced induction is permitted if by means of a mechanically driven supercharger or by an exhaust driven turbocharger if fitted as original equipment by the Vehicle manufacturer. Such Vehicles will be classified as having an engine capacity increased 70%.

74. Induction air filter elements must be fitted that ensure the Vehicle complies with noise regulations.

75. Exceptionally and with the permission of the Chief Scrutineer those Vehicles for which 5000rpm is inappropriate may be tested at 3/4 of maximum rpm.

Wheels Tyres and Brakes

76. Vehicles must always be fitted with tyres that are legal for use on the Public Highway.
77. The size of the wheel may not differ from that originally fitted by more than 10% on nominal diameter and by 1 inch (25.4mm) on nominal width. The resultant track measurement must not differ from the original by more than 1 inch.

78. Rims must not exceed 6 inches.

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

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

81. The fitting of tyres with an aspect ratio of less than 65% is prohibited.

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

83. A hydraulic handbrake is permitted where a functioning mechanical system is also present. The hydraulic handbrake lever shall operate in an arc not exceeding 50 degrees from the horizontal (See Drawing 1 App.23).

84. For Vehicles in Categories 2 or 3 or 4 Arts. 78 and 81 do not apply where OE specification wheels are wider and tyre sections are less than those specified therein.

Miscellaneous

85. Vehicles must not use racing style numbers nor carry advertising other than event sponsor decals. Pump Fuel must be used as defined in Chapter 1 App.1 (Nomenclature and Definitions).

86. Where an Event includes any Section or Special Test held wholly or in part on private property all Vehicles must carry a Small Spill Kit complying with NCR Regulations and which is recommended for Events held wholly on the Public Highway.

87. Standard Production Cars compliant with Art. 63.c and d. must comply with Arts. 64 to 86 inclusive and the following regulations:

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

b. Engine. The engine fitted must in all respects conform to that fitted by the manufacturer for the model of Vehicle. To ensure oil and / or fuel are not deposited on the Public Highway sumpguards and tankguards may be fitted. It is permitted to fit a guard or guards to the silencing system that must retain at least the same number of silencer boxes and expansion chambers as catalogued for the Vehicle.

c. Transmission. The gearbox shall be that as fitted to the model of Vehicle. Changes to the gearbox or final drive ratio other than those permitted by Art. 65 are prohibited.
CHAPTER 13 RALLY

APPENDIX 16

TECHNICAL REGULATIONS – SPECIAL STAGE RALLY CARS

1. In addition to complying with Chapters 7 and 8 all cars competing in Stage Rallies must comply with the appropriate parts of the following:

2. Vehicles issued with a CCLB before 1st January 2009 refer to Arts 17 – 19 below.

Special Stage Rallies

Cars Eligible

3. All cars must comply with Chapters 7 and 8 and all statutory regulations concerning the construction and use of Vehicles. In addition cars must:
   a. Be currently registered and taxed as a private car unless specific Event regulations relax the requirement for taxation by virtue of the entire Event taking place wholly on private property.
   b. Have registration documents and a valid MOT Certificate where required by law. These documents must be produced at scrutineering for all Events irrespective of whether or not part of the Event takes place on the Public Highway.
   c. Have a valid ASN Competition Car Log Book / Vehicle Passport that must be produced at scrutineering.
   d. Display registration plates in compliance with the current Road Vehicles (Display of Registration Marks) Regulations.
   e. All Vehicles must carry a Small Spill Kit complying with ASN Regulations.

4. Category 1: Those that have been homologated in Groups ‘A’ or ‘N’ of the FIA Appendix ‘J’ or Groups 1 2 3 or 4 of the 1981 FIA Appendix ‘J’ Non homologated Series Production Cars or Specialist Rally Cars.
   a. A Specialist Rally Car is a Vehicle of which at least 20 examples are manufactured within a consecutive twelve month period and is fitted with a Series Production Car Engine or Specialist Competition Engine.
   b. Modifications are free within ASN Vehicle Regulations and where permitted as defined below in Arts. 20 -86.
   c. The Vehicle must be in the configuration as supplied by the manufacturer with the engine (any Series Production Car Engine or Specialist Competition Engine) in the original location.
   d. Vehicles must retain the original number of and location of driven wheels Front Wheel Drive (FWD) Rear Wheel Drive (RWD) or Four Wheel Drive (4WD) except where a 4WD car other than a Specialist Rally Car is converted to Two Wheel Drive (2WD) without structural alteration.

5. Category 2: Any Vehicle not complying with Art. 4.a – d. above that may be authorised for use at the discretion of the ASN including Vehicles homologated and remaining fully compliant with FIA R/GT regulations.
   a. Such authorisation will only be granted for Vehicles which retain the original manufacturer’s Chassis / bodywork / unitary construction.
   b. Substitution by a space frame Chassis will not be accepted.
c. Original manufacturer’s bodywork must be utilised.
d. Any modifications homologated by the FIA may be incorporated.
e. Replica copies of manufacturers homologated body parts / aerodynamic devices will not be accepted.
f. Manufacturers of very low volume numbers of Vehicles will be able to apply for baseline specification registration prior to sale to individual customers.
g. The conversion of front wheel drive Vehicles to rear wheel drive (or four wheel drive) or of rear wheel drive Vehicles to four wheel drive is permitted subject to the bodyshell construction alterations from the bulkhead rearwards being limited to those detailed in FIA Art.279.10.3.10 and shown in FIA Appendix J Drawings 279-1 and 279-2. Where rear wheel drive Vehicles are converted to four wheel drive the bodyshell forward of the front bulkhead may be modified solely to allow fitment of front driveshafts.
h. All materials added must be ferrous and must also be welded to the Chassis / bodywork / unitary construction.
i. Doors and windscreen must remain in the manufacturer’s original material.
j. Vehicles must be fitted with an engine in compliance with Arts 34 – 43 below and if forced induction is used the turbo / super charger must comply with Art. 39 below.
k. The Vehicle may not be used in Competition until the Competition Car Log Book / Vehicle Passport has been validated by the ASN and returned to the Vehicle owner.

6. **Category 3**: Aluminium or Steel monocoque 2-wheel drive normally aspirated petrol or forced induction diesel production cars of a model first made on or after 1st January 1991.
   a. All external panels including bumpers must be of the original shape and material. Side and rear windows may be replaced by plastic which must be mounted in the original mountings Articles 19 – 32 apply except for Articles 21, 22, 23, 24 and 26 below.
   b. Carpets headlining soundproofing and rear seat may be removed front seats to Art. 77 below. All other interior trim may be removed except for the door cards / trim which must be retained and fitted in the original location. Steering wheel may be changed. All other controls switches and dash must be retained and fitted in the original location.

7. Engine must comply with Art. 42 below regarding oil systems and the following;
   a. Original induction system including air filters with a restrictor fitted upstream of the throttle body in compliance with FIA App J Article 256 every Vehicle will have a specified restrictor diameter which may be altered at any time.
   b. Only the parts controlling the quantity of fuel delivered may be changed.
   c. Standard exhaust manifold and systems must be retained standard stroke maximum over bore +0.60 mm.
   d. Camshaft valves and pistons are free.

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

9. Suspension must comply with Arts.46.a – j below inclusive except that parts and systems forbidden by Art. 46 (i) and (j) are permitted when fitted as original or optional equipment by the manufacturer

10. Wheels and tyres must comply with Arts. 47 – 60 below inclusive except for the following;
11. Wheels must be the original width Art. 50 below does not apply and wheel diameter is free.

12. Brakes must be of original specification and comply with the following:
   a. Friction material free backplates may be removed or deformed
   b. ABS may be disconnected
   c. a hydraulic hand brake is permitted.

13. Minimum Vehicle weight will be as per the manufacturer’s data for that model.

14. Under shields sump and tank guards strut braces may be fitted.

15. The following apply as written:
   a. Fuel Systems with Arts. 63 – 65 below
   b. Electrical systems with Art. 66.
   c. Safety items with Arts. 71 – 84.

16. The Vehicle may not be used in competition until the Vehicle Passport has been validated by the ASN and returned to the Vehicle owner.

17. Stage Rally Cars with a CCLB / VP issued before 1st January 2009 and which complied with H265 or H266 of the 2008 regulations (contact the ASN for details) must comply with Art.3, Art.21, Art.28, Art.29, Art.31, Art.33, Art.39, Arts.48 – 62, Arts.63 – 64, Arts.65 – 67, Art.68 and Arts.73 - 86 from 1st January 2012. CCLBs/VPs for these vehicles remain valid until such time as the vehicle requires a full re-inspection following rebuilding but may be returned to Motorsport UK for updating ownership colour and other minor details.

18. Stage Rally Cars with a CCLB/VP issued before 1st January 2009 and which complied with H267 of the 2008 regulations (contact the ASN for details) must comply with Art.3, Arts.6 – 15, Art.21, Art.28, Art.29, Art.31, Art.33, Art.39, Art.48 – 62, Arts.63 – 64, Arts.65 – 67, Art.68 and Arts.73 - 86 from 1st January 2012 and must have been re-inspected and issued with a new CCLB / VP prior to that date.

19. Stage Rally Cars with a CCLB/VP issued before 1st January 2009 must comply with Arts. 30 and 32 below.

Body

20. The term body includes bodywork bodyshell unitary construction.

21. Must have a bulkhead between any fuel tank and filler and Driver / Passenger compartment sufficient to prevent the passage of flame or liquid. Where a fuel tank constitutes part of a bulkhead between passenger and luggage compartment an additional bulkhead must be fitted. Additional fuel tank protection may be required on inspection to obtain a Competition Car Log Book.

22. All bodyshells inclusive of removable panels and parts must be of the Vehicle manufacturer’s specified materials specifications and minimum thickness except for bonnet front wings bumpers hatchbacks tailgates and boot lids which may be of alternative materials. Seam welding and localised gussets/reinforcement is permitted.

23. Except for Vehicles accepted under Category 2 front wings and rear wings/rear quarter panels and inner wings may be modified solely for the purpose of fitting wheel arch extensions.

24. Except for Vehicles accepted under Category 2 (see Art.5.g above) and cars with modifications conforming
to their homologation papers (Art.5 above) floor pans bulkheads and transmission tunnels may not be modified other than by localised alteration to accommodate the fitting of an alternative engine and/or gearbox and/or differential and / or axle seats and exhaust.

25. Provision of access holes purely to facilitate use of an alternative or modified gearbox control system and / or braking system is permitted.

26. The internal routing of pipes and wires and safety equipment is permitted.

27. The conversion of left to right hand drive is permitted including necessary accompanying modifications.

28. Glass sunroofs are not permitted. Sunroofs may be of a non-shattering solid rigid material other than glass. Any sunroof must be firmly secured in the closed position. The sunroof aperture may be closed by solid material permanently fitted in place.

29. Windscreens to be of laminated type only.

30. Side windows if of glass must be of laminated or toughened glass and if of toughened glass must be coated on the inside with a clear transparent safety film. The thickness of this film must not be greater than 100 microns.

31. Where advertising is allowed on windscreens it must not obscure the driver’s vision nor cover more than one third of the depth of the visual area of the windscreen.

32. The fitting of mud flaps of a flexible material of 4mm minimum thickness behind each wheel extending to a minimum of 40mm each side of the tyre tread and to within 80mm of the ground when the car is unoccupied is mandatory.

33. Towing eyes of adequate strength and size must be fitted to or carried for fitting to the front and rear of the Vehicle. They must be painted a distinctive and contrasting colour.

**Engine**

34. Must comply with the following specification and actual capacity limits:

35. **Production Car Engines:**
   a. Petrol engines with a maximum of six cylinders forced induction up to 2000cc with a 34mm restrictor or up to 2500cc with a 32mm restrictor and diesel engines with forced induction up to 2500cc with a 37mm restrictor.
   b. Naturally aspirated with a maximum of six cylinders and more than 2 valves per cylinder – up to 3000cc.
   c. Naturally aspirated with a maximum of six cylinders and a maximum of 2 valves per cylinder – up to 3500cc
   d. Rover V8 pushrod engines up to 4000cc utilising the original Rover head castings and limited to either a maximum of 4 carburettor chokes or a single throttle body and the original plenum chamber.

36. **Metro 6R4** 2500cc and 2800cc (Single Plenum) engines complying with ASN Specification exclusive to 6R4s.

37. **Specialist Competition Engines:**
   a. Naturally aspirated.
   b. No more than four cylinders.
   c. No more than four valves per cylinder.
d. Maximum capacity of 2500cc.

38. **Production Car Engines with a maximum of 2 rotors:**
   a. Rotary engine equivalence 1.7. Forced induction rotary engines equivalence \((1.7 \times 1.7) = 2.89\).
   b. Rotary engines will be considered equivalent to 4 valves per cylinder petrol engines in respect of the maximum engine capacity including the application of equivalency factor a. above.

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

40. Except for Vehicles accepted under Category 2 a Vehicle may be fitted with a different engine not exceeding 25% increase of the capacity of the model when it was supplied as original equipment by its manufacturer.

41. The engine capacity of FIA R/GT cars complying with Category 2 shall be limited to the current FIA Regulations.

42. **Historic Rally Cars** that are fully compliant with Appendix 17 are permitted without a restriction on engine capacity in Stage Rallies.

43. Engine Oil Systems – Unless equipped with a closed loop system a Catch tank of at least a one litre capacity to be incorporated in the oil breather system.

**Transmission and Gear Selection Systems**

44. The transmission system is free including gear selection system which may be modified or replaced by an alternative system.

45. The use of active front and rear differentials i.e. any system acting directly on the differential adjustments is forbidden except for cars originally homologated by the FIA. Only entirely mechanical systems are allowed. None of the parameters of the front and rear differentials can be modified except with the help of tools when the Vehicle is stopped.

46. Passive viscous differentials are considered mechanical and are permitted.

**Suspension**

47. Except for Vehicles accepted under Category 2 and Vehicles with modifications conforming to their homologation papers (Art. 4 above):
   a. The suspension must retain the operating principle and utilise the mounting points as provided by the vehicle manufacturer.
   b. Strengthening of the sprung parts of the chassis and bodywork is allowed provided that the material used is the same material as the chassis/bodywork and follows the original shape and is in contact with it.
   c. Springs shock absorbers anti-roll bars and control arms and links may be uprated.
   d. Only mechanically operated anti-roll bar systems are authorised.
   e. The anti-roll setting can only be adjusted directly by the driver using an exclusively mechanical system without external power.
   f. Any connection between dampers is forbidden.
g. Any connections between front and rear anti-roll bars are forbidden.

h. The ride height must be adjustable only with the use of tools and when the car is immobile.

i. Any servo control activating a power circuit acting directly or indirectly on the suspension parts is forbidden.

j. Any electronic control system for the shock absorbers is forbidden.

**Wheels and Tyres**

48. Not be fitted with spiked or studded tyres or any non-skid attachments other than chains if permitted in the **Official Documents**.

49. Have all spare wheels securely fastened in position.

50. Have complete wheels (flange + rim + tyre) free providing that they can be housed within the original bodywork (including wing extensions) and that they do not exceed the widths in relation to the cubic capacity of the **Vehicle**:
   
a. Up to and including 1600 cc: 8in
b. Over 1600 cc: 9in.

51. Note: Wheel widths relate to the capacity of the **Vehicle** inclusive of the forced induction coefficient.

52. Rim diameters may be increased or decreased by up to a maximum of 2in but the rim diameter must not exceed 18in.

53. Wheels do not necessarily have to be the same diameter.

54. The complete wheel shall be measured with the tyre at normal running pressure.

55. The measurement of the width will be taken at the widest point of the complete wheel above hub level.

56. Wheel fixing by bolts may be freely changed to fixing by pins and nuts.

57. Must have tyres complying with **Chapter 8**.

58. The approved quantity of tyres must be detailed in the **Official Documents**. The maximum number allowed will not exceed 10 tyres (unsealed surfaces) and 12 tyres (sealed surfaces and all **Single Venue Stage Rallies** not covered by a Master Agreement) for **Rallies** up to 45 planned competitive miles. For **Events** over 45 planned competitive miles an additional 2 tyres may be added for each return to service after 45 planned competitive miles during the **Event**, but these may not be used prior to the relevant service point.
   
a. In the event of an extreme weather event (defined as: Temperatures over 28c for a 24 hour period), the **Clerk of the Course** may request the **ASN Steward** to suspend the tyre allowance on the grounds of safety.

   b. Where there is significantly heavy rainfall and the **Clerk of the Course** (of a Sealed surface **Event** and all **Single Venue Stage Rallies** not covered by a Master Agreement) issues a Bulletin declaring a ‘wet’ **Event**, the use of wet tyres will be permitted outside of the specified allowance on the grounds of safety.

59. The use of any device for maintaining the performance of the tyre with an internal pressure equal to or greater than atmospheric pressure is forbidden.

60. The interior of the tyre (space between the rim and the internal part of the tyre) must be filled only with air or nitrogen. This does not preclude the use of inner tubes.

61. The use of tyre heating devices is prohibited.
62. For all unsealed surface Stage Rallies approved by the ASN pursuant to App.1 Arts.10 and 11 (forest estates) only those tyres specified in Chapter 8 List 6 are permitted.

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

**Fuel Systems**
65. If the filler cap is of the quick release type or where the Vehicle has been fitted with a non-standard filler be fitted with a recessed fuel filler cap.
66. Fuel lines may be installed within the Driver / Passenger compartment on safety grounds
67. Cars must be fitted with a self-seal connector of a type complying with Chapter 7.

**Electrical**
68. There are restrictions concerning the use of auxiliary lights which are detailed in the sporting regulations.

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

<table>
<thead>
<tr>
<th>Car Type</th>
<th>Up to 1000cc</th>
<th>Up to 1400cc</th>
<th>Up to 1600cc</th>
<th>Up to 2000cc</th>
<th>Up to 2500cc</th>
<th>Up to 3000cc</th>
<th>Up to 3500cc</th>
<th>Up to 4000cc</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cars post 1/1/1982 &amp; 4WD</td>
<td>660kg</td>
<td>700kg</td>
<td>770kg</td>
<td>850kg</td>
<td>1080kg</td>
<td>1150kg</td>
<td>1230kg</td>
<td>1310kg</td>
</tr>
<tr>
<td>Specialist Rally Cars</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

71. The checking of Vehicle weights will be as set out in FIA Appendix J.
72. Note. Minimum weights relate to the cubic capacity of the car inclusive of the forced induction coefficient.

**Safety**
73. Have as a minimum a **ROPS** complying with Chapter 7 App.3 and Chapter 7 App.13 Diagram 14 or 15 and longitudinal door bars complying with Chapter 7 App.3 Arts.42 - 45 (side sections Chapter 7 App.13 Diagram 18).

74. For **Vehicles** not issued with a **Vehicle Passport** or **Competition Car Log Book** prior to 1st January 2019 – and of a make and model with a conception date post 31.12.2005 – the following additional members are mandatory:
   a. Roof Reinforcement complying with Chapter 7 App.3 Art.46 and Chapter 7 App.13 Diagram 19.a, b., c. or d.
   b. Windscreen Pillar Reinforcement complying with Chapter 7 App.3 Arts.49 – 50 on each side if Chapter 7 App.13 Diagram 69 dimension ‘A’ is greater than 200mm.

75. Be equipped with an internal switch that is capable of isolating all electrical circuits and completely stopping the engine. The operating switch must be positioned so that it can be operated by the driver and the **Co-Driver** when normally seated with seat belts fastened.

76. Be equipped with an external circuit breaker complying with Chapter 7 App.5 Art.13 – 14.

77. Have currently **FIA Homologated** seat belts complying with Chapter 7 App.7 (four, five or six point).

78. Be equipped with fire extinguishers complying with Chapter 7 and also all the relevant parts of Chapter 7 App.6. The **Driver** and **Co-Driver** must each be able to activate the extinguisher when normally seated with seat belts fastened.

79. Be fitted with front seats that were **FIA Homologated** to **FIA Standard** 8855-1999 8862-2009 or 8855-2001 at the time of manufacture (but excluding seats for which the **FIA Homologation** was withdrawn) complying with Chapter 7 App.7 Arts.21 - 24

80. For **National Events** **FIA Homologated** seats manufactured to FIA Standard 8855-1999 or 8855-2001 may be used for up to two years beyond the expiration of the original homologation label validity.

81. **FIA Homologated** seats manufactured to FIA Standard 8862- 2009 may be used until 31st December of the year stated on the label.

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

83. Be equipped with high-intensity horns that can be operated by the **Driver** and the **Co-Driver**.

84. Competing **Vehicles** must carry an **Emergency Red Warning Triangle (ECE 27)** and an **SOS / OK Board**.

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

86. Belt cutter(s) must be carried on board at all times. Both driver and co-driver must be able to reach a belt cutter when seated with their harness fastened.
CHAPTER 13 RALLY

APPENDIX 17

Technical Regulations – Historic Special Stage Rally Cars

1. In addition to complying with Chapter 7 and Chapter 8 where applicable all Vehicles competing in Historic Special Stage Rallies must comply with the Regulations in or referred to in this Appendix. Exceptions are referred to below at Art. 3.

The principles of Historic Special Stage Rally Cars Regulations

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

3. Historic Special Stage Rally Vehicles must comply with Special Stage Rally Technical regulations with the following exceptions Appendix 16 Arts: 4 and 5 and 33-37 inclusive and 39 and 43 and 46 and 47 – 61 inclusive and 68 and 71.

4. Cars Eligible

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

i. Historic Category 1 Rally Cars: Vehicles of a specification valid before 1 January 1968.


iii. Historic Category 3 Rally Cars: Vehicles homologated in Groups 1, 2, 3 or 4 between 1 January 1975 and 31 December 1981. Vehicles in Category 3 must comply with their Homologation.

iv. Historic Category 4a Rally Cars: Vehicles homologated in Groups A, N and B between 1 January 1982 and 31 December 1985 excluding any Vehicles that were regulated out by the FIA in period from rallies for safety reasons. Vehicles in Category 4 must comply with their Homologation forms and Appendix J of the 1985 FIA Yellow Book.

Vehicles homologated in Group B with an effective engine capacity exceeding 1600cc must have been issued with a valid FIA Historic Technical Passport (HTP) and must always conform with that document and with the current FIA Appendix K.

v. Historic Category 4b Rally Cars: Vehicles homologated in Groups A, N and B between 1 January 1986 and 31 December 1990 excluding any Vehicles that were regulated out by the FIA in period from rallies for safety reasons. Vehicles in Category 4b must comply with their Homologation forms and Appendix J of the 1990 FIA Yellow Book and must have been issued with a valid FIA Historic Technical Passport (HTP) and must always conform with this document and the current FIA Appendix K.
vi. FIA Appendix K to the International Sporting Code: Historic Rally Cars fully compliant with the current FIA Appendix K. Cars must have been issued with a valid FIA Historic Technical Passport (HTP) and always conform with that document and with the current FIA Appendix K. Vehicles are exempt from the requirement to hold and present at scrutineering an ASN Competition Car Logbook or Vehicle Passport.

Historic Categories 1, 2, 3 and 4

5. A validated Historic Rally Vehicle Identity Form (HRVIF) in addition to a CCLB must be obtained from the ASN and both must be presented at scrutineering. No Vehicle is permitted to compete on an Event unless those documents are presented at scrutineering. The HRVIF is the definitive document for the technical specification of the vehicle for which it has been issued.

6. The HRVIF will remain valid for a period of 10 years from the date of issue and must be renewed whenever the registered owner of the Vehicle changes.

7. Vehicles in any of the Categories registered after the appropriate date may be permitted to hold an HRVIF in the absolute discretion of the ASN. An applicant for HRVIF for such a car must provide documentary evidence to the ASN Technical Department with the identity form application to show that the specific Vehicle (not model) was manufactured within the specified period. This evidence will include any technical documentation supplied by the manufacturer and any documents relative to the Vehicle and any information available concerning Chassis and engine numbers and any other details from reliable and authenticated sources as may be available. On receipt of satisfactory evidence the ASN may issue an Historic Rally Vehicle Identity Form which must be presented at scrutineering with the registration document in accordance with Art. 5 above.

8. Category 3 and Category 4 Vehicles must also present their Homologation forms at scrutineering or they will not be allowed to compete.

9. Upon issue of the validated HRVIF the applicant will be issued with two individually numbered ASN Registered Historic Rally Vehicle stickers (see App.21 Drawing Number 7). These stickers are a visual affirmation of conformity with these Regulations and therefore must be affixed to the Vehicle one per side located on the rear section of the front wing and failure to respect this requirement is a breach of these Regulations and will render the Vehicle ineligible to compete and the Competitor subject to Judicial action.

10. A Licenced Eligibility Scrutineer may remove the ASN stickers (see App.21 Drawing Number 7) if the Vehicle is found not to comply with any of the provisions of this Appendix 17.

Permitted Modifications

11. Only period modifications used in rallying on the particular make and model of car are permitted for Historic Category 1, 2, 3 and 4 Rally Cars. The modifications must be detailed on the HRVIF and be duly ratified by the ASN.

12. Modifications are only allowed if they were available before:
   a. 1 January 1968 for Historic Category 1 Rally Cars.
   b. 1 January 1975 for Historic Category 2 Rally Cars.
   c. 1 January 1982 for Historic Category 3 Rally Cars. 1 January 1986 for Historic
d. Category 4a Rally Cars. 1 January 1991 for Historic Category 4b Rally Cars.

13. In all cases the onus of proving a modification as being period rests with the Competitor who must submit the required documentary evidence.

14. Exceptionally the ASN in its absolute discretion may grant a dispensation to use non-original parts and or parts from a different model and or parts from a later period provided that the use of these parts does nor confer any advantage in either performance or reliability. The ASN will give consideration to written requests from Competitors who can evidence that they are unable to source vital components.

15. Competitors will be notified by means of an ASN Official Bulletin of any part subject to dispensation and a full list of dispensations will be published on the ASN website.

Recommended Classes

16. Historic Category 1 Rally Cars

Pre-1.1.60.
   a. Class A1 up to 1200cc
   b. Class A2 1201cc up to 1500cc
   c. Class A3 Over 1501cc

From 1.1.60 - 31.12.67
   d. Class B1 Up to 1000cc
   e. Class B2 1001cc up to 1300cc
   f. Class B3 1301cc up to 1600cc
   g. Class B4 1601cc up to 2000cc
   h. Class B5 2001cc up to 2500cc
   i. Class B6 Over 2501cc

17. Historic Category 2 Rally Cars. 1.1.68 - 31.12.74
   a. Class C1 Up to 1300cc
   b. Class C2 1301cc to 1600cc
   c. Class C3 1601cc to 2000cc
   d. Class C4 Over 2001cc
   e. Class C5 All cars having engines with both more than one camshaft and more than two valves per cylinder.
   f. All cars with a Rotary Engine.

18. Historic Category 3 Rally Cars. 1.1.75 - 31.12.81
   a. Class D1 Up to 1300cc
   b. Class D2 1301cc to 1600cc
   c. Class D3 1601cc to 2000cc
   d. Class D4 Over 2001cc
   e. Class D5 All cars having engines with both more than one camshaft and more than two valves per cylinder.
f. All cars with a Rotary Engine.

19. **Historic Rally Cars complying with FIA Appendix K.**

   Classes as specified by Article 2.1 of the FIA European Historic Sporting Rally Championship Regulations.

20. **Historic Category 4a Rally Cars. 1.1.82 - 31.12.85**
   a. Class E1 Up to 1300cc
   b. Class E2 1301cc to 1600cc
   c. Class E3 1601cc to 2000cc
   d. Class E4 Over 2001cc

21. **Historic Category 4b Rally Cars. 1.1.86 - 31.12.90**
   a. Class F1 Up to 1300cc
   b. Class F2 1301cc to 1600cc
   c. Class F3 1601cc to 2000cc
   d. Class F4 Over 2001cc

   **Engine**

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

23. Four-wheel drive vehicles fitted with forced induction are prohibited in Historic Categories 1, 2 and 3.

24. Forced induction is only permitted if by means of a mechanically driven super-charger, or by an exhaust driven turbocharger if fitted as original equipment by the vehicle manufacturer App.16 Art.35.a. Such Vehicles in Category 1, 2 and 3 will be classified as having an engine capacity increase of one third. Vehicles in Category 4a will be classified as having an engine capacity increase of 70% and must be fitted with a 34mm restrictor at a maximum of 50mm from the extremes of the compressor blades.

25. Engines must comply with ASN silencing levels. Exceptionally and with the permission of the Chief Scrutineer those cars for which 5000rpm is inappropriate may be tested at 3/4 of maximum rpm.

26. Vehicles in Category 4 equipped with rotary engines will be subject to an equivalency factor of 2:1.

   **Safety**

27. Vehicles must be equipped with a safety rollover bar in accordance with Chapter 7 Arts. 1 – 62 and 66 -80 inclusive, and Chapter 7 Drawing 37 a) or b). Dotted lines signify optional features.

28. Door bars may be of single tube, crossed tube or twin tube design Chapter 7 App.13 Diagram 21 (g) or (h).

29. A single Diagonal Member is mandatory and a second Diagonal Member may be added to form crossed diagonals. Diagonals may be either installed across the Main Rollbar or between the Backstays.

30. Additional tubes for the mounting of harness shoulder straps are permitted.

31. All bars must remain within the confines of the Passenger compartment and must not be used as suspension pick-up point braking unless the Competitor can prove that this was done in period to the specific model.

32. Vehicles in Category 4 must comply with App.16 Art.73 to 86.

33. Belt cutter(s) must always be carried on board during an Event. Both Driver and Co-Driver must be able to reach a belt cutter when seated with their harness fastened.

   **Wheels Tyres and Brakes**
34. Wheels and tyres must be fitted in compliance with Chapter 8 List 3 and Arts 11 – 15 of this Appendix except as follows: Appendix 16 to this Chapter Arts: 48 and 49 and 51 and 53 - 55 and 57-61 and must conform with the following:

a. For Categories 1, 2 and 3 the diameter of wheel may not differ from that originally fitted by more than 10%.

b. For Categories 1, 2 and 3 the complete wheels (flange + rim + tyre) are free providing that they are housed within the permitted bodywork and that they do not exceed the following widths in relation to the cubic capacity of the Vehicle:

   i. Up to 1150 cc: 7in
   ii. Over 1150cc and up to 1600 cc: 8in
   iii. Over 1600 cc: 9in.

c. For Category 4 and Vehicles competing under FIA Appendix K all wheels and tyres must comply fully with FIA Appendix K Regulations for Vehicles in Rallies.

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

Miscellaneous

36. The use of gas discharge technology in any forward-facing lights either main beam or auxiliary or in any reversing light is not permitted.

37. Unless of the specification used in period for the specific make and model of Vehicle the use of light pods to individually mount or to mount auxiliary lights as one unit is not permitted.

38. Roof vents may only be fitted if of the same specification as those fitted to the particular make and model of the car in period.

39. Any underbody protection must be of period specification. A guard moulded closely to the vehicle floor pan fixed by bolting and/or adhesive may be fitted but must not extend beyond the front and rear axle centre lines and the outer 100mm on each side must not cover the vertical section of the outer sills.
CHAPTER 13 RALLY

APPENDIX 18

Servicing and Organised Assistance

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

2. Any breach of these Regulations may be treated as a breach of the NCR.

3. Organised assistance or Service anywhere other than in permitted areas is forbidden.

4. Organised assistance (service) may be Permitted on Special Stage Rallies if the Official Documents allow and providing that the Organisers have provided suitable service areas with Time Controls and a specific time allowance is permitted for Service.

5. Single Venue Stage Rallies must allocate a minimum time for Service.

6. An exception to Arts.4 and 5 above with regard to time allowances applies for retired cars intending to apply for a re-start permitted by the Official Documents.

7. Service of a competing Vehicle may only be carried out in permitted areas as defined under Art.4. In any area where Service is not permitted, the presence of service crew, or any vehicle from which equipment or parts are supplied or obtained, or the setting up or the collection or the use of equipment previously deposited, will be considered to be servicing.

8. Service vehicles may be required by the Official Documents or the Official Instructions to follow a prescribed route to and from service areas. All other areas would then be 'Out of Bounds' to service vehicles and crews.

9. Competitors may only refuel in areas which have been specifically designated by the Organisers or by using commercially available pump fuel dispensed directly from installed pumps at filling stations on the rally route. During refuelling, no one must be within the Vehicle and the engine must be stopped throughout any refuelling operation.

10. These Regulations do not prevent Competitors from making their own vehicles safe to drive and crews may work unassisted on their own Vehicles using equipment carried in their Vehicle in 'No Service Areas' except:
    a. Within 100m of any Control.
    b. Between a Special Stage Arrival Control and the Special Stage Start Control.
    c. In any Parc Fermé.

11. The only work permitted in these areas is the following (unassisted):
    Cleaning:
    a. lamp glasses
    b. windscreens
    c. windows
    d. identification markings and
    e. vehicle registration numbers.

12. Except in the areas listed above Competitors may also work on their Vehicle with the assistance of other Competitors or any nationally recognised breakdown service or commercial garage not associated with the Entrant and not organised in advance. Such service vehicles will not be allowed to enter official service areas.

13. Competitors are responsible for ensuring that their service crews understand and comply with Regulations
and if official Service Plates are issued by the Organisers that at all times the official Service Plate is affixed to the service vehicle.

14. A Competitor may be fined or otherwise penalised by the Clerk of the Course if the crew of any service vehicle associated with their entry contravene any Regulation or any Official Instruction or act in a manner contrary to the interests of the Event or of the ASN or motor sport generally. Competitors may also be fined by the Clerk of the Course and/or Stewards and/or the ASN National Court but not otherwise penalised for breach of Road Traffic Laws by their service crews.

Service Areas

15. All Service Areas must be under the supervision of a Safety Officer who should have suitable means of contacting the Emergency Services.

16. Special care must be taken to ensure that Service Areas are kept secure from spectators and that all relevant aspects of Health and Safety Regulations are observed.

17. Adequate fire extinguishers must be available at the site.

General

18. No service assistance may be expected from Organisers. Competitors are responsible for ensuring that they are supplied with fuel, oil, water etc even though Organisers may give advice as to where such supplies may be obtained.

19. A Vehicle may not be moved other than by its own power except:
   a. By a ferry.
   b. By outside means for a minimum distance necessary to extricate it from difficulty.
   c. By gravity.
   d. By its crew.

20. During the course of an Event Competitors are not permitted to use or be directly or indirectly concerned in the use of helicopters or fixed-wing aircraft in the vicinity of the Event (whether in connection with servicing aerial surveillance or any other reason whatsoever) unless previous authority has been obtained from the ASN in writing pursuant to Arts. 21 - 23 below and in compliance with CAA regulations.

21. Before considering any application for authorisation the ASN must be satisfied that any liabilities they consider apply to the activities including indemnity cover for the ASN and the Event promoters and Organisers and the landowner have been made available by the operator on their behalf to specified minimum requirements.

22. Any application must be made at least 14 days before an Event.

23. In accordance with CAA regulations no helicopter or fixed-wing aircraft is allowed within 500ft of the route or within 3000ft of any large crowd.
### CHAPTER 13 RALLY

### APPENDIX 19

PR Requirements Charts

#### Chart 1

<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. Letter to each householder within 100m, unless the RLO agrees to a lesser requirement.</td>
</tr>
</tbody>
</table>

#### Chart 2

**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. STANDARD (time to minute)</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></td>
<td>All Classes</td>
<td>24 hour</td>
<td>B D</td>
</tr>
<tr>
<td></td>
<td></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></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 A, B &amp; (Yellow 07.00 to 22.00)</td>
<td>24 hour</td>
<td>C D</td>
</tr>
<tr>
<td>ECONOMY, NAVIGATIONAL &amp; 12 CAR RALLIES (All types) VINTAGE (22.00 to 07.00)</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></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>CATEGORY</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>-------------------</td>
<td>---------</td>
<td>-----</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 D</td>
</tr>
<tr>
<td>TREASURE HUNTS TOURING ASSMS.</td>
<td>ALL</td>
<td>ALL</td>
<td>24 hour</td>
<td>E D</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 D</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yellow</td>
<td>22.00 to 07.00</td>
<td>B 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>A, B, Yellow Habitation</td>
<td>07.00 to 22.00</td>
<td>E D</td>
</tr>
<tr>
<td>ACCESS/EGRESS To/From STAGE To PUBLIC HIGHWAY</td>
<td>ALL</td>
<td>ALL</td>
<td>24 hour</td>
<td>F 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 D</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Yellow</td>
<td>22.00 to 07.00</td>
<td>B D</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A, B, Habitation &amp; (Yellow 07.00 to 22.00)</td>
<td>24 hour</td>
<td>C D</td>
<td></td>
</tr>
</tbody>
</table>

For Codes see above in Chart 1
CHAPTER 13 RALLY

APPENDIX 20

Medical and Safety Cover

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

Medical and Safety Cover

Single Venue Stage Rallies

2. At each Venue there must be a Doctor or ASN Registered Paramedic and an ASN Licensed Rescue Unit.

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

4. The Chief Medical Officer or Chief Paramedic being a Doctor or ASN Registered Paramedic, is responsible – in consultation with the Clerk of the Course and the Event Safety Officer – for ensuring that the required level of medical and rescue cover is provided and for:
   a. the detailed organisation of doctors and
   b. the planning and deployment within stages and
   c. the organisation of ambulance meeting points and
   d. the notification of hospitals in relation to the stages.

5. The Doctor or ASN Registered Paramedic and Safety Officer in liaison with Stage Commanders must be aware of the evacuation routes from the stage and rendezvous points.

6. The Chief Medical Officer at the Event following consultation with the Clerk of the Course may appoint a deputy of suitable grade who could take over the Chief Medical Officer’s duties in an emergency.

Stage Rallies (other than Single Venue Stage Rallies)

7. At Clubman, Interclub and National Multi-Venue Stage Rallies there must be a Doctor or ASN Registered Paramedic and an ASN Licensed Rescue Unit at every Stage (or group of Stages (with a maximum three in close proximity to each other)).

8. A Chief Medical Officer or Chief Paramedic who must be a doctor or ASN Registered Paramedic, must be appointed who is responsible – in consultation with the Clerk of the Course and the Event Safety Officer – for ensuring that the required level of medical and rescue cover is provided and for:
   a. the detailed organisation of doctors,
   b. the planning and deployment within Stages
   c. the organisation of ambulance meeting points and
   d. the notification of hospitals in relation to the Stages.

9. The Chief Medical Officer at the Event or Chief Paramedic following consultation with the Clerk of the Course may appoint a deputy of suitable grade who could take over the Chief Medical Officer’s duties in an emergency.
10. Those Stages without the immediate presence of an ASN Rescue Unit should position an ASN Licensed SSU at the Stage start.

11. For every Stage over nine miles long in addition to the above and at a suitable mid-point there must be a Doctor or ASN Registered Paramedic and an ASN Licensed Rescue Unit or an ASN Licensed SSU.

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

International Stage Rallies (other than FIA Championships)

13. At every Stage start there must be:
   a. A Doctor or ASN Registered Paramedic.
   b. An ASN Licensed Rescue Unit.
   c. An ASN Licensed Recovery Unit or a Commercially Operated Recovery Unit.

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

International Stage Rallies (FIA Championship)

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

International and National Rallies

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

16. A senior Medical Officer must be appointed on each Stage and be positioned at the Stage Start to work in close cooperation with and under the instructions of the Stage Commander.

General

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

18. It is recommended that doctors carry all equipment that they feel necessary for the performance of their duties. The following is suggested:
   - Airways (two)
   - Cervical collar
   - Two large field dressings
   - Powerful hand torch
   - Space blanket
   - First aid kit.

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

20. 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.

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

Emergency Vehicles

22. There are three kinds of Rally emergency vehicles:
2025 National Competition Rules Chapter 13 Appendix 20 Medical and Safety Cover

23. Their equipment and licensing criteria are listed in Chapter 5 Part 1 App.10 and Chapter 11.

24. To assist Organisers and maintain safety cover unless licensed vehicles are present SSUs should be used to provide rescue first aid and fire-fighting at an incident as quickly as practicable (i.e. starting from the beginning of the stage and proceeding in the direction of the Stage).

25. It is recommended that there is an SSU at each Stage Start.

Safety Cars

26. The only category of Safety Car that may be driven through a stage at near competitive speeds will be the Zero Car.

27. Safety Cars will be identified by carrying markings as specified in the ASN Safety Car Roles and Responsibilities e.g. Spectator Safety /000 /00 /0 and Sweeper as appropriate.

28. No other official car will carry such markings. All other sanctioned vehicles will be classified as Official Vehicles.

29. The Zero Car will be the last vehicle to traverse a stage before the first Competitor unless the Stage Commander or Clerk of the Course authorise otherwise.

30. The Zero Car will only stop in a Stage in the case of emergency.

31. Safety Cars must be fitted with an effective method of communicating with Rally Control.

32. Except for Class eligibility the Zero Car must pass the same pre-Event scrutiny as Competitors including Sound Testing.

33. There will only be two crew members in the Zero Car.

34. Where the Zero Car is a Competition Car then:
   a. It is strongly recommended that Zero Cars have a current Competition Car Log Book / Vehicle Passport.
   b. The crew members must wear overalls, helmets, FHRs and seat belts mandatory for Competitors.
   c. Fire extinguishers must be fitted and armed as for Competitors.

35. Crew members of each Safety Car must be signed-on Officials.

36. At least one crew member of each safety car team must have attended an ASN Safety Car Training Session.

37. At least one member of the Safety Car Team must have been involved in pre-Event planning.

38. All Safety Car Team members must be fully briefed on the safety plans for the Event.

39. No Driver who is barred from holding a Competition Licence or DVLA (or equivalent jurisdiction) driving licence can drive an Official or Safety or Zero Car or a Rally Emergency vehicle through a Special Stage.

40. Detailed Guidelines on ASN Safety Car Roles and Responsibilities are contained in the Stage Rally Safety Requirements published on the ASN Website and which supplement the above requirements.

Fire Extinguishers

41. Fire extinguishers must be available in any area defined as a Service Area and any area in which competing cars are assembled awaiting their attempt at a Stage and at Stage Stop Lines.
CHAPTER 13 RALLY

APPENDIX 21

Specific Regulations for Junior Rally Driver Championships

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

APPENDIX 22

SPECIFIC REGULATIONS FOR SPECIAL STAGE PRACTICE / TRAINING EVENTS

1. Any practising or training Event at which members of an ASN registered Club are acting in a managing or controlling capacity as representatives require the specific permission of the ASN in the form of a Permit.

2. The ASN will not Permit more than one Club to organise such an Event.

3. The ASN will appoint an Observer to all Special Stage Rally Practice / Training Events and the appropriate fees will be charged.

4. Participants in all practice / training Events must sign the usual indemnity specified Chapter 3 as well as a declaration that their Vehicle is in a fit condition for the Event.

5. Permit Fees will be in accordance with current rate for an Interclub Permitted Event.

6. Insurance per capita fees will be payable at the maximum Special Stage rate per Competitor.

7. There must be no spectators and entry to the Venue must be controlled.

8. Stages must be organised to the requirements of Appendix 2 Part C and Appendix 12 Arts. 42 to 58 inclusive.

9. The definition of a Practising / Training Event must be complied with namely:
   a. No Competition.
   b. There must be no awards.
   c. The sole purpose is for crews to gain experience of their Vehicles.
   d. Times may be recorded but must not be published.
   e. Vehicles must not be started / released onto any Stage simultaneously.
   f. The only permitted revenue obtained by the Organiser shall be entry fees.

10. No more than six attempts at any one stage layout will be permitted.

11. Although no awards or published times are permitted the Organiser must set a Bogey Time for the Stage and this time and the length of the stage must be notified in writing to the participants.
CHAPTER 13 RALLY

APPENDIX 23

Rally Drawings

Drawing 1

Drawing 2

Drawing 3

Examples of a typical chicane layout:

Legend:
- Single Fitting Bulls, i.e., H1, H2, H3 RT or similar
- Twin Fitting Bulls, i.e., H1, H2 or similar
- Single Reflector
- Single Moulding containing single or multiple reflectors

This list is not exhaustive, but illustrates the most common presentations. Note any other types existing a forward facing beam, typically bumper or spoiler mounted may not be operationalised.
Drawing 5

Block & No Entry sign (facing cars) set back from junction

No Warning Arrow if junctions are very close

Warning Arrow & Post Number sign on the side of the road where they are most visible. Between 50 - 100 metres before the junction

ARROW ANGLES & POSITIONS

No Entry Sign
Physical Block
Taped box extending beyond the road width to ditches, hedges, walls
Prohibited Area Sign (also to be used in other locations as required)
**Drawing 6 (Alternative to Drawing 5 without the use of box junctions)**

- Variable distance depending on speed of approach.
- The optional chevron board is for use on closed road events only. A No Entry board should be used or any other stage event.

**Drawing 7**

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

**Drawing 8**

- Approximately 100m before Radio Point: Yellow background.
- At Radio Point: Blue background.