

REGULATION CHANGES FOR CONSULTATION

Committee:	Cross Country Committee
Date of meeting:	5th February 2015
Closing date for consultation:	29th May 2015
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Section P

Existing Regulation

1.1.10. The use of Forest Commission property must have been approved by the MSA. Permission must be applied for by an annually specified date, prior to the Forest Enterprise year (which runs 1 January - 31 December)..

60.1.1. Vehicles must be currently registered and must display a current VED disc.

60.1.2. With the exception of Promotional Events the SRs may relax the requirement to display a valid VED disc if the event takes place wholly on private property.

62.1.2. All vehicles must display a current VED disc, (trade plates are not acceptable).

Proposed Regulation

1.1.10. The use of **the Forestry Estate, being that managed by the Forestry Commission England, the Forestry Commission Scotland and Natural Resources Wales** ~~Commission~~ property must have been approved by the MSA. Permission must be applied for by an annually specified date, prior to the Forest Enterprise year (which runs 1 January - 31 December). **All Cross Country Events are restricted to the tyres listed in Section L Tyre List 5a).**

Reason: *To restrict the type of tyres permitted to be used on the Forestry Estate to the All Terrain Patterns listed in Tyre :List 5a).*

Date of implementation: 1st January 2016

60.1.1. Vehicles must be currently registered and ~~must display a current VED disc~~ **taxed.**

60.1.2. With the exception of Promotional Events the SRs may relax the requirement to ~~display a valid VED disc~~ **for a vehicle to be currently taxed** if the event takes place wholly on private property.

62.1.2. ~~All vehicles must display a current VED disc, (trade plates are not acceptable).~~ **Vehicles must be currently registered and taxed.**

Reason: *To amend regulations to reflect DVLA no longer issuing a VED disc for display.*

Date of implementation: 1st January 2016

Existing Regulation

25.1. For Hill Rallies, Competitive Safaris, Timed Trials, Team Recoveries and Point to Point, all Competitors must wear approved Crash Helmets (K.10) and goggles or visors to protect their eyes, and clothing which covers the arms, legs and torso up to the neck.

Section B

No Regulation

Section P

No Regulation

Proposed Regulation

25.1. For Hill Rallies, Competitive Safaris, Timed Trials, Team Recoveries and Point to Point, all Competitors must wear approved Crash Helmets (K.10) and goggles or visors to protect their eyes, and clothing which covers the arms, legs and torso up to the neck.

Additionally competitors in Production Sports Utility Vehicles must wear an FIA approved FHR device, fitted in accordance with FIA regulations.

Reason: *Production Sports Utility Vehicles are relatively new to the UK and have significantly different characteristics to conventional Cross Country vehicles. Suitable FHR devices are readily available for these vehicles.*

Date of implementation: 1st January 2016

Cross Country Driving Test. A Cross Country competition in which marking during the event is based solely on a Competitor's performance in manoeuvring tests. These tests may be at one or more sites on private property and be on unsealed surfaces and intended to encourage newcomers to the sport.

Cross Country Driving Tests (55.2)

23.2.1. These events must be organised in accordance with 7 and the following:

Driving Test Layouts

23.2.2. Cars must not be allowed to travel more than 50m (between manoeuvres) without having to stop astride a penalty line, reverse or drive clear of the line or manoeuvre in a garage or box.

23.2.3. Competitors must either stop a stride a penalty line or make a change of direction of at least 90° at a distance of not more than 25m before the Finish line.

23.2.4. The route must be made available to all Drivers before any test.

23.2.5. The start and finish of all tests must be in a forward direction.

23.2.6. All tests must be arranged so that the whole of the course is visible to the Driver from the Start Line unless competitors are given the opportunity to walk the course beforehand.

23.2.7. There must be no optional direction of travel, except as specified in 55.3.8.

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

23.2.9. Spin turns are not permitted.

23.2.10. Practising for tests is not permitted.

23.2.11. Markers should be not less than 1m in height, unless the Supplementary Regulations (SRs) or test instructions specify otherwise.

23.2.12. Lines and gates must have a minimum width of 3.5m and markers should be at least 1m high.

23.2.13. Any 'garage' must have a minimum length of 6m and a minimum width of 3.5m.

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

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

23.2.16. Each test must be run at least twice, and preferably more than twice.

23.2.17. Each Competitor's worst performance at each test will be discarded in arriving at total penalties for the event.

Cross Country Driving Tests (23.2)

55.2.1. Drivers must hold a valid RTA licence (not provisional) for vehicles with more than three wheels and produce a valid Club membership card.

55.2.2. The SRs may Permit entries from Drivers who are 14 or over without a full RTA Licence, provided that their Passenger has experience of Cross Country Trials and holds a full RTA Licence for the vehicle entered.

55.2.3. The vehicle may only be driven between Driving Tests by a crew member who holds a valid full RTA Licence.

55.2.4. One Passenger must be carried in each competing car to assist in giving directions to the Driver.

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

55.2.6. No other Passenger is allowed.

55.2.7. If the Driver holds a valid, non-provisional RTA Licence, a Passenger must be 12 years or over.

55.2.9. Classes are free, but the class structure must be stated in the SRs.

Driving Test Procedures

55.3.1. Drivers will be considered under Starter's orders when instructed by an Official to proceed to the Start line.

55.3.2. Drivers then failing to proceed may forfeit their run or may be penalised in accordance with Table P.55.5.(a).

55.3.3. A start will only be valid if made under the vehicle's own power.

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

55.3.5. Similarly, if a car is required to cross a line with all four wheels, all tyre contact area must be seen to be clear of the line.

55.3.6. Timing at completion of a test must be based on the leading wheel (on the same axle) crossing the Finish line.

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

55.3.8. In any diagram illustrating a test, the dimensions should be approximate and for guidance only. Indications of the direction of travel of the competing cars when crossing a line, or passing between markers, must be shown unless specified otherwise (ignoring 'shunts' to avoid markers).

55.3.9. A maximum penalty (see Table P.55.5.(c)) shall be applied if a competitor crosses with both leading wheels a marked test line in the wrong direction, out of the prescribed sequence or too many/few times, otherwise competitors may correct their mistakes by returning to the point where they deviated from the test diagram, unless otherwise stated in the SRs.

55.3.10. In changes of direction either lock can be used (unless the test diagram specifically states otherwise).

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

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

Marking

55.4.1. Judges must be appointed to each test to adjudicate on:

- a) False starts
- b) Crossing/failing to cross marker lines
- c) Touching markers and not following correct route.

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

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

Results

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

55.5.2. Competitors will start with zero marks.

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

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

55.5.5. Performance will be assessed as in Table P.55.5. unless the 'Marks Lost' stated are modified by the SRs.

See Appendix 1, Table P.55.5.

**Table P.55.5.
Cross Country Driving Test Penalties**

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

Date of implementation: 1st January 2016

Reason: *To introduce a driving skills competition to complement the TYRO Trial aimed at younger drivers and/or showroom vehicles.*