REGULATION CHANGES FOR CONSULTATION

<table>
<thead>
<tr>
<th>Committee:</th>
<th>Rallies Committee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date of meeting:</td>
<td>28th January 2014</td>
</tr>
<tr>
<td>Closing date for consultation:</td>
<td>5th May 2014</td>
</tr>
<tr>
<td>Email for comments:</td>
<td><a href="mailto:ralliesconsultation@msauk.org">ralliesconsultation@msauk.org</a></td>
</tr>
</tbody>
</table>

Section R

**Existing Regulation**

**R28.2.2.** If the stage is run partly or wholly on unsealed surfaces, no Competitor should be able to achieve an average speed of more than 70mph for international events, and 65mph for all other Rallies:

**R24.12.** An organiser may permit the supply of subjective route notes. This must be stated in the SRs and the subjective route notes must be prepared by an MSA registered supplier. Only one such supplier is permitted to be nominated for an event (or part of an event).

**Proposed Regulation**

**R28.2.2.** If the stage is run partly or wholly on unsealed surfaces, no Competitor should be able to achieve an average speed of more than 70mph for international events, and 65mph for all other Rallies:

**R24.12.** An organiser may permit the supply of subjective route notes. This must be stated in the SRs and the subjective route notes must be prepared by an MSA registered supplier. Only one such supplier is permitted to be nominated for an event (or part of an event).

**Timing**

**R31.1.** All Special Stage rallies must use Target Timing.

**R24.6.** The Clerk of the Course has discretionary powers to impose a penalty in accordance with 32.2(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 C.2.1 as appropriate.
**R25.1.2.** Contravention of these regulations will be penalised in accordance with 3.2.2(p).

**R25.5.2.** Failure to comply will be penalised as in 32.2(b).

**R25.7.2.** When automatic timing is used, the SRs must detail the precise method which will be in operation, with a clear description of the countdown method and the signal to GO. Making a false start will be penalised in accordance with 32.2(e).

**R25.8.2.** Any crew refusing to start a Special Stage at the time and in the position allocated to it may be given a 10 minute penalty (32.2(d)) which may be extended as far as exclusion on the discretion of the Clerk of the Course, whether the special stage is run or not.

**R25.9.5.** Contravention will be penalised as in 32.2(q)

**R26.1.4.** Officials will be on duty at all controls. If at any control the Officials are not present during the whole period when a Competitor can report, all performances at that point will be ignored in compiling the results (except as provided for in 24.9, 32.2(g)).

**R31.1.3.** 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 SRs specify that timing will be to the nearest preceding 1/10th of a second (32.2(f)).

**No Regulation**

**R25.1.2.** Contravention of these regulations will be penalised in accordance with 32.2(p) or 32.8(p).

**R25.5.2.** Failure to comply will be penalised as in 32.2(b) or 32.8(b)

**R25.7.2.** When automatic timing is used, the SRs must detail the precise method which will be in operation, with a clear description of the countdown method and the signal to GO. Making a false start will be penalised in accordance with 32.2(e) or 32.8(g).

**R25.8.2.** Any crew refusing to start a Special Stage at the time and in the position allocated to it may be given a 10 minute penalty (32.2(d)) or 32.8(f) which may be extended as far as exclusion on the discretion of the Clerk of the Course, whether the special stage is run or not.

**R25.9.5.** Contravention will be penalised as in 32.2(q) or 32.8(q)

**R26.1.4.** Officials will be on duty at all controls. If at any control the Officials are not present during the whole period when a Competitor can report, all performances at that point will be ignored in compiling the results (except as provided for in 24.9, 32.2(gn l) 32.8(l)).

**R31.1.3.** 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 SRs specify that timing will be to the nearest preceding 1/10th of a second (32.2(f), 32.8(f)).

**Definitions for Scheduled Timing**

**R32.3.** Standard Time is the time of day a notional Competitor number zero would be due at any control or check.

**R32.3.1.** Scheduled Time is the actual time of day each Competitor is required to be at any specific point.

**R32.3.2.** 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.

**R32.3.3.** 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.

**R32.3.4.** Due Time is the time a Competitor is due at any control or check inclusive of any previous lateness.

**R32.3.5.** Penalised Time is the difference between Due Time and an earlier or later arrival time.
No Regulation

Definitions for Scheduled Timing continued

R32.3.6. Penalty Free Lateness allows a Competitor late at one control to be an equivalent amount late at a succeeding control without incurring further penalty.

R32.3.7. 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 SRs specify a different period.

R32.4. 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.

R32.4.1. Competitors may themselves reduce lateness without penalty in the following ways, unless either forbidden to do so by the SRs or if by so doing they commit a breach of 32.5.

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 32.8(a) or 32.8(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.

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 exclusion. 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.

R32.4.2. No Penalty Free Lateness or official delay allowance that has been either reduced or foregone as Permitted by 32.4 can be reclaimed. However, this does not exclude fresh claims based on new circumstances.

R32.5. A Competitor found to have traversed a distance greater than four miles between two consecutive time controls in less than three-quarters of the time specified by the Official time schedule will be penalised in accordance with 32.8(j). 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 does not preclude the organisers providing specific sections for time recovery.

For example:

R32.5.1. In a nine minute section, a penalty is imposed if a Competitor completes a section in less than six minutes.
Rallies Committee Action Sheet continued  
28th January 2014  
Regulations for consultation

No Regulation

**R32.5.2.** In a 10 minute section – seven minutes.  
**R32.5.3.** In an 11 minute section – eight minutes.  
**R32.5.4.** In a 12 minute section – nine minutes.  
**R32.6.** Times will be recorded to whole minutes unless the SRs state otherwise.  
**R32.6.1.** Any timing to an accuracy of less than one minute will be recorded on equipment as detailed in 2.7.  
**R32.6.2.** Competitors will be timed by the Official timepieces in the charge of Officials, unless the SRs state that watches carried by the Competitors can be used.

**Penalties**  
**R32.8.** See Appendix 1, Chart 32.8.

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**Chart 32.8 – 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 SRs must specify which system is to be used.
- *These penalties may be increased by the SRs; they may not be reduced.
- **The penalty may be increased if stated in the SRs.

The items in italics may not be varied by the rally organisers.

<table>
<thead>
<tr>
<th>Description</th>
<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>
<td></td>
</tr>
<tr>
<td>*(b) Not reporting or reporting OTL at any other Time Control</td>
<td>30 minutes</td>
<td>1 fail</td>
</tr>
<tr>
<td>*(c) Not complying with the route card including visiting a control more than once</td>
<td>15 minutes</td>
<td>1 fail</td>
</tr>
<tr>
<td>*(d) Not complying with a requirement of the Road Book</td>
<td>10 minutes</td>
<td>1 fail</td>
</tr>
<tr>
<td>(e) Not performing a stage correctly</td>
<td>Stage Maximum</td>
<td></td>
</tr>
<tr>
<td>(f) Not attempting or being ready to attempt a stage when instructed to do so</td>
<td>10 minutes</td>
<td></td>
</tr>
<tr>
<td>(g) Making a false start at a special stage</td>
<td>1 minute</td>
<td></td>
</tr>
<tr>
<td>(f) (i) Every second taken to complete a special stage where timings is to the preceding whole second</td>
<td>1 second</td>
<td></td>
</tr>
<tr>
<td>(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</td>
<td>1 second and 10th of a second</td>
<td></td>
</tr>
<tr>
<td>(g) For each minute under target time on a road section or in a service area</td>
<td>1 minute</td>
<td></td>
</tr>
<tr>
<td>*(h) Only if specifically mentioned in the SRs, for each minute over target time on a road section or for each minute over target time in a service area</td>
<td>10 seconds</td>
<td></td>
</tr>
<tr>
<td>(j) For each minute before or after due time at Main Time Control (out)</td>
<td>10 seconds</td>
<td></td>
</tr>
<tr>
<td>(k) Breach of any statutory requirement concerning the use of a motor vehicle</td>
<td>10 minutes</td>
<td>1 fail</td>
</tr>
<tr>
<td>(l) Excessive speed or driving likely to bring motor sport into disrepute</td>
<td>10 minutes</td>
<td>1 fail</td>
</tr>
<tr>
<td>(m) Excessive sound</td>
<td>10 minutes</td>
<td>1 fail</td>
</tr>
<tr>
<td>(n) Receiving assistance contrary to 38</td>
<td>Exclusion &amp; reported to MSA</td>
<td></td>
</tr>
<tr>
<td>(o) Breach of 38.1.2 to 38.1.4</td>
<td>10 minutes</td>
<td></td>
</tr>
<tr>
<td>(p) Breach of Regulations: 5.4, 40.1.3, 25.1, 25.1.1, 25.3, 25.5, 25.6, 25.6</td>
<td>Exclusion</td>
<td></td>
</tr>
<tr>
<td>(q) Unauthorised use or possession of Pace Notes (25.9) or unauthorised presence on a stage (5.1.4)</td>
<td>Exclusion &amp; reported to MSA</td>
<td></td>
</tr>
<tr>
<td>(r) Failure to comply with 25.4</td>
<td>Exclusion &amp; reported to MSA</td>
<td></td>
</tr>
<tr>
<td>(s) Breach of Regulations: 24.4.5 or 25.6.3</td>
<td>Exclusion</td>
<td></td>
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</table>
Penalties left to the discretion of the Clerk of the Course which may go as far as exclusion (G.5.3).

(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 (26.7).
(gg) Causing an obstruction (24.6).
(hh) Breaches of Regulations detailed in Section C.
(ii) Failure to comply with control check-in procedures.

D.O.I. 1st January 2015

Reason: To permit the use of Scheduled Timing for Stage Rallies. This traditional option was withdrawn in 1998 and led to the introduction of various supplemental provisions to the Target Timing system to permit competitors to continue after suffering problems. Scheduled Timing does not require such complex provisions and the proposal will permit organisers to chose either method.