REGULATION CHANGES FOR CONSULTATION

<table>
<thead>
<tr>
<th>Committee:</th>
<th>Rallies Committee</th>
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<tbody>
<tr>
<td>Date of meeting:</td>
<td>5th May 2011</td>
</tr>
<tr>
<td>Closing date for consultation:</td>
<td>19th August 2011</td>
</tr>
<tr>
<td>Email for comments:</td>
<td><a href="mailto:ralliesconsultation@msauk.org">ralliesconsultation@msauk.org</a></td>
</tr>
</tbody>
</table>

Note block shading is no longer used, new text will be shown red, deleted text will continue to be shown struck through.

Section R

Existing Regulation

**Duties and responsibilities of the Clerk of the Course**

*R24.4.5.* On any special stage where extreme circumstances make it necessary to authorise the movement of non-competing or rescue vehicles before the stage is cleared of competing cars, a system of Red Flags must be in place. These can only be located at radio points and will only be displayed on the specific instruction of the Clerk of the Course or Stage Commander. Red Flags must only be used when there is a possibility of non-competing vehicles and rescue services moving on a stage AHEAD of competing cars. There must always be a Red Flag displayed at the point where rescue and emergency vehicles join the route of a stage.

Red Flags shall measure a minimum of 60cm x 70cm.

Proposed Regulation

**Duties and responsibilities of the Clerk of the Course**

*R24.4.5.* On any special stage where extreme circumstances make it necessary to authorise the movement of non-competing or rescue vehicles before the stage is cleared of competing cars, a system of **Yellow Red Flags** must be in place. These can only be located at radio points and will only be displayed on the specific instruction of the Clerk of the Course or Stage Commander. Red Flags must only be used when there is a possibility of non-competing vehicles and rescue services moving on a stage AHEAD of competing cars. There must always be a Red Flag displayed at the point where rescue and emergency vehicles join the route of a stage.

These should be located at mid stage rescue points and all locations where a rescue/emergency vehicle may re-enter the stage following a shortcut and at each radio location these vehicles subsequently pass. They can only be displayed on the specific instruction of the Clerk of the Course or Stage Commander. Yellow Flags must only be used when there is a possibility of non-competing vehicles and rescue vehicles moving on stage AHEAD of competing cars.

Yellow Flags must be prominently displayed (held out steady not waved) by a designated marshal who MUST wear a marshals’ tabard.

Yellow **Red** Flags shall measure a minimum of 60cm x 70cm.
**Competitors**

*R25.6.4.* Competitors who are shown a Red flag on a stage where they have been notified in advance that such a system is in operation must cease Competition and come to a standstill at the side of the road or track as soon as possible.

On passing a Yellow Flag displayed by a marshal wearing a marshals’ tabard, the driver MUST immediately and significantly reduce speed. The driver will then maintain this reduced speed, whilst being prepared to stop, until the end of the special stage and follow the instructions of any marshals and/or stage safety personnel. Failure to comply with this rule will incur a penalty at the discretion of the stewards.

**Reason:** This revised process updates the current procedure and harmonises flag colour with that of the FIA. Safety

**Date of implementation:** 1st January 2012
Section B  Definitions

Pace Notes
Any information (in any recorded form) relating to a Special Stage, that has not been provided to all Competitors by the Organisers of that event.

No current definition.

R24.7.5
Unauthorised possession of recorded notes, radio equipment (25.1, 25.9)

No current regulation.

R41.4.3.
The use, provision or possession of pace notes, or any other means of giving advice relating to the traversing of a Special Stage that has not been provided by the Organisers in accordance with 29.1, is prohibited. This does not, however, preclude any crew from recording information during an event for use later on in the same event.

Section B  Definitions

Subjective Route Notes
Information relating to a Special Stage, prepared by an MSA registered supplier, which is available to all competitors in an event.

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).

R41.4.3. (see R25.9.1).
The use, provision or possession of pace notes, or any other means of giving advice relating to the traversing of a Special Stage that has not been provided by the Organisers in accordance with 29.1, is prohibited. This does not, however, preclude any crew from recording information during an event for use later on in the same event.

Reason: To clarify the distinction between Pace Notes and information not permitted with Route Information supplied by the organisers or through an officially nominated supplier for the event.

Date of implementation: 1st January 2012
**R48.7.2.** Cars must be fitted with a self seal connector of a type complying with J.5.13. Except as provided for in J.5.13.7 cars issued with a current CCLB prior to 1st January 2009 are not required to have a self seal connector.

*Reason:* Relaxation. It was not Rallies Committee’s intention to require the fitting of Dry Break Couplings to older rally cars competing at club level. This applies solely to fuel injected cars with a CCLB issued before 2009 competing in championships that are neither British nor MSA Titled.

*Date of implementation:* 1st January 2012

**R46.3. Category 2.** Any car not complying with 46.2 that may be authorised for use at the discretion of the MSA.

No current regulation.

**R48.2.7.** The engine capacity of FIA R/GT cars complying with 46.3 shall be limited to the current FIA Regulations.

*Reason:* To permit the use of rally cars compliant with FIA R/GT in national events.

*Date of implementation:* 1st January 2013

**R48.2.8.** Historic Rally Cars that are fully complaint with 49 are permitted without a restriction on engine capacity in Stage Rallies.

*Reason:* A consequence of the major changes to Stage Rally vehicle eligibility that came into effect in 2009 was the imposition of capacity limits on Historic Rally Cars issued with a CCLB after 1st January 2009 when competing in Stage Rallies other than Historic Stage Rallies. Relaxation and Clarification

*Date of implementation:* 1st January 2012