
REGULATION CHANGES FOR CONSULTATION

Committee:	Rallies Committee
Date of meeting:	11 th March 2020
Closing date for consultation:	8 th May 2020
Email for comments:	ralliesconsultation@motorsportuk.org

Section R Rallying

Existing Regulation

R8.5.3. For Road Rally Events (as defined by Permit), the Chief Scrutineer must be appointed from the list of Motorsport UK Technical Officials (NAT).

No current Regulation

R27.1.1. 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.

Proposed Regulation

R8.5.3. For Road Rally Events (as defined by Permit), **and all events including Special Tests**, the Chief Scrutineer must be appointed from the list of Motorsport UK Technical Officials (NAT).

Date of Implementation: January 2021

Reason: To improve the consistent application of technical regulations.

R18.6.4. **Display registration plates in compliance with the current Road Vehicles (Display of Registration Marks) Regulations.**

Date of Implementation: January 2021

Reason: To require the proper display of registration plates on all Road Rally cars. This regulation replicates that for Stage Rally cars.

R27.1.1. 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. **(38.1.7.)**

Date of Implementation: January 2021

Reason: To cross reference the definition of road sections with the regulations concerning refuelling.

Section G Officials

Existing Regulation

No current Regulation

Section R Rallying

No current Regulation

Section R Rallying

Existing Regulation

Target Timed Stage Rallies

R31.2.5. 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 SRs specify a different period.

Schedule Timed Stage Rallies

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.

Proposed Regulation

G.5.2.24. Ensure that adequate sanitation is provided and available for officials, competitors and spectators in accordance with local authority guidance.

R2.11. Ensure that appropriate sanitation is provided and available. Particular consideration is to be given at the start of Special Tests and Special Stages and at Service Areas and Rest Halts. Local authority guidance is especially relevant in respect of the provision for Spectators. For Stage Rallies further guidance is given in the Stage Rally Safety Requirements.

Date of Implementation: Mandatory January 2021, recommended immediate.

Reason: To ensure the provision of adequate sanitation at events.

Proposed Regulation

Target Timed Stage Rallies

R31.2.5. 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 SRs specify a different period, **which may not be less than 15 minutes.**

Schedule Timed Stage Rallies

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, **which may not be less than 15 minutes.**

Date of Implementation: January 2021

Reason: To ensure the provision of a reasonable period of lateness where an organiser deems it appropriate to reduce MPL/OTL from 30 Minutes.

Section R Rallying

Existing Regulation

R48.2.1. Production Car Engines with a maximum of six cylinders:

- (a) Petrol engines with 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 more than 2 valves per cylinder – up to 3000cc.
- (c) Naturally aspirated with maximum of 2 valves per cylinder – up to 3500cc

Proposed Regulation

R48.2.1. Production Car Engines with a maximum of six cylinders:

- (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.**

Date of Implementation: January 2021

Reason: This relaxation permits, but is not limited to, the renewal of Vehicle Passports for rally cars fitted with the Rover V8 within existing performance parameters.

Section D Organisers

Existing Regulation

D13.1.1. Every entrant shall sign the following declarations (as appropriate):

- (b) In the case of any event taking place wholly or partly on publicly adopted roads: 'I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law.'

Proposed Regulation

D13.1.1. Every entrant shall sign the following declarations (as appropriate):

- (b) In the case of any event taking place wholly or partly on publicly adopted roads: 'I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law. **I declare that the vehicle entered is registered, taxed, has a valid MOT Certificate (where appropriate) and is roadworthy as required by law.**

Date of Implementation: Immediate

Reason: This clarification ensures that the burden of responsibility for a vehicle's compliance with statutory requirements for use on a public highway rests with the competitor.

Section R Rallying

Existing Regulation

No current Regulation

Proposed Regulation

R8.3.5. The use of handbrakes to assist or perform turns or manoeuvres on public roads is forbidden.

Chart 13 – Penalties

SUMMARY OF PENALTIES TO BE APPLIED ON SCHEDULED TIME EVENTS

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(r) Breach of 8.3.5.	Disqualified and Reported to Motorsport UK for a 3 month suspension of Competition Licence
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- (+) (s) Failure to follow the instructions of an official.
- (+) (t) Further breaches of (k).
- (+) (u) Breaches of Regulations detailed in Section C.

Date of Implementation: January 2021

Reason: The use of handbrakes to assist or perform turns or manoeuvres on public roads is inappropriate and incompatible with acceptable standards of driving. After careful consideration the Rallies Committee considered that it was the practice of handbrake turns on public roads rather than the physical presence of a hydraulic handbrake that was the issue and consequently the severity of the penalty reflects the seriousness of the practice.

Chart 3(b)
PR REQUIREMENTS – ALL EVENTS TRAVERSING THE PUBLIC HIGHWAY

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SPECIAL STAGE RALLIES including SINGLE VENUE STAGE RALLIES	ROAD	A & B, Habitation	22.00 to 07.00	C	D
		Yellow	22.00 to 07.00	B	D
		White/UCR/	24 hour	B	D
		A, B, Yellow	07.00 to 22.00	E	D
	ACCESS/EGRESS To/From STAGE To PUBLIC HIGHWAY	ALL	24 hour	F	D E
SPECIAL STAGE	Private or Roads Closed by appropriate Legislation	24 hour	F		

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Date of Implementation: January 2021

Reason: The PR requirements for Special Stage Rallies have been reviewed as a result of the introduction of closed road legislation for England, Scotland and Wales. The proposal relaxes the PR requirement for access/egress to/from Stage to Public Highway be changed from 'D' (personal visit) to 'E' (consult RLO). This provides a flexible approach to PRing influenced by recent experience.