

The MOTOR CYCLING CLUB Ltd.

**STANDING
SUPPLEMENTARY
REGULATIONS
for all M C C events**

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IMPORTANT

**PLEASE RETAIN COPY FOR FUTURE REFERENCE.
PREVIOUS ISSUES ARE SUPERSEDED HEREWITH.
THE ENCLOSED REGULATIONS WILL APPLY FROM
01 JANUARY 2020 UNTIL FURTHER NOTICE.**

A. GRADE of COMPETITION.

Clubman (MSA), event for MCC members, and members of not more than fifteen invited clubs.

Restricted Permit (ACU). An invitation event for members of the Vintage Sports Car Club, the Vintage Motorcycle Club, British Army Motorsports Association and The Trial Riders Fellowship.

Learner (L) drivers are NOT eligible to compete.

B. MSA and ACU REGULATIONS.

For Car entries the trial will be governed by the General Regulations of The Royal Automobile Club Motor Sports Association Ltd. (Hereafter referred to as Motorsports UK), (incorporating the Provisions of the International Sporting Code of the FIA), and the Technical Regulations relating to Classic Reliability Trials. For Motorcycle entries the National Sporting Code and Standing Regulations for Trials of the Auto Cycle Union in the current ACU handbook, (incorporating the Provisions of the Technical Rules of the FIM), will apply. All entries will be subject to these Standing Supplementary Regulations, and any additional Supplementary Regulations, Final Instructions and Route Card instructions issued for each event.

Copies of the Motorsports UK Blue Book and the ACU Handbook containing National Sporting Code, may be obtained direct from their offices, and competitors are strongly encouraged to obtain a copy or they may be viewed on line.

Those parts of the MSA Technical Regulations, and the ACU Trial Regulations, particularly relevant are set out in an Appendix to these Standing Supplementary Regulations.

C. VEHICLE CLASSES.

CLASS A. Single or Multi Cylinder Solo Motorcycles manufactured before 1.1.1970, (Engine and Frame) and Enfield Bullets manufactured in India.

CLASS B. Single or Multi Cylinder Solo Motorcycles up to 450cc excluding 411cc Enfield Himalayan.

CLASS C. Single or Multi Cylinder Solo Motorcycles over 450cc including 411cc Enfield Himalayan.

CLASS D. Motorcycles with Touring or Trials Side-cars, (Scooter Side-car outfits are NOT eligible)

CLASS E. Three-Wheelers. **Three-Wheelers must comply with the following requirements:-**

- a). Seating must be side by side. Passengers must remain within the seating accommodation of the vehicle.
- b). Must have a floor of metal or other substantial materials, and be surrounded by body sides to a minimum height of 12 inches above the uncompressed seat cushion.
- c). The drive may be either shaft or chain, driving one wheel only, or two wheels via a differential which is NOT a torque biasing device.
- d). Engine capacity is limited up to 1300cc
- e). Must be fitted with a Towing attachment.
- f) Three-wheelers will be placed in the running order of the event with the car classes, to assist with recovery.

CLASS F. 'Adventure motorcycles manufactured from 1980 onwards, with multi-cylinder engines and a capacity above 470cc

Any competitor in classes A to D and F who elects to compete on Standard Road tyres, front and rear, and states this on his entry form, may run with concessions which will clearly be shown in the Final Instructions.

Machines in Classes A,B,C,D, and E, must conform to category as defined in the ACU National Sporting Code latest issue.

Classes A-F, are hereinafter referred to as 'The Motorcycle Classes'.

All the above Motorcycle classes MUST use tyres as defined in these Standing Supplementary Regulations. See para D, "Permitted Tyres".

All competitors in the motorcycle classes are required to hold an ACU Trials Registration Card.

CLASS 1. Front engine, front wheel drive Production cars including those fitted with torque biasing or limited slip differentials.

CLASS 2. Production Cars originally manufactured prior to 1941, and the following:--
MG TC; Morgan 4-4 Series 1; HRG 1100 and 1500; and Ford models (upright models to 1959).
EO4A; E494A, E4930A/B; E93A; E493A and 103E.

CLASS 3. Front engine, rear wheel drive Production saloons not fitted with torque biasing or limited slip differentials (or any device which is designed to achieve the same result).

CLASS 4. Rear engine, rear wheel drive Production saloons up to and including 1300cc (except vehicles in Class 7).

CLASS 5.

- a) Front engine Production sports cars (except vehicles in Classes 1 and 6).
- b) Vehicles built from pre-1941 components (except vehicles in class 2) and satisfying the tyre regulations stated in part D of these Regulations, **and the ACTC Guidelines for cars entered in Class5(b)**

CLASS 6.

- a) Rear engine, rear wheel drive Production cars (except vehicles in Class 4).
- b) Front engine Production cars fitted with torque biasing or limited slip differentials (or any device which is designed to achieve the same result) as original equipment.

CLASS 7.

- a) Production cars modified beyond the permitted limits.
- b) Rear engine Production cars fitted with torque biasing differentials as original equipment.
- c) Front engine cars manufactured on a limited basis, conforming to accepted specification.

Allard J1	Buckler Mks 5 and 6 and Type 53
Burlington Arrow	Dellow Mks 1 to 3 (sidevalve and to original spec)
Dutton Melos, Phaeton Series 4 (using Sierra Estate components)	Fergus Mosquito
J C Midge	Jago Jeep
Liege R & S	Marlin Roadster T, M and TM versions
NG TA and NG TF	Racecorp
Rickman Ranger	R.L.T. Husky
Siva Edwardian Ranger	Spartan Roadster Mks 1 to 6
Teal 35	Tempest 850
Vincent Brooklands and Vincent MPH	YKC Roadster, conforming to Marlin specification

Copies of the agreed specification for each car listed in Class 7 are obtainable from the General Secretary. Variations to these specifications may only be made in compliance with the MSA Technical Regulations T10 to T10.14.5. The list will be kept under review and other cars may be added after a submission by the manufacturers, Owners Club or any owner to the MSA.

CLASS 8.

- a) Non-production cars.
- b) Rear Engine Cars. (except vehicles in classes 4, 6, and 7a & b).
- c) Front engine cars manufactured on a limited basis (except those in Class 7c)

CLASS 90. Suzuki X-90 Vehicles, running with the original engine block.

A production car, which includes production saloons and production sports cars, is any car which has or as been on general catalogued sale as a completed road going vehicle and is or was available through normal retail dealer outlets. A production car, or variants or copies thereof, must not at any time have been available as a kit car. The MCC reserves the absolute right to reclassify any make or model of car,

although meeting the above criteria, into a non-production or modified class. Four Wheel Drive vehicles are not permitted. Any two wheel drive vehicle from a range that includes a four wheel drive variant on UK general catalogue sale may compete provided either (a) the vehicle construction is of purely monocoque design, ie there is no chassis or (b) the vehicle has a wheelbase of less than 2225 mm.

CLASS O.

- a). Any vehicle is eligible.
(Subject to acceptance by the Clerk of the Course, and complies with 'd' below.)
- b). This class will be competing on a modified course of a less damaging nature.
- c). Vehicles must comply with all other SSR requirements.
- d). For practical reasons it may be necessary to limit entries in this class.

D. PERMITTED TYRES.

Tread Patterns of Tyres as manufactured must NOT be CUT or ALTERED in any way.

MOTORCYCLE CLASSES:

Tyres used on MCC events must be suitable for ON ROAD use.

The MCC wish the competitor to join in the spirit of the event by choosing tyres that are non-aggressive in appearance or destructive in use.

TYRES for Long Distance Trials must be road legal.

The space between the tread blocks must **NOT** extend across the complete tyre, measured at right angles to the tyre wall unless broken by a block. In addition competitors will be permitted to use either Continental TKC 80, Michelin T63, Dunlop 603, Kenda 270 or Bridgestone Trailwing 302 tyres. (More tyres may be added to this list at any time, potential users should check with the club's M/C Tyre officer.) Only tyres normally available from Commercial or Retail sources for use on the Public Highway are permitted. They shall appear in the tyre manufacturers range catalogue or tyre specification lists available to the general public.

They must be manufactured to comply with the European Tyre and Rim Technical Organisation (ETRTO) requirements in respect of load and speed codes and have a minimum service description of 45M.

We advise all motorcycle competitors soft compound trials tyres are NOT SUITABLE for MCC Long Distance Trials, using the public road. These tyres suffer from excessive wear, causing the break-up of the tyre, making these tyres extremely dangerous.

It is the competitor's responsibility to ensure that the tyres fitted to his/her machine carry the correct load and speed rating.

The Use of MX and Enduro type tread patterns is not permitted.

STANDARD ROAD TYRES. For the purposes of MCC events Motorcycle Standard Road Tyres are defined as having a gap between the tread blocks **NOT** exceeding 6 mm, and a maximum tread depth of 10 mm. These dimensions will apply irrespective of machine manufacturers or tyre manufacturer's statements.

In special circumstances the organisers may restrict the use of certain tyres in the supplementary regulations for the event.

Three-wheelers may use tyres under Motorcycles. Alternatively, Standard tyres as defined in the Tyre Regulations for Cars may be used, providing the vehicle manufacturer's standard tyre section is NOT exceeded.

Competitors who report to the scrutineer with tyres that do not conform to the above, will NOT be allowed to start.

CAR CLASSES. Only Standard Tyres may be used. **The following tyres are expressly prohibited.** Michelin XRN, Pirelli P7, Uniband Rally Steel, Stirling (ATS) All Seasons Remould, Goodyear All Weather Steel Radial, Goodyear Ultra Grip, Goodyear Ultra Grip 2.

Cars must use tyres on the ACTC tyre list. Tyres can be added to this list by contacting the Tyre Officer.

In Class 2, and 5(b) vehicles must use standard tyres of crossply construction. **For Class 2** the rolling radius to remain as original on vehicles. Refer to ACTC “Guidelines for Class 2 Vehicles Section 6 Tyres” for interpretation of rolling radius for Class 2. **Original rolling radius is not relevant to Class 5(b).**

and:-

- (a) fitted with tyres up to 6.00 section maximum if engine capacity is up to and including 1999cc
- (b) fitted with tyres up to 7.50 section maximum if engine capacity is over 1999cc.

TYRE PRESSURES, (All Classes). No general regulation regarding maximum or minimum pressures throughout the event, unless otherwise stated in the Supplementary Regulations, Final Instructions or Route Card for the event. The tyre pressure gauges used by the club are deemed to be correct.

E. SCRUTINEERING.

Vehicle Examination may be carried out at more than one point before or during the event. It is the sole responsibility of the entrant to ensure that the vehicle entered and the rider/driver comply with all legal requirements and, if applicable has a current MoT. certificate, which must be produced at the Start. It is the sole responsibility of the entrant to ensure that the Vehicle entered complies fully with the regulations for the class for which it is entered. A vehicle found NOT to comply by the scrutineer will be placed in a class to which it does comply.

THE SCRUTINEERS DECISION WILL BE FINAL.

Particular attention will be given to:- POSITION and LOCATION of COMPETITION NUMBER.

TYRE REGULATIONS. EXHAUST FIXING. EXHAUST NOISE LEVEL.

TOWING ATTACHMENTS. SECURITY of the BATTERY. SEATS in PLACE.

BALLAST (EXTERNAL and INTERNAL). PRESENTATION of VEHICLE.

AIR BOTTLES, INCLUDING PRESSURISED GAS CONTAINERS, CARRIED FOR TYRE INFLATION. FIRE EXTINGUISHER. SPILL KIT.

F. STARTING ORDER, ENTRIES, etc:

The Entrant must be a member of the MCC, or an invited club.

The Entrant ONLY must drive/ride throughout the event.

NO change of vehicle during the event is permitted.

The Motorcycles classes will be the early numbers, followed by the Car classes.

Three-wheelers will run with the Car classes

Starting Order will be strictly determined by the order of receipt entries, but a late number will be allocated if requested on the entry form. The maximum permitted number of starters in the motorcycle and car classes will be stated in the SR's for each event. Entries received in excess of these maxima will be placed on reserve lists. Should the maximum number of starters in the motorcycle classes not be received by the stated closing date, these places will be filled by entries from the car reserve list, or vice versa. Entries withdrawn after the closing date will be automatically replaced by those from the reserve lists. Entrants cannot transfer from a motorcycle class to a car class or vice-versa after entries have closed, but a change of vehicle within either the motorcycle or car classes is permitted providing full particulars are given in writing at least 24 hours before the start of the event.

Entrants cannot change from Class 'O' to Classes A-F or 1-8, and 90.

OFFICIAL ENTRY FORMS MUST BE COMPLETE IN EVERY DETAIL.

If the Regulations nominate more than one Starting Point, entrants cannot change their Starting Point after entries have closed. Entrants will leave the starting points at 1 minute intervals, unless otherwise stated in the Supplementary Regulations, Final Instructions, or Route Card for the event. Entrants may NOT leave the Start before their Scheduled Time, but will be allowed to start up to 30 minutes late. (subject to penalties for lateness as in regulation G).

G. AWARDS.

CLASSES A-F and 1-8, 90. Awards will be made to every competitor (except special award winners) who complies with the regulations, Route Card and Final Instructions and fulfils the following requirements:

Gold Medals:

- 1) No minutes early or not more than 10 minutes late at time controls or time checks (Standard Limits).
- 2) Non-Stop performance on all Observed Sections.
- 3) Compliance with requirements of all tests and Route Card Instructions.

Silver Medals:

- 1) No minutes early or not more than 20 minutes late at time controls or time checks (Standard Limits).
- 2) All but one of the requirements under (2) and (3) for a Gold medal Award.

Bronze Medals:

- 1) No minutes early or not more than 30 minutes late at time controls or time checks (Standard Limits).
- 2) All but two of the requirements under (2) and (3) for a Gold medal Award.

A Finishers Certificate will be awarded to every competitor and passenger who complies with the Regulations and completes the course following the official route.

CLASS O

An 'MCC' medal of Cornish Tin (Bluehills) will be presented to every competitor who complies with all the regulations, with Non-Stop performance on all observed sections and all tests.

- 1) No minutes early or not more than 30 minutes late at time controls or time checks (Standard Limits)
- 2) Non-Stop performance on all Observed Sections.
- 3) Compliance with requirements of all tests and Route Card Instructions.

An 'MCC' medal of Copper will be presented to every competitor who complies with all but one of the requirements for a tin award as set out above.

A Finishers Certificate will be awarded to every competitor and passenger who complies with the Regulations and completes the course following the official route.

GENERAL.

- (1) Non-stop means that the vehicle must be in continuous forward motion relative to the direction of the course.
- (2) Every car and 3 wheeler driver and passenger must remain within the seating accommodation of the vehicle. (riders in the motorcycle classes may stand on the footrests; sidecar passengers must not touch the ground with any part of the body).
- (3) In the event of a complete class stopping in an observed section, that section will not be included in the results for any particular class if no competitor in that class, cleans the section, and subsequently qualifies as a finisher under SSR G. If however no competitor in a motorcycle class climbs an observed section clean, but one or more climb it non-stop with footing, then that competitor shall not be penalised in respect of that section.
- (4) Motorcycle competitors on Standard Road tyres (See paragraph D). Free Footing may be allowed as per instructions on Route Card or in the Final Instructions.
- (5) 'A' and 'B' boards may be used to define the end of a section.
- (6) Astride a Line and within a Box will be measured to the hub-centre of the front wheel(s) and/or the hub centre of the rear wheel(s).
- (7) Tests timed to less than one minute will be recorded by hand held stopwatch. Start/Finish will be indicated by a flag or light signal.

PREMIER AWARDS will be presented for the best performance by a competitor in the Motorcycle classes A-E and Car classes 1-8 in the Three Classic Trials, as below:

Exeter Trial	Motorcycle Class Car Class	William Bray Cup. Austin Hannam Cup.
Lands End Trial	Motorcycle Class Car Class	Field Trophy Field Trophy
Edinburgh Trial	Motorcycle Class Car Class	The Lowe Award John Tucker-Peake Cup.

The plinth of these trophies will be engraved with the winning competitors name, but the Trophy will NOT be held by him or her. The winning competitor will receive a replica.

SPECIAL AWARDS: Subject to Four starters in a Class.

CLASS AWARDS: will be made to the competitor who complies with all the requirements of a Gold medal award and has made the best performance within the Classes A-E and 1-8.

BEST in CLASS AWARDS: will be made to the competitor who has made the best performance in Classes A-E and 1-8 where NO competitor has complied with the requirements of a Gold medal award.

TEAM AWARDS: will be made for the best performance by a team of three drivers in each of the following sections:

- | | |
|---|---|
| (a) Motorcycle Team | Classes A to F. |
| (b) Car Team | Classes 1 to 8 and 90. |
| (c) Mixed team | Motorcycle and Car classes. 1 or 2 drivers in Classes A to F, plus 1 or 2 drivers in classes 1 to 90. |
| (d) Three competitors (all car, all motorcycle or mixed car and motorcycle) in class O. | |

Each Team Award will be subject to a **minimum entry of four teams in each section.**

To be eligible for an award a team must finish complete.

A competitor may be a member of one team only.

Marking for Team Awards for Motorcycle, Car and Mixed Teams:

Gold Medal Award	10 marks
Silver Medal Award	6 marks
Bronze Medal Award	4 marks
Finishing within Bronze Medal award time limits	2 marks

Marking for Class O Team Award:

Cornish tin medal	10 marks
Copper medal	6 marks
Finishing within copper medal award time limits	2 marks

The team having the highest aggregate of marks will be the winners.

TIES: Ties for the Premier Awards, Special Awards and Team Awards will be decided on the aggregate times in special tests, but if a tie still exists it will be resolved in favour of the smallest engine capacity, or by times in tests nominated in the Route Card.

ANNUAL AWARDS.

TRIPLE AWARD. The Club's Triple Award will be presented to any MCC Member in who achieves a Gold medal award in an Exeter, Land's End, and Edinburgh trial run consecutively.

TRI-O AWARD. This award will be presented to any MCC member in class O who achieves a Cornish Tin award in an Exeter, Land's End and Edinburgh Trial run consecutively.

BADDELEY CHAMPIONSHIP AWARDS. Two awards (one Motorcycle in classes A-F and one Car in classes 1-8 and 90) are given for the best performance by a MCC member in the Exeter, Land's End and Edinburgh trials in the same season, calculated from the Final Official Results for each season. To be eligible a competitor must be classed as a finisher in all three events.

TEAM CHAMPIONSHIP AWARDS. Three awards are given to the teams composed of MCC members having the best aggregate performance calculated on the Final Official results of each event, in the Exeter, Land's End, and Edinburgh trials in the season, in the Motorcycle classes, Car classes and Mixed classes respectively. Team drivers must remain the same for all three events, but a change of vehicle is permitted. To be eligible a team must finish complete in all three events.

The BRITISH MOTORCYCLE AWARD. This Award is to be presented for the best performance by a competitor riding a solo motorcycle or sidecar outfit of British manufacture.(i.e. engine and frame). in

the three Classic Trials. A different machine/outfit may be used during the series providing it complies with the above. The award will be based on the final official results for each event. In the event of the winner of the award also being the winner of the Baddeley Award the award will go to the next best British motorcycle.

SOUTH SOMERSET RIDERS CUP. This award will be presented for the best performance by a competitor riding a solo motorcycle in Standard Road Tyre Class, in the three classic trials. The award will be based on the final official results for each event. To be eligible a competitor must be classed as a finisher in each event. In the event of the winner also being the winner of the Baddeley Award the award will go to the next best competitor in Standard Road Tyre Class.

APART FROM TRIPLES & TRI-OS, ALL THE ABOVE ANNUAL AWARDS BEGIN WITH THE EXETER TRIAL OF EACH YEAR.

TIES for the individual and Team Championship Awards will be decided by reference to Ties under Clause G and aggregating the results of the three events.

H. ROUTE BOOKS, Etc:

Route Books, Programmes, Number Cards and any Final Instructions will normally be sent to entrants some days before the event. Although electronic copies of the event documents may be available, the paper copy is the official version

IT IS THE RESPONSIBILITY OF THE COMPETITOR TO FULLY UNDERSTAND THE TESTS AND CONDITIONS AS STATED ON THE ROUTE CARD.

I. ROUTE MARKING.

THE ROUTE WILL BE MARKED AS NECESSARY WITH DIRECTION CARDS, BUT THE ONUS OF FINDING THE CORRECT ROUTE RESTS WITH THE COMPETITOR.

Cards will be :- **BLUE or L = Left; RED or R = RIGHT; White or SO; = STRAIGHT ON.**

The marking on 'A' Roads will be at a Minimum.

The Route will be diverted should the officials consider this desirable.

Route marking cards indicating the route for class O competitors will have a circle around them.

J. NUMBERS.

Front and Rear number cards **MUST BE FIXED IN AN UPRIGHT POSITION ON A FIRM FLAT SURFACE.** In addition cars competitors are required to display an additional set of numbers on the side of the bodywork or side windows. The method of fixing must NOT spoil or hide the figures. This applies particularly where rubber bands, or strips of adhesive tape are used; these should be **WHITE** to match the number card. **NO** numbers other than the official ones provided may be displayed. **Motorcycles classes must NOT attach numbers to Clothing,** but **MUST** be fitted to a flat plate (plastic is recommended). One to face forward and one rearward. (illumination of the rear number is recommended but is not compulsory). If a competitor retires he/she must remove his/her numbers at the place where he/she ceases to compete.

ON FINISHING, A COMPETITOR MUST REMOVE HIS NUMBERS AND GIVE THEM UP WHEN SIGNING THE FINISHING SHEET, AND WILL NOT BE ALLOWED TO SIGN AS A FINISHER UNTIL HE HAS HANDED IN HIS NUMBER CARDS.

Numbers may be fitted in advance of the event but must be obscured until the starting point is reached.

Competitors **MUST** ensure that their numbers are easily readable throughout the event. This applies particularly to numbers in the Motorcycle classes.

Disregard of this may result in the non-recording of a performance on an observed section.

K. VEHICLES and EQUIPMENT.

Vehicles must conform to all legal requirements.

No vehicle bearing trade numbers, such as a van or pick-up which was initially intended solely for commercial and/or goods carrying, is eligible to compete. Vehicles having SOLID axles as standard equipment are eligible. LOCKED axles are prohibited and any competitor in a vehicle fitted with a lockable axle (whether standard or not) must satisfy the scrutineer that the axle cannot be locked during the event.

Torque biasing or limited slip differentials (or any device which is designed to achieve the same result) are prohibited unless fitted as standard equipment to a production car or specifically permitted in a defined class.

Motorcycle clutch and brake levers must be ball ended, the diameter of the ball not being less than 19mm. Motorcycles must be fitted with a rear chain guard to manufacturers specification.

All vehicles must be capable of having a wire towing hawser quickly and firmly attached to the front. A vehicle may be excluded from starting should the scrutineer consider such means of attachment of inadequate strength. Attachment must comply with **ACTC Towing Attachment Guidelines and Advice**

Two way transmitting and receiving devices including aerials must NOT be fitted or carried on competing vehicles. Radio aerials must not exceed 18 inches. Mobile Cell phones may be carried for emergency use only. Cars must not be fitted with roof racks. All cars must be fitted with a working reversing light.

Any vehicle which does not comply with the regulations or which, in the opinion of the officials, is unfit or inappropriate to run in an MCC event will NOT be allowed to start.

Advertising. In order to maintain an acceptable public image, commercial advertising on vehicles is prohibited, and club badges, stickers or decals must NOT exceed 10 square inches in size.

L. DRIVING and NOISE.

TRAVELLING MARSHALS/DRIVING STANDARDS OBSERVERS may be appointed, as listed in the Programme or Final Instructions for the event. Their duties are to check on driving standards, including:- Excessive Noise, Excessive speed or driving in a manner likely to bring the sport into disrepute.

They are empowered to inform competitors that they will be penalised in accordance with the regulations, and they will be reported to the Clerk of the Course, for investigation.

The penalty for these offences is **EXCLUSION**.

They will record their arrival and departure times at all Observed Sections and Tests; lend assistance to the Chief Official at any Check, Control, Observed Section or test if circumstances require it; to report in writing to the Clerk of the Course any observed breaches of the regulations, including unattended vehicles at the approaches to Observed Sections or Tests.

A competitor who fails to follow the reasonable instructions of an official will be EXCLUDED.

Any Competitor convicted of any driving offence committed within the period commencing 24 hours before the start and ending 24 hours after the finish of the event, will be EXCLUDED.

Any competitor involved in an accident whilst taking part in an event, must report all details to the Secretary of the Meeting, as soon as it is practicable.

All competitors must complete the accident/damage section of their control card.

EXCESSIVE NOISE: In addition to the responsibilities of Driving Standards Observers, if in the combined opinion of a Chief Official and a Travelling Marshal or Two Travelling Marshals a competitor's vehicle is making excessive noise liable to cause disturbance to the general public, that competitor may be requested to take immediate action to prevent continuance of the excessive noise or be requested to retire from the event forthwith and remove his/her numbers. Penalty for NOT complying with an official request from a Chief Official or Travelling Marshals is **EXCLUSION** from that event and a full report on the incident to be considered by the Committee for, if necessary, disciplinary action.

TO PREVENT ANNOYANCE TO THE PUBLIC, PRACTISING AT ANY TIME ON SECTIONS USED IN MCC TRIALS IS FORBIDDEN, AND ANY COMPETITOR DOING SO WILL BE REPORTED TO THE COMMITTEE AND MAY BE EXCLUDED FROM FUTURE EVENTS.

M. PASSENGERS.

Each passenger vehicle must carry at least one passenger of not less than 12 years of age throughout the event. The number of passengers carried at the start must NOT be varied at any time during the event., and must NOT exceed the designed seating capacity of the vehicle. All passengers in a vehicle with a soft-top or no roof must be at least 14 years of age. The front passenger's seat, other than a two-seater and all vehicles in Class 8, need not be occupied at any time during the event, subject to the requirements of the previous clause. Rear seat passengers in a saloon car must not be less than 2 years of age. Any child under 12 years of age or 135cm in height must be seated according to current RTA regulations throughout the event including when on observed sections. Rear seat passengers are not permitted in class 8.

The minimum age for sidecar and three wheeler passengers is 16 years of age. Sidecar and three wheeler passengers under 16 but over 14 may be permitted subject to the sole discretion of the ACU Trials and Enduro Committee.

No animals are permitted to be carried in a vehicle whilst competing in an event.

ALL PASSENGERS MUST REMAIN WITHIN THE SEATING ACCOMMODATION OF THE VEHICLE ON OBSERVED SECTIONS AND TESTS. PASSENGERS OBSERVED OUTSIDE OF THE NORMAL SEATING AREA, THE COMPETITOR WILL BE PENALISED.

No Scooter or solo Motorcycle pillion passengers are allowed.

All sidecar and three-wheeler competitors are reminded that all passengers in these classes must be ACU affiliated members to be able to compete.

N. ORGANISED ASSISTANCE.

No organised assistance of any kind, except that provided by the Club, is allowed

O. CONTROLS and TIMING

A CONTROL: is any point which a competitor MUST visit during the event; and a signature is required.

A CHECK: is any point where a Competitors passage is recorded. A Signature may be required.

A TIME CONTROL: is any point on the Route, duly marked on the Route Card, and identified as such, which a competitor MUST visit, and will be timed on arrival and/or departure; and a Signature will be required.

When it is permissible to arrive at a Time Control **earlier than the Scheduled Time, with NO PENALTY**, either, '**NO PENALTY FOR EARLY ARRIVAL**', or '**EARLIEST TIME of ARRIVAL**', (ETA) will be shown in the **ROUTE CARD INSTRUCTIONS**. Arriving earlier than ETA, or after Scheduled Time, will involve Standard Early or Late Penalties.

A TIME CHECK: is any point where a Competitors passage is recorded and timed, and a Signature may be required.

A ROUTE CHECK: is any point on the route duly identified as such, by a marker board. but NOT mentioned in the Route Card Instructions. A signature will be required on the Competitors Control Card, from the Marshal on duty, or proof of passage confirmed by the Marshal on duty.

PENALTY for NOT following the Route as detailed in the Route Card, and/or NOT obtaining a signature from an official on the Control Card, is EXCLUSION from the Competition. Any alteration to the Control Card unless signed by an official is EXCLUSION from the competition.

NO COMPETITOR MAY LEAVE A CONTROL OR TIME CONTROL BEFORE HIS SCHEDULED TIME.

STANDARD TIME: is the time of day a competitor number zero would be due at any Control, Check, or Observed Section or any point marked on the Route Card with a time.

SCHEDULED TIME: is the time of day each competitor is required to be at a specified point. Scheduled time at any point, for any competitor is found by adding that competitors starting number multiplied by the time interval between competitors to the Standard time of day at that point, unless the Final Instructions for the event state differently.

TARGET TIME: is the time specified for covering the distance between any two consecutive Time Controls/Checks. Competitors should be able to determine their due time of arrival at a Time Control/Check in the event of a late departure from previous Time Control/Check.

However competitors should make up time, if safe and appropriate, in accordance with the following:-
Time lost through official delay may only be made up to Scheduled Time.

A distance travelled in less than $\frac{3}{4}$ of the time specified [Target Time] will attract a Penalty equivalent to the **FAILURE of an OBSERVED SECTION. (for each offence).**

This $\frac{3}{4}$ rule only applies when Competitors are **LATE** due to official delays.

At **ALL** other times **COMPETITORS SHOULD MAINTAIN SCHEDULED TIME.**

Competitors should NOT attempt to make up time on MINOR Roads. There are stretches of 'A' Class roads within the routes where time might be made up.

Competitors are reminded of SSR section L, in respect of excessive speed or driving or riding in a manner likely to bring the sport into disrepute. **THIS WILL BE RIGIDLY ENFORCED.**

DUE TIME: is the time of day a competitor is due at any control or check inclusive of any delay allowance granted. Lateness after Scheduled or Due Time will involve penalties as per standard limits.

All Official clocks and watches will be set to BBC or British Telecom, time signals.

No work may be carried out on vehicles whilst in a Control (other than the Start.) except replenishment of fuel, oil, water and the replacement of lighting bulbs, but a competitor may return to a control for further work in his running time after being officially started at his scheduled or due time, providing that this is not prohibited in the Route Card or Final Instructions.

ENGINES MUST NOT BE RUN IN CONTROLS, until the vehicle moves up to the departure point.

The closing of the Final Control will be subject to any allowance for official delays on route.

It is the rider/driver's responsibility to sign all signature sheets as required by the instructions for the event including the DOT Vehicle Registration particulars and the insurance declaration at the Start.

Passengers are also required to sign on at the start.

Penalties for **NOT** signing are as follows:

No Signature at Start (Did not sign on) **Deemed Non-Starter.**

No Signature at Finish. **Deemed Retired.** It is the rider/driver's responsibility to sign off at the Finish.

No Signature at Intermediate Checks or Controls as required by the Route Card, will be judged as **NOT** having completed the course and **deemed Retired.** (Regulation R).

P. OBSERVED SECTIONS

Inspection of Sections is NOT allowed.

Motorcycle Classes: A, B, C, D, E, F and O. **Note** all MCC trials are **NON STOP TRIALS.**

From Section Begins, Stopping, [ceasing forward motion, or dismounting] or Footing, [touching the ground with any part of the body] is a failure of the Section.

Solo Motorcyclists may Foot, without penalty, for the first 3 metres, of an Observed Section. Measured by the Front Wheel Spindle.

Observation will begin not earlier than 30 minutes before Standard time.

Single file in order of arrival must be maintained.

Competitors must NOT leave their vehicles unattended without a driver on approaching Observed Sections, or Observed Tests, and must be ready to attempt a section within 30 seconds, when reasonably instructed to do so by an official.

Disregard of these requirements cause unnecessary inconvenience and can seriously delay the event, and will be penalised in accordance with the regulations, **i.e., a penalty equivalent to a Failure on an Observed Section.**

In the event of an official diversion of the route, observations on any section thus affected will be ignored in respect of the classes to which the diversion applies.

Before attempting an Observed Section, a vehicle will be brought to rest with the leading wheel hub centre vertically over the start line, as indicated by officials, and the driver should not proceed until instructed to do so.

A vehicle will be deemed to have entered an Observed Section when the leading wheel hub centre is past the marker(s) indicating the start of the section.

A vehicle will be deemed to have left an Observed Section when the leading wheel hub centre is past the marker(s) indicating the end of the section.

Failure to proceed from the Starting position into an Observed Section when instructed to do so will be regarded as a failure of that Section.

A **BAULK** occurs when the start or re-start marshal on an Observed Section has sent off a competitor whose progress is obstructed by a previous competitor, and his/her continuous forward motion relative to the course is impeded by the other competitor. *A Baulk may not be claimable if the first competitor is still moving.*

If there is a pedestrian or animal on the Observed Section or Test, a competitor's first regard must be for that pedestrian or animal's safety and, if necessary, should **STOP** and claim a **BAULK**. If a competitor does **NOT** observe this regulation, he/she may be excluded.

In the event of a competitor claiming a Baulk he/she must have the incident certified on the Control Card by the marshal where the incident occurred, and will automatically be awarded a clean for that Section.

RESTARTS:- Where a competitor is required to perform a Restart within an Observed Section the procedure will be as follows, unless the Supplementary Regulations for the particular Event state otherwise:-

When advised by the Start Line Marshal, proceed forward from Observed Section Begins and stop with at least one wheel (Motorcycle Classes) or at least two wheels (Car Classes), within the Box formed by 'R' boards. It is the individual Competitor's sole responsibility to stop, and in the correct Box, as required by the Regulations for the particular event. At the drop of the Marshal's flag, and at the first and only attempt, restart in your own time and continue Non-Stop to pass Section Ends. The Flag Marshal will be about 3 metres up the hill from the box, where practicable.

Motorcyclists may foot for up to 3 metres beyond the Box, measured from the front wheel spindle.

Whilst stopped at a Restart, solo motorcyclists must touch the ground with at least one foot.

FAILURE of TEST will be incurred by:-

- (a) Not stopping correctly within the Box;
- (b) Before or after the flag signal, sliding backwards so that two wheels (motorcycles) or four wheels (cars) fall outside the box. Rearward movement, within the box before the flag signal, will not be penalised unless it is perceived by the restart marshal(s) as a deliberate attempt to reposition the vehicle within the box.
- (c) **Starting before the flag signal**
- (d) **Failing to move forward within 6-10 seconds of attempting to restart. After 6-10 seconds, the attempt will be recorded as a failure and marshals will instruct the competitor to cease the attempt. Failure to carry out the marshal's instructions may incur a further penalty.**

OBSERVED TESTS:- Whilst stopped astride a line solo motorcyclists must touch the ground with at least one foot.

Q. CLAIMS.

Every competitor signing as a finisher must state whether he/she claims a Gold, Silver, Bronze medal award, or No Award. Claims will not be expected to take account of Time Checks, Time Controls, or tests.

R. INDEMNIFICATION.

All entrants will be required to sign the appropriate indemnification and declaration, which form part of the Entry Form.

S. INSURANCE.

Entrants must ensure that they have an operative policy of insurance covering them against Third Party Risks including Road Traffic Act cover whilst taking part in the event.

T. RESULTS and PROTESTS.

Results will be published and despatched to all competitors **within 14 days** of the event.

Any Protest or Query must be made within **SEVEN** days of the postmark of the Results.

The Protest must be accompanied by a Protest fee of £100.00 ACU Regulations or £56.00 Motorsports UK Regulations. Informal queries on the Provisional results may be made without fee

All protests should be sent to the address given on the Provisional Results, for transmission to the Clerk of the Course.

The Clerk of the Course will deal with all Protests and advise the protester.

Competitors are reminded that they cannot protest against a Judge of Fact. Officials who are named in the programme or have signed on for duties will be considered as Judges of Fact in the interpretation of the regulations.

In the event of a protester NOT accepting the decision of the Clerk of the Course, he may appeal within 7 days of the Clerk of the Course reply, to have his protest heard by the Stewards of the Meeting.

The appeal fee is £100.00 ACU Regulations or £115.00 MSA Regulations.

No competitor may allow his performance to be advertised before the official results are published, nor may he allow any announcement of his performance except as given in the official results.

MCC General Secretary:.

P. Khambatta, 105, Whitehill Lane, Hitchin, Herts, SG4 9HT.

E-Mail: secretary@themotorcyclingclub.org.uk

IMPORTANT.

**PLEASE RETAIN THIS COPY FOR FUTURE REFERENCE.
PREVIOUS ISSUES ARE HEREBY SUPERSEDED.**

Effective from 01 January 2019

APPENDIX. Published by courtesy of the MSA. 2019 year book.

MSA Technical Regulations: (Extracts). Section (J) and (T)

(J) 5.1. As a general principle in all Technical Regulations, it is prohibited to carry out any tuning or modification that is not specifically permitted. The fact that some modifications are mentioned as prohibited does not imply that others are allowed.

(J) 5.14.1 If located in the Driver/Passenger compartment where a Passenger is present the battery must be Situated behind the base of the Driver or Passengers seat.

(J) 5.14.2 Have batteries duly protected to exclude leakage of acid and to protect terminals from short circuiting and producing sparks.

Mudguards

(J) 5.2.6 Classic Trials Vehicles are not required to comply. See T9.1.3 below.

Spill Kits

(T) 1.3.24 Each vehicle must carry a small spill kit complying with (J) 5.20.13 namely – A self Contained spill kit capable of effectively absorbing minor spillage of up to 1.25 litres of all vehicle Fluids. Used spill kits are to be disposed of in accordance with local or national guidelines.

Body (including Aerodynamics).

(T) 9.1 Be equipped with an effective WINDSCREEN or AERO type screen.

(T) 9.1.1 The body overhang of non-production cars must not exceed one-fifth of the overall length at the front, and one-third at the rear. Overhang is measured from the line of the road wheel centres.

(T) 9.1.2 For production cars, any extensions must not exceed the overhang proportions of a non-production car. Any additional spare wheel carrier should be fitted as close as possible to the body.

(T) 9.1.3 With the exception of cars of periods A to D (i.e. cars built before 31st December 1946) all cars must be equipped on all wheels with mudguards which present no sharp edges and cover the complete wheel (flange + rim + tyre) around an arc of 120 degrees. This minimum coverage must:

- (a) be achieved with a continuous surface of rigid material. The rear tyre must not be visible when viewed from above.
- (b) Extend forward ahead of the axle line
- (c) Extend downward behind the wheel
- (d) Extend downward behind the driven wheel to a point no more than 150 mm above the axle centre line.

Seating.

(T) 9.2 Vehicles must be equipped with two fixed seats for driver and passenger, the rearmost part of these must not be behind the rear wheel axis.

In the case of non-production cars the rearmost part of any additional seat must not be more than 38.5cm behind the rear wheel axis.

Transmission.

(T) 9.4 Vehicles must be fitted with NON-TORQUE BIASING DIFFERENTIALS in full and free operation between the driving wheels unless:

(T) 9.4.1 A differential was not fitted by the manufacturer.

(T) 9.4.2 The vehicle is restricted to running in a nominated class.

(T) 10.2 All vehicles must comply with Construction and Use Regulations, and be fitted with Safety Belts if appropriate.

Fire extinguisher(s) to a level of safety specified in (K) 3.1.1 Appendix 1 Table 3 are MANDATORY and which are accessible to the crew.

NB The minimum requirement is for a hand operated extinguisher or extinguishers having a total capacity of 1.75litres AFFF. Alternatively two extinguishers may be used each with a minimum capacity of 1 litre AFFF. Competitors should be aware that this is a minimum standard, only intended to facilitate safe exit from the vehicle, and may wish to consider carrying extinguisher(s) with improved capability, either by increasing the quantity of AFFF or by using one of the FIA/MSA approved gas extinguishants. FIA/MSA approved extinguishers that meet or exceed the minimum performance standard will be accepted at scrutineering. Vehicles built after 1st January 2019 (including kit cars) must have a minimum of 2.4 litres of AFFF or 2kg of Dry Powder.

It is mandatory that all extinguishers are serviced in accordance with the manufacturer's guidelines, or every 24 months, whichever is sooner.

Chassis/Body.

(T) **10.3** Chassis/body structures must comply with the definition of a Saloon, Closed, Sports, or Touring car as applicable.

(T) **10.3.1** Retain the original wheelbase. Any alteration to the wheelbase of a production car (except in Class 2) will transfer the car to Class 8.

(T) **10.3.2** Be equipped with the same number of seats as intended by the manufacturer.

(T) **10.3.3** Have the forward and rearward bulkheads of the engine compartment in their original position.

(T) **30.3.4** Retain the engine cover, boot lid and wings although the material may be changed.

(T) **10.4** The weight distribution of the vehicle may be altered by the addition of ballast.

(T) **10.4.1** The position of the battery, spare wheel and fuel tank may be changed.

ANY FURTHER MODIFICATIONS will cause the vehicle to be reclassified to Class 7.

(T) **10.4.2** In Classes 1 - 7, any ballast, tool or other boxes must be positioned within the body shell or the bumpers, be firmly secured and must not be visible or protruding nor be varied during events. A luggage box within the plan view of that car may be included in an accepted specification for a car in Class 7(c)

(T) **10.5** In Classes 1-6, have the silhouette of the vehicle, as seen from the side, unaltered except for the engine cover and bumpers. Bumpers may be removed. Bumpers, if fitted, must be in the original manufacturers position.

(T) **10.5.1** In Class 2 the chassis must be by the original manufacturer for the vehicle although a change in bodywork is permitted, providing it is in keeping with the period.

(T) **10.5.2** To be eligible for Class 7 the chassis/floor pan of the original car (between the wheel centres) must be retained.

Engine

(T) **10.6 (J) 5.4.2** Must be equipped with a positive method of throttle closing by means of external spring/springs.

(T) **10.6.1** There are no restrictions on engine tuning, providing the cylinder block is of the same manufacture and configuration as the original.

(T) **10.6.2** The make, type and number of carburettors are unrestricted.

(T) **10.6.3** The position of the engine mountings in the chassis may not be altered.

ANY FURTHER MODIFICATIONS will cause the vehicle to be reclassified to Class 7.

(T) **10.6.4** No part of the exhaust system may be more than one metre above the ground.

Brakes

(T) **10.7** Vehicles must not have separate braking of individual driven wheels (fiddle brakes).

Suspension

(T) **10.8** Springs and Shock Absorbers, Anti Tramp and Anti Roll Bars may be changed and additional shock absorbers may be fitted.

(T) **10.8.1** Anti-tramp bars anti-roll bars, Panhard rods and Watt linkages are permitted.

(T) **10.8.2** Except for Classes 7(a) and 8, the original springing system and spring mounting points must be retained in operational use, e.g. leaf spring systems must retain at least the minimum number of leaves as specified by the manufacturer and must not be replaced by coil or other springing systems.

Wheels and Tyres

(T) **10.9** Wheels of up to the standard diameter must be used, except for Classes 5(b), 7(a) and 8 where wheel diameter is free. This regulation does not apply to Class 2.

(T) **10.9.1** In Class 8, the maximum tyre section shall be 185.

(T) **10.9.2** In all Classes 1 to 8 (except Class 2) the maximum permitted difference between front and rear tyres must be two sections.

(T) **10.9.3** No tyre may be smaller than that recommended by the car manufacturer.

(T) **10.10** In all classes, spare wheels must be firmly secured by a permanent fixing.

(T) **10.10.1** Not more than two spare wheels may be carried externally, and these must be fitted as close as possible to the bodywork (excluding bumpers).

(T) **10.10.2** No part of the spare wheel(s) may be mounted externally in front of the windscreen, or on the roof.

(T) **10.10.3** Cars with an externally rear-mounted spare wheel in the manufacturer's standard position may add a second spare wheel, mounted flush with the original wheel, with no spacer.

(T) 10.10.4 The spare wheel(s) or mounting(s) may not extend rearwards more than 200mm from a vertical line passing through the rearmost part of the original bodywork (excluding bumpers), or more than 100mm beyond the rearmost part of the original bumper position for the model of vehicle, whichever creates the lesser protrusions. (In all cases, wheels fitted in the manufacturer's original position and number are acceptable). An alternative maximum dimension, not exceeding 400mm, may be included in an accepted specification for a car in Class 7(c).

Transmission

(T) 10.12 It is not permitted to change the gearbox or transaxle casing (except in Class 7a or Class 8). Original gear ratios may be changed.

(T) 10.12.1 Original gear ratios may be changed

(T) 10.12.2 It is not permitted to fit limited slip, torque biasing, locked or lockable differentials other than as provided for in Classes 6(b) and 7(b). (but not 7(c)) as standard equipment.

(T) 10.12.3 The rear axle casing must not be modified except for cars in Class 7, Class 8 and those cars in Classes 1, and 3 to 6 whose model and mark type was originally manufactured before 1955.

(T) 10.12.4 Cars may fit replacement differentials, crown wheels and pinions provided the differential action remains free operating.

Electrical Systems.

(T) 10.13 Have a maximum of four forward facing beams in addition to side and indicator lights.

(T) 10.13.1 Auxiliary lights should not be used in non-competitive sections except in conditions of fog or falling snow as permitted by law.

(T) 10.13.2 All lights must be fitted and used in accordance with the motor vehicle lighting regulations.

Miscellaneous.

(T) 10.14 Any car which has been improved within the manufacturer's specification for the range will be considered as Production.

(T) 10.14.3 The footbrake, clutch and accelerator pedals must be in their original positions.

(T) 10.14.4 Silencing of vehicles must be to the levels specified in (J) 5.17, with noise level measured with engines running at three quarters maximum rpm. Alternatively (J)5.18.6 for vehicles built before 31 December 1946 with engines running at two thirds maximum rpm.

(J) 5.17 Maximum Noise Limits for Trials, 100dB(A) at 0.5 metres)

(T) 10.14.5 For vehicles in Class 2 (pre-1941) any permitted mechanical modifications, must be compatible with the period.

TRIALS SIDECAR SPECIFICATION.

Published by courtesy of the ACU.

- (a) The entire body including the floor shall be either sheet metal or other substantial material and the Sidecar must be rigidly fixed to the motorcycle.
- (b) Minimum dimensions shall be:-
 - (1) Overall length from the nose to the dashboard – 450mm (18")
 - (2) Overall length nose to tail – 1350mm (54")
 - (3) The height of the body at the apex of the dashboard position – 375mm (15")
 - (4) The overall distance between the outside of the sidecar mudguard or bodywork and the inside of the passenger's seat measured at right angles to the machine track – 300mm (12")
 - (5) Width of body at forward end – 150mm (6")
Depth of body at forward end – 150mm (6") OR if the forward end is hemispherical the radius shall be not less than 75mm (3")
 - (6) Track – minimum 876mm (34.5")
The distance is measured from the centre of the track left by the rear wheel to the centre of the Track left by the sidecar wheel.
 - (7) Over all width of cockpit at seating position – 300mm (12")
A seat measuring not less than 180mm (7.5") x 125mm (5") must be fitted. The height of the seat shall be not less than 300mm (12") from the floor of the sidecar.
- (c) The fitting of grab rails, handles, straps etc. shall be according to the driver's requirements.
- (d) Protection for the passenger must be provided from the rear wheel, the primary and final drive of the motor cycle and from the sidecar wheel, by means of either a mudguard or the coachwork of the sidecar.
- (e) The use of sidecar wheel drive is prohibited.

PROTESTS and APPEALS

ACU TSR 20. OBSERVERS. An Observer is an assistant to the Clerk of the Course appointed to judge a competitors performance in an observed section. **No protest or appeal can be accepted against a Judgement of performance by an Observer**, however a protest may be accepted against any breach, or misinterpretation of the Regulations. A mistake made by an Observer may be corrected by him with the approval of the Clerk of the Course.

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(G) 10.1.1 No protest or appeal can be made against a Judge in relation to any statement of fact, which must be accepted as a fact unless later corrected by him (with the approval of the Stewards of the Meeting)

PENALTIES.

OBSERVED SECTIONS and TESTS.

FOOTING Footing will be considered to have occurred if any part of the driver's body touches the
m/c Classes ground, or the driver benefits from any part of his body leaning on an obstacle (tree, wall, etc) without stopping the progress of the machine.

STOP. A Stop will be considered to have occurred when both:
All Classes

- (a) The machine ceases to move in a forward direction
- (b) The driver dismounts from the machine. Dismount will be deemed to have occurred when both of the drivers feet are on the ground at the same side of the machine.
- (c) A machine does not stay within the intended confines of the section.
- (d) Travelling in a forward direction against the direction of the section.
- (e) The machine or the driver receives outside assistance.

RESTARTS as in SSR (P), or Route Card Instructions.

Other offences incurring the PENALTY of a FAILURE of an Observed Section per offence.

	Where found in SSR's.
PASSENGER not NORMALLY SEATED. All car Classes and Class 'E'.	(G)(M)(T)
INSPECTION of SECTIONS or TESTS.	Route Card (P)
EXCESSIVE NOISE 1st Offence	(L)
NOT READY to ATTEMPT SECTION when called. (30 sec rule)	(P)
FAILURE to PROCEED into SECTION when asked.	(P)

Offences incurring the PENALTY of E X C L U S I O N from the Event.

Missing time Checks or Route Checks	(O)
Altering Time Cards	(O)
Excessive Noise 2nd Offence	(L)
No adequate towing attachment	(K)
Practising on the Route before or after the Event	(L)
Not Behaving according to the Highway Code Not observing traffic regulations	(L)(O)
Change of Drive	(J)
Using Non-Legal Tyres	(D)
Any Competitor convicted of any driving offence committed within the period commencing 24 hours before the start and ending 24 hours after the finish of the event.	(L)
Failing to follow the reasonable instructions of an official	(L)

Other Offences affecting Results/Awards.

No Signatures deemed Retired. deemed Non-Qualifier	(O)
LOSS of CONTROL CARD = Loss of Award	Control Card.
FAILURE to HAND in NUMBERS at FINISH. Not allowed to Sign Off.	Retired (J)

ACTC TOWING ATTACHMENT GUIDELINES (Applies to class E and all Cars)

All vehicles must be fitted with a strong towing attachment point, such as a 35-50mm internal diameter towing eye, at the front and if specified in the ASRs at the rear, of the vehicle. The attachment must be clearly visible, identified by a bright contrasting colour and positioned so as to allow a hawser to be quickly and easily connected by the recovery team. Recovery will be by winch, 4x4 or tractor and the towing point must be substantial and strong enough to cope with the snatch loads involved on take up and will need to be connected back into suitable sound condition strong point(s) in the chassis or body shell of the vehicle. Rope or webbing used to connect to a single strong point should have a minimum breaking strength of 5 ton. When used in a loop, connecting to two widely separated strong points, one on either side of the vehicle, should have a minimum breaking strength of 3.5 ton. Loose rope or webbing to the towing attachment point must be safely secured by bungee or similar, arranged for easy release by the recovery team.

Vehicles where a suitable part of the structure such as the front axle or chassis is easily accessible e.g. Austin 7, this may be used as the towing attachment so long as the attachment point is clearly visible and marked with a contrasting bright colour.

A vehicle may be excluded from starting should the scrutineer consider the towing attachment to be inadequate in any way.

ADVICE

Each vehicle will present a different set of problems in meeting these requirements. The following advice is supplied as guidance

Towing eye.

Must be located so that it can be easily accessed and shackle easily attached. Must be firmly bolted with spreader washers or welded to a sound rust free strong point so there is no risk of pulling out or distortion.

Strong points.

These can be existing parts of the chassis suitable for looping a rope around or if strong enough, existing towing or tie down points. Alternatively new points in can be bolted with suitable spreader washers.

Rope and Webbing

Use material of known breaking strength. Both ends should have correctly made loops Tow ropes and webbing will have their breaking strength specified, if not don't purchase. Keep the information the scrutineer may like to see it. With a single strong point a 5t rope is required, at up to 24mm dia this is bulky and stiff, it may be easier to use webbing.

With two widely separated strong points a readymade Webbing or Towing Bridle is an economic solution. An excellent example can be found at your local Machine Mart. Go to www.machinemart.co.uk and search for Webbing Towing Bridle. Order code 020120000, as at July 2018 It is rated at an ample 7.5 ton, based on two connections, is just 2m in length and cost only £16.79. Other examples can be obtained ready made from some 4x4 off road equipment suppliers.