

The MOTOR CYCLING CLUB Ltd

STANDING SUPPLEMENTARY REGULATIONS for all MCC events

2021



IMPORTANT

**PLEASE RETAIN COPY FOR FUTURE REFERENCE.
PREVIOUS ISSUES ARE SUPERSEDED HEREWITH.
THE ENCLOSED REGULATIONS WILL APPLY FROM
01 JANUARY 2021 UNTIL FURTHER NOTICE.**

1 - GRADE OF COMPETITION

Clubman (Motorsport UK) event for MCC members and the members of not more than fifteen invited clubs. Restricted Permit Auto Cycle Union (ACU). An invitation event for members of the Vintage Motor Cycle Club, British Army Motorsports Association and the Trail Riders Fellowship.

Other clubs may be invited at the discretion of the Clerk of the Course, refer to the Additional Supplementary Regulations (ASR) of the event for a list of those clubs.

Drivers/riders must hold a full licence appropriate to their vehicle.

2 MOTORSPORT UK AND ACU REGULATIONS

For car entries, the trial will be governed by the regulations of Motorsport UK (incorporating the Provisions of the International Sporting Code of the FIA), and the Technical Regulations relating to Classic Reliability Trials. A copy of the Motorsports UK Yearbook (Blue Book) may be obtained direct from their offices, or they may be viewed on line or downloaded from their website <https://www.motorsportuk.org/>. Competitors are strongly encouraged to obtain a copy.

For motorcycle entries, the trial will be governed by the regulations of the National Sporting Code and Standing Regulations for Trials of the ACU in the current ACU Handbook, (incorporating the Provisions of the Technical Rules of the FIM). A copy of the ACU Handbook may be obtained direct from their offices, or may be downloaded from their website <https://www.acu.org.uk/>. Competitors are strongly encouraged to obtain a copy.

All entries will be subject to these Standing Supplementary Regulations (SSR), and any ASR, and Route Details and Final Instructions issued for each event.

Those parts of the Motorsports UK Technical Regulations and the ACU Trial Regulations particularly relevant are set out in an Appendix to these SSR.

3 VEHICLE CLASSES

3.1 Motorcycle Classes

Class A - Single or multi cylinder solo motorcycles manufactured before 1st January 1970, (engine and frame) and Enfield Bullets manufactured in India.

Class B - Single or multi cylinder solo motorcycles up to 450 cc excluding 411 cc Enfield Himalayan.

Class C - Single or multi cylinder solo motorcycles over 450 cc including 411 cc Enfield Himalayan.

Class D - Motorcycles with touring or trials side-cars, (scooter side-car outfits are not eligible).

Class E - Three-wheelers, which 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 305 mm (12 in.) 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 1300 cc.
- e) Must be fitted with a towing attachment, reversing light, fire extinguisher and spill kit.
- 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 470 cc.

Additional information for motorcycle classes is as follows:

- a) Any competitor in Classes A to D and F who elects to compete on standard road tyres, front and rear, and states this on their entry form may run with concessions, which will be shown in the Final Instructions.
- b) Machines in Classes A, B, C, D and E must conform to category as defined in the ACU National Sporting Code latest issue.
- c) Classes A to F, are hereinafter referred to as the motorcycle classes.
- d) All the above motorcycle classes must use tyres as defined in these SSR's. See Section 4, Permitted Tyres.
- e) All competitors in the motorcycle classes, including passengers, are required to hold an ACU Trials Registration Card.

3.2 Car Classes

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 MG TC; Morgan 4-4 Series 1; HRG 1100 and 1500; Dellow Mks 1 to 3; Allard (all sidevalve models); Buckler Mks 5 and 6, and Type 53; Ford models (upright models to 1959) - EO4A; E494A, E4930A/B; E93A; E493A and 103E. Cars holding a current VSCC Buff Form. Vehicles built from pre-1941 components individually approved by the Club's car regulations subcommittee.

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

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

Class 5 - as follows:

- a) Front engine production sports cars (except vehicles in Classes 1, 6 and 90).
- b) Approved vehicles built mainly from pre-1941 components.
- c) Vehicles listed for Class 2, but running on radial tyres.

Class 6 - as follows:

- a) Rear engine, rear-wheel drive production cars (except vehicles in Classes 4 or 7).
- b) Front engine production cars fitted with torque biasing or limited slip differentials (or any device that is designed to achieve the same result) as original equipment.

Class 7 - as follows:

- 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.

Burlington Arrow	Rickman Ranger
Dutton Melos, Phaeton, Sierra	R.L.T. Husky
Fergus Mosquito	Siva Edwardian Ranger
Jago Jeep	Spartan Roadster Mks 1 to 6
J C Midge	Teal 35
Liege R & S	Tempest 850
Marlin Roadster T, M and TM versions	Vincent Brooklands and Vincent MPH
NG TA and NG TF	YKC Roadster, conforming to Marlin specification
Racecorp LA	

A Class 7 kit car must complete a declaration form stating the specification of the car and the completed form must be carried by the competitor, or uploaded into the MCC online entry system. The requirement for a declaration form is a regulation of the Association of Classic Trials Club (ACTC).

Copies of the agreed specification for each car listed in Class 7 are obtainable from the ACTC. Variations to these specifications may only be made in compliance with the Motorsport UK 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 manufacturer, owners club or any owner to Motorsport UK.

Class 8 - as follows:

- a) Non-production cars.
- b) Rear engine cars (except vehicles in Classes 4, 6, and 7a and 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.

Vehicles in the class must comply with regulations for Class 5.

3.3 Mixed Classes

Class O - as follows:

- a) Any vehicle is eligible (subject to acceptance by the Clerk of the Course and complies with item d below).
- b) Run on a modified course of a less damaging nature.
- c) Vehicles and entrants must comply with the SSR.
- d) For practical reasons, the number of entries in this class may be limited.

Classic Road Trial (Class R) - as follows:

- a) A test of hill climbing ability, navigation, and timing.
- b) Run on a route with non-damaging surfaces, the majority on sealed surfaces.
- c) Open to any road legal motorcycle or two-wheel drive motor car, subject to the Clerk of the Course's decision on eligibility/desirability of any vehicle.
- d) Fitted with road legal tyres. Tyres to be E marked and not marked for competition use only.
- e) Competitors will not be eligible for any Premier or Annual award.
- f) Motorcycles to comply with ACU regulations.
- g) Cars to comply with Motorsport UK regulations.
- h) With the exceptions of the above, vehicles and entrants must comply with the SSR.

3.4 Additional Information for Car Classes

A production car, which includes production saloons and production sports cars, is any car that is or has been on sale in a catalogue 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 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, i.e. there is no chassis or (b) the vehicle has a wheelbase of less than 2225 mm.

4 PERMITTED TYRES

Tread patterns of tyres as manufactured must not be cut or altered in any way.

4.1 Motorcycle Classes

4.1.1 General

Tyres used on MCC events must be suitable for on-road use. Tyres for long distance trials must be road legal.

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.

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. A list of specific tyres can be downloaded from Rules and Regulations page on the Club's website, <https://www.themotorcyclingclub.org.uk/rules-regulations/>
Tyre queries should be directed to the Club's Motorcycle 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.

WARNING:

SOFT COMPOUND TRIALS TYRES ARE NOT RECOMMENDED FOR MCC LONG DISTANCE TRIALS USING THE PUBLIC ROAD. THESE TYRES SUFFER FROM EXCESSIVE WEAR, WHICH CAN LEAD TO THE BREAK-UP OF THE TYRE, MAKING THESE TYRES EXTREMELY DANGEROUS.

The competitor is responsible for ensuring that the tyres fitted to their machine carry the correct load and speed rating.

The use of motocross and enduro type tread patterns is not permitted.

In special circumstances, the organisers may restrict the use of certain tyres in the ASR for the event.

Three-wheelers may use motorcycles tyres. Alternatively, standard tyres as defined in the tyre regulations for cars (Section 4.2) 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.

4.1.2 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 manufacturer's or tyre manufacturer's statements.

4.2 Car Classes

Only standard tyres may be used. Tyres that are expressly prohibited include the 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, <https://www.actc.org.uk/>, or be a summer tyre with a maximum tread gap of 8 mm.

In Classes 2 and 5(b):

- a) Must use standard tyres of cross ply construction.
- b) Fitted with tyres up to 6.00 in. section maximum if engine capacity is up to and including 1999 cc.
- c) Fitted with tyres up to 7.50 in. section maximum if engine capacity is over 1999 cc.

4.3 Tyre Pressures (All Classes)

There is no general regulation regarding maximum or minimum pressures throughout the event unless otherwise stated in the ASR, Route Details and Final Instructions for the event. The tyre pressure gauges used by the Club are deemed to be correct.

5 SCRUTINEERING

Vehicle examination may be carried out at more than one point before or during the event. The entrant is

responsible for ensuring that the vehicle entered and the rider/driver comply with all legal requirements and, if applicable, has a current MoT certificate, evidence of which must be produced at the start. The entrant is responsible for ensuring that the vehicle entered complies fully with the regulations for the class entered. A vehicle found not to comply by the scrutineer with the regulations for the class entered will be placed in a class to which it does comply.

The scrutineer's decision is final.

Particular attention will be given to the following:

- a) Position and location of competition number.
- b) Tyre regulations.
- c) Exhaust fixing and exhaust noise level.
- d) Towing attachments.
- e) Security of the battery.
- f) Seats in place.
- g) Ballast (external and internal).
- h) Presentation of vehicle.
- i) Air bottles, including pressurised gas containers, carried for tyre inflation.
- j) Fire Extinguisher.
- k) Spill kit.

6 STARTING ORDER, ENTRIES, ETC

6.1 General

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 may be determined by the order of receipt entries, but a late number may be allocated if requested on the entry form. The maximum permitted number of starters in the motorcycle and car classes may be stated in the ASR for each event. Entries received in excess of these maxima may 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 may be filled by entries from the car reserve list, or vice versa. Entries withdrawn after the closing date may 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. 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 Classes O or R to Classes A to F or 1 to 90.

6.2 Entry Form

All entries for MCC events are made through the online entry portal on the Motor Cycling Club website

Entries will be accepted provided that the entrant, class and starting point are completed and the entry fees paid in full. Entrants have until entries officially close to complete all other details, otherwise a start may be refused. 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 ASR or Route Details and Final Instructions for the event. Entrants must NOT leave the start before their scheduled time. Entrants will be allowed to start late, but only up to the start time of the course closing car. (Subject to penalties for lateness as in Section 7).

7 AWARDS

7.1 Classes A to F and 1 to 90

Awards will be made to every competitor (except special award winners) who complies with the regulations, Route Details and Final Instructions and fulfils the following requirements:

- a) Gold Medals:
 - 1. No minutes early or not more than 10 minutes late (standard limit) at time controls.
 - 2. Non-Stop performance on all Observed Sections.
 - 3. Compliance with requirements of all tests and Route Card Instructions.
- b) Silver Medals:
 - 1. No minutes early or not more than 20 minutes late (standard limit) at time controls.
 - 2. All but one of the requirements under (2) and (3) for a Gold Medal Award.
- c) Bronze Medals:
 - 1. No minutes early or not more than 30 minutes late (standard limit) at time controls.
 - 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.

7.2 Class O

A Cornish Tin Medal (Blue Hills) will be presented to every competitor who complies with all the regulations, with non-stop performance on all Observed Sections and all Observed Tests:

- a) No minutes early or not more than 30 minutes late (standard limit) at time controls.
- b) Non-stop performance on all Observed Sections.
- c) Compliance with requirements of all tests and Route Card Instructions.

A Copper Medal will be presented to every competitor who complies with all but one of the requirements for a Tin Medal 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.

7.3 Classic Road Trial (Class R)

Awards (not medals) will be made to every competitor (except special award winners) who complies with the regulations, Route Details and Final Instructions and fulfils the following requirements:

- a) Gold Award:
 - 1. No minutes early and no more than 10 minutes late at any time control.
 - 2. All sections and tests correctly carried out and all route boards correctly identified.
- b) Silver Award:
 - 1. No minutes early and no more than 20 minutes late at any time control.
 - 2. All but one section and tests correctly carried out and all route boards correctly identified.
- c) Bronze Award:
 - 1. No minutes early and no more than 30 minutes late at any time control.
 - 2. All but two sections and tests correctly carried out and all route boards correctly identified

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

7.4 General Information

Non-stop means that the vehicle must be in continuous forward motion relative to the direction of the course.

Every car and three-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).

In the event of a complete class stopping in an observed section, that section will not be included in the results for that particular class. Should this be the case, only those who subsequently qualify as a finisher under Section G will be included for that particular section`s results. If no competitor in a motorcycle class climbs an observed section clean, but one or more climbs it non-stop with footing, then that section will

count. In this case, those that climbed non-stop by footing, will be given a clean.

Motorcycle competitors on standard road tyres (see Section 4) may be allowed free footing as per the instructions in the Route Details and Final Instructions.

'A' and 'B' boards may be used to define the end of a section as described in the Route Details and Final Instructions.

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).

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.

7.5 Premier Awards

Will be presented for the best performance by a competitor in the motorcycle Classes A to E and car Classes 1 to 90 in the three classic trials as follows:

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 the competitor. The winning competitor will receive a replica.

7.6 Special Awards

Subject to four starters in a class.

7.6.1 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 to F and 1 to 90.

7.6.2 Best In Class Awards

Will be made to the competitor who has made the best performance in Classes A to F and 1 to 90 where NO competitor has complied with the requirements of a Gold Medal award.

7.6.3 Team Awards

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

- Motorcycle Team, Classes A to F.
- Car Team, Classes 1 to 90.
- Mixed Team, motorcycle and car classes. One or two drivers in Classes A to F, plus one or two drivers in Classes 1 to 90.
- 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:

- | | |
|--|----------|
| a) Cornish Tin Medal | 10 marks |
| b) Copper Medal | 6 marks |
| c) Finishing within Copper Medal award time limits | 2 marks |

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

7.7 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 Details and Final Instructions.

7.8 ANNUAL AWARDS

7.8.1 Triple Award

The Club's Triple Award will be presented to any MCC member who achieves a Gold Medal award in an Exeter Trial, Land's End Trial and Edinburgh Trial run consecutively.

7.8.2 Tri-O Award

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

7.8.3 Baddeley Championship Awards

Two awards (one motorcycle in Classes A to F and one car in Classes 1 to 90) are given for the best performance by an MCC member in the Exeter Trial, Land's End Trial and Edinburgh Trial in the same year, calculated from the final official results for each season. To be eligible, a competitor must be classed as a finisher in all three events.

7.8.4 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 Trial, Land's End Trial, and Edinburgh Trial 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.

7.8.5 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 main 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.

7.8.6 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 main 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.

7.8.7 Start Date and Ties

Apart from Triple Awards and Tri-O Awards, 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 Section 7.8 and aggregating the results of the three events.

8 ROUTE BOOKS and other documentation.

Competitors will receive documentation to enable them to compete within the 14 days before the start. Each event's ASR will detail what the entrant should expect to receive, how they will receive it and when they will receive it. The definitive version of the route(s) will always be made available to entrants before the start.

The competitor is responsible for fully complying with the rules, regulations and instructions as described in this SSR, the event's ASR, the Route Details and Final Instructions, and any official amendments.

9 ROUTE MARKING

The route will be marked as necessary with direction cards, but the onus of finding the correct route rests with the competitor.

Direction cards will be blue or L = left; red or R = right; white or SO = straight on.

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

The marking on A-roads will be minimal. The route will be diverted should the officials consider this desirable.

10 NUMBERS

Front and rear number cards must be fixed in an upright position on a firm flat surface. In addition, car competitors must 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 match the background colour of the number card. No numbers other than the official ones provided may be displayed. Illumination of the rear number is recommended, but is not compulsory.

Motorcycles classes must not attach numbers to clothing, but they must be fitted to a flat plate (plastic is recommended); one to face forward and one rearward.

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.

If a competitor retires, he/she must remove their numbers at the place where he/she ceases to compete.

On finishing, a competitor must remove his/her numbers and give them up when signing the Finishing Sheet, and will not be allowed to sign as a finisher until he/she has handed in their number cards.

11 VEHICLES AND EQUIPMENT

Vehicles must conform to all legal requirements.

No vehicle bearing trade numbers, nor any van or pick-up, that 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 that 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 19 mm. Motorcycles must be fitted with a rear chain guard to manufacturers specification.

All cars must be capable of having a wire towing hawser quickly and firmly attached to the front. A car may be excluded from starting should the scrutineer consider such means of attachment of inadequate strength. The 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 460 mm (18 in.). Mobile phones may be carried for emergency use only. Cars must not be fitted with roof racks. All cars, including three-wheelers, must be fitted with a working reversing light.

Any vehicle that does not comply with the regulations or that, 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 255 mm (10 in.) square in size.

12 DRIVING AND NOISE

12.1 Driving Standards

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 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.

12.2 Excessive Noise

In the combined opinion of a Chief Official and a Travelling Marshal or two Travelling Marshals, if 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 Executive Committee for disciplinary action if necessary.

CAUTION:

To prevent annoyance to the public, practising at any time on sections used in MCC trials is discouraged in order that the Club is not brought into disrepute. Any competitor doing so will be reported to the Executive

Committee and may be excluded from future events.

13 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 135 cm in height must be seated according to the current Road Traffic Act (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.

WARNING:

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 must be ACU affiliated members to be able to compete.

14 ORGANISED ASSISTANCE

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

15 CONTROLS AND TIMING

A Control is any point which a competitor must visit during the event and a signature/virtual signature is required.

A Check is any point where a competitor's passage is recorded. A signature/virtual signature may be required.

A **Time Control** is any point on the route, duly marked on the Route Details and identified as such, that a competitor must visit, will be timed on arrival and/or departure; and a signature/virtual will be required.

When 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 Details and Final Instructions. Arriving earlier than ETA, or after Scheduled Time, will involve standard early or late penalties.

A **Time Check** is any point where a competitor's 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 Details and Final Instructions. All route checks in the Land's End Trial are stated in the Route Details and Final 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 Details and Final Instructions, 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/her 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 Details with a time.

Scheduled Time is the time of day each competitor is required to be at a specified point. Scheduled Time is calculated by adding the competitor number in minutes to the Standard Time as printed in the Route Details and Final Instructions, e.g. competitor no. 1 adds 1 minute and competitor no. 60 adds 1 hour. Scheduled Time for Classes O and the Classic Road Trial (Class R) is calculated by adding the last two digits of the competitor number in minutes to the Standard Time as printed in the Route Details, e.g. competitor no. 701 adds 1 minute and competitor no. 730 adds 30 minutes.

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 the previous Time Control/Check.

Competitors should make up time, if safe and appropriate, in accordance with the following:

- a) Time lost through official delay may only be made up to Scheduled Time.
- b) 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).

Note: The $\frac{3}{4}$ 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-roads within the routes where time might be made up.

Competitors are reminded of Section 12, 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 Details and 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.

The rider/driver is responsible for signing 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:

- a) No signature at start, deemed Non-starter.
- b) No signature at finish, deemed Retired. The rider/driver is responsible for signing off at the finish.
- c) No signature at intermediate Checks or Controls as required by the Route Details will be judged as not having completed the course and deemed Retired.

16 OBSERVED SECTIONS AND TESTS

16.1 General

Inspection of sections is not allowed.

For motorcycle classes (A, B, C, D, E, F, O and R), MCC trials are non-stop trials. From the Section Begins, stopping (i.e. ceasing forward motion, or dismounting) or footing (i.e. 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 causes unnecessary inconvenience, 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/rider 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.

16.2 Baulks

A baulk occurs when the start or Restart Marshal on an Observed Section has released 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.

16.3 Restarts

Where a competitor is required to perform a restart within an Observed Section the procedure will be as follows, unless the ASR for the particular event state otherwise:

- a) When advised by the start line Marshal, proceed forward from the Section Begins and stop with at least one wheel (motorcycle classes) or at least two wheels (car classes), within the box formed by the 'R' boards. The competitor has the responsibility to stop, and correctly in the box, as required by the ASR for the event.
- b) 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 the 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 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 10 seconds of attempting to restart. After 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.
- e) Hitting a restart 'R' board.

16.4 Observed Tests

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

17 CLAIMS

Every competitor signing off as a finisher must state, depending on their class, whether he/she claims a Gold Medal, Silver Medal, Bronze Medal, Tin Medal, Copper Medal, etc. or no award. Claims will not be expected to take account of Time Checks, Time Controls, or tests.

18 INDEMNIFICATION

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

19 INSURANCE

Entrants must ensure that they have an operative policy of insurance covering them against third party risks including Road Traffic Act (RTA) cover whilst taking part in the event.

20 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 fee of £100.00 (ACU regulations), or £56.00 (Motorsports UK regulations). Informal queries on the Provisional Results may be made without a fee. All protests should be sent to the address given on the Provisional Results, for transmission to the Clerk of the Course, who will deal with all protests and advise the protester. Competitors 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/she may appeal within seven days of the Clerk of the Course's reply to have their protest heard by the Stewards of the Meeting. The appeal fee is £100.00 (ACU regulations), or £115.00 (Motorsports UK 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.

21 DRUGS AND ALCOHOL

MCC events are covered by the following:

- a) Anti-Doping Regulations, Anti-Alcohol Regulations and Illicit Drugs Testing Regulations of Motorsport UK.
- b) Anti-Doping, Alcohol and Medical Regulations of the ACU.

Members should refer to the current versions of the Motorsport UK Yearbook (Blue Book) and the ACU Yearbook.

MCC General Secretary:

Paul Khambatta

E-Mail: secretary@themotorcyclingclub.org.uk

Important - Retain this copy for future reference. Previous issues are hereby superseded.

Effective from 01 January 2021

APPENDIX

MOTORSPORT UK TECHNICAL REGULATIONS: (EXTRACTS) SECTION (J) AND (T)

Published by courtesy of Motorsport UK Yearbook 2021 (Blue Book).

(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

(J) 5.20.13 Competitors participating in multi venue competitions to carry within their vehicle a self-contained spill kit capable of effectively absorbing minor spillages of up to 1.25 litres of all vehicle fluids – oils, fuels, coolants, battery acid. Used spill kits are to be disposed of in accordance with local or National guidelines.

(T) 1.3.24 At events which utilize the public highway each vehicle must carry a small spill kit complying with (J) 5.20.13.

Fire Extinguishers

A minimum 1.75 litre capacity AFFF fire extinguisher for cars first used before 2019.

(K) 3.1 Capacities. Extinguishers are classified as Small, Medium or Large, and designated as Hand-Held or Plumbed-In. Dry powder extinguishers are prohibited.

(K) 3.1.1 Small, Hand operated.

(K) Appendix 3 Recommended for all vehicles. Mandatory for new build vehicles from 1st January 2019 and all vehicles from 1st January 2022.

Note: A higher standard for fire extinguishers is recommended for all cars and is mandatory for new build vehicles from 1st January 2019. The higher standard is mandatory for all vehicles from 1st January 2022. Full details can be found in (K) Appendix 3. Compliance will be checked at scrutineering.

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. Where fitted, seat belts must be worn on the public highway.

Fire extinguishers to a level of safety specified in (K) 3.1.1 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) 10.3.4 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.

Shall comply with the following requirements:

- 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:
 - a. Overall length from the nose to the dashboard – 450 mm (18")
 - b. Overall length nose to tail – 1350 mm (54")
 - c. The height of the body at the apex of the dashboard position – 375 mm (15")
 - d. 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")
 - e. Width of body at forward end – 150 mm (6")
Depth of body at forward end – 150 mm (6") OR if the forward end is hemispherical the radius Shall be not less than 75 mm (3")
 - f. Track – minimum 876 mm (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.
 - g. Over all width of cockpit at seating position – 300 mm (12")
A seat measuring not less than 180 mm (7.5") x 125 mm (5") must be fitted. The height of the seat shall be not less than 300 mm (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 OBSERVER

An Observer is an assistant to the Clerk of the Course appointed to judge a competitor's 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.

Motorsport UK Yearbook (Blue Book 2019 issue)

(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

Failure	Criteria
Footing <i>m/c classes</i>	Footing will be considered to have occurred if any part of the driver's body touches the 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 <i>All classes</i>	A stop will be considered to have occurred when both: (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 driver's 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 Section 16.2, or the Route Details and Final Instructions.

Other Offences Incurring Failure of an Observed Section Per Offence

Offence	Reference Section
Passenger not normally seated. All car Classes and Class E	7 and 13
Inspection of sections or tests	16 and Route Card
Excessive noise 1st offence	12
Not ready to attempt section when called (30 sec rule)	16
Failure to proceed into section when asked	16

Offences Incurring Exclusion from the Event

Offence	Reference Section
Missing time checks or route checks	15
Altering time cards	15
Excessive noise 2nd offence	12
No adequate towing attachment	11
Practising on the route before or after the event	12
Not behaving according to the Highway Code, not observing traffic regulations	15
Change of driver	10
Using non-legal tyres	4
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	12
Failing to follow the reasonable instructions of an official	12

Other Offences Affecting Results/Awards

Offence	Reference Section
No signatures, deemed Retired, deemed Non-qualifier	15

Loss of Control Card = loss of award	Control Card.
Failure to hand in numbers at Finish. Not allowed to sign off	10

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 35-50 mm internal diameter towing eye, at the front and if specified in the ASR 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, do not purchase. Keep the information; the scrutineer may ask to see it. With a single strong point, a 5 ton rope is required at up to 24 mm diameter; this is bulky and stiff; it may be easier to use webbing.

End of SSR