



THE
MOTOR
CYCLING
CLUB

**STANDING SUPPLEMENTARY REGULATIONS
2024
for all MCC events**

IMPORTANT

Please retain copy for future reference. Previous issues are superseded herewith. The enclosed regulations will apply from 1st January 2024 until further notice.

1 GRADE OF COMPETITION

Clubman (MSUK) 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 driving licence appropriate to their vehicle. In addition:

- a) Motorcyclists, drivers of three-wheelers and passengers of sidecar outfits and three-wheelers must hold an ACU Trial Registration (licence).
- b) Car drivers and passengers must hold a MSUK, RS Clubman Licence or higher if 18 years of age or more. All car drivers need an RS Clubman Licence irrespective of age.
- c) Car passengers under 18 years of age do not need a licence.

2 REGULATIONS

For Car entries, the trial will be governed by the regulations of MSUK (incorporating the Provisions of the International Sporting Code of the FIA), and the Technical Regulations relating to Classic Reliability Trials. A copy of the MSUK 2024 National Competition Rules may be viewed online or downloaded from their website <https://www.motorsportuk.org/>. Competitors are strongly encouraged to obtain/download 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 Technical Rules Trial of the FIM). A copy of the ACU, Trials standing Regulations may be downloaded from their website <https://www.acu.org.uk/>. Competitors are strongly encouraged to obtain/download a copy.

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

3 VEHICLE CLASSES

3.1 Motorcycle Classes

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

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

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

Class D - Motorcycles with touring or trials sidecars, (scooter sidecar 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 1,300 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 between the end of the Motorcycle classes and the start of 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.

Class S - Step-throughs and scooters, which must comply with the following requirements:

- a) The machine must originally have been manufactured as a step-through or scooter.
- b) There must be a nominal gap between the seat and the headstock (or bodywork at the headstock) of at least 250 mm.

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 a category as defined in the ACU National Sporting Code latest issue.
- c) Classes A to S, are hereinafter referred to as the Motorcycle classes.
- d) All the above Motorcycle classes must use tyres as defined in these SSRs. See Section 4, Permitted Tyres.

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 built 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. Dellow Mk 1,2,3 & Bucklers Mk 5 & 6, Pre 1941 cars holding a current VSCC Buff Form, Non-production cars built from pre-1941 components individually approved.

Class 3 - Front engine, rear wheel drive, production saloons (except Vehicles in Class 6).

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

Class 5 – a) Front engine production sports cars (except Vehicles in Classes 1, 6 and 90).
b) Vehicles in full HST Historic Class Specification with fiddle brakes disabled.
c) Non-production cars built mainly from pre-1941 components (except Vehicles approved for Class 2) individually approved. Such Vehicles may include some post war components including BMC A-Series engines up to 948 cc, Reliant OHV engines, A Series Rear Axles, Ford 105E Series Back Axles, Tubular Frame Chassis. These Vehicles must have at least one operational European carburettor and run on tyres satisfying “2024 National Competition Rules, Chapter 17, Appendix 3, Section - Wheels and Tyres” regarding Cross-ply. See also Section 4.2 below.
d) Production cars eligible for Class 2, but running on radial tyres. See also Section 4.2 below.

Class 6 – a) Rear engine, rear-wheel drive production cars (except Vehicles in Class 4).
b) Front engine production cars fitted with torque biasing differentials as standard equipment, or any other form of traction control as standard equipment, throughout that model range and unavailable without it from stock.

Class 7 – a) Production cars modified beyond the permitted limits.
b) Rear engine production cars fitted with torque biasing differentials as standard equipment, or any other form of traction control as standard equipment throughout that model range and unavailable without it from stock.
c) Front engine cars manufactured on a limited basis, conforming to accepted specification. Where modified beyond the accepted specification these cars will be classified in Class 8.

Class 8 - a) Non-production cars.
b) Rear engine cars (except Vehicles in Classes 4, 6, and 7).
c) Front engine cars manufactured on a limited basis (except those in Class 7)

Class 90 - Suzuki X-90 Vehicles, having the original engine block.

3.3 Mixed Classes

Class O – 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) -

- 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, three wheeler 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. See also Section 4.2 below.
- e) Competitors will not be eligible for any Premier or Annual award.
- f) Motorcycles to comply with ACU regulations.
- g) Cars to comply with MSUK 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 2,225 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 and 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 use of motocross and enduro type tread patterns is not permitted.

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. Tyre queries should be directed to the Club's Motorcycle Tyre Officer: motorcycletyres@themotorcyclingclub.org.uk.

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 PERMITTED** FOR MCC LONG DISTANCE TRIALS USING THE PUBLIC ROAD. THESE TYRES SUFFER FROM EXCESSIVE WEAR THAT 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.

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

Three-wheelers may use motorcycles tyres. Alternatively, standard tyres as defined in the tyre regulations for cars (Section 4.2) may be used, provided 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 8 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

Standard tyres must be fitted; all types of grip and town and country block patterns are prohibited. See "2024 National Competition Rules, Chapter 17, Appendix 3, Section - Wheels and Tyres" for details.

Radial tyres with a maximum block gap exceeding 8 mm are prohibited. A tyre will be deemed to have a block gap not exceeding 8 mm if when fitted to a rim and inflated to 25psi an 8 mm round bar will stick in the gap when horizontal. Purely circumferential gaps may be ignored.

Cars in Class 2 and Class 5(b) must use standard tyres of cross-ply construction.

4.3 Tyre Pressures (All Classes)

There is no general regulation regarding maximum or minimum pressures throughout the event unless otherwise stated in the ASRs, Route Details or Final Instructions for the event. Competitors are reminded that it is an offence to run with incorrect tyre pressures on the public highway. Tyre pressures may be checked before and/or after an Observed Section. 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. 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.

For all vehicles, attention will be given to the following:

- a) Position and location of competition numbers.
- b) Tyre regulations.
- c) Exhaust fixing and exhaust noise level.
- d) Presentation of vehicle.
- e) Air bottles, including pressurised gas containers, carried for tyre inflation. Note: Test Certificates for said bottles/containers may be checked.
- f) Check any aspect of the vehicle for safety and compliance.

For cars and three-wheelers, attention will be given to the following:

- a) Towing attachments.
- b) Security of the battery.
- c) Seats in place.
- d) Ballast (external and internal)
- e) Fire extinguisher, which must be accessible to driver and passenger from the seated position.
- f) Spill kit.
- g) Handbrake type and operation. Ramps may be used to check that the vehicle holds on a steep slope.
- h) Front and rear overhang.

Competitors may be required to perform a handbrake test at a route check, and a check may be made of vehicle roadworthiness. If the handbrake test is failed, no further sections should be attempted until the problem is rectified and the test performed successfully. Marshals are empowered to remove competition numbers if they consider a vehicle is unroadworthy.

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 Motorcycle classes will usually be the early numbers, followed by Three-wheelers and then the Car classes.

Starting order may be determined by the order of receipt of entries, but a late number may be allocated if requested on the entry form. Entrants may request to run with another entrant with the same type of vehicle (i.e. either Motorcycles or Cars, not a mixture) – up to a maximum of two others all from the same Start Point. The request will be implemented, if possible, when the entry list is compiled.

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 S or 1 to 90.

6.2 Entry Form

All entries for MCC events should be made through the online entry portal, My Club House (MCH) on the Motor Cycling Club website. Paper entries may be made through the Secretary of the Event or nominated official. An additional fee may be levied.

Entries will be acknowledged upon full completion of the entry form, full payment of all fees, prior to the closing date. The entry of both competitor and any passengers will be approved at the discretion of the organisers of the event. Their decision is final and no correspondence will be entered into. Successful entrants and their passengers will be notified within 7 days of the advertised closing date. Unsuccessful applicants will be in receipt of a full refund.

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).

6.3 Withdrawals

Refunds of 85% will be made for anyone who withdraws before the official entries closing date, but no refunds will be given to anyone who withdraws after that date unless they fill a vacant marshalling post.

7 AWARDS

7.1 Classes A to S and 1 to 90

Awards will be made to every driver, rider and sidecar passenger (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 driver, rider and sidecar passenger 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 driver, rider and sidecar passenger (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, with the only exception being at a restart (see Section 16.3 Restarts).

Every car and three-wheeler driver and passenger must remain **substantially** 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 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.

'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 the drop of a flag or a light signal. Times will be recorded to 0.1 second accuracy or whole seconds.

7.5 Premier Awards

Will be presented for the best performance by a competitor in the Motorcycle Classes A to S 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.
Land's 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 S 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 S 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 S.
- Car Team, Classes 1 to 90.
- Mixed Team, Motorcycle and Car classes. One or two drivers in Classes A to S, 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:

- | | |
|--|----------|
| a) Gold Medal award | 10 marks |
| b) Silver Medal award | 6 marks |
| c) Bronze Medal award | 4 marks |
| d) 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 observed tests, but where a tie still exists, the award will be resolved in favour of the smallest engine capacity, or by times in tests nominated in the Route Details and Final Instructions. The club's decision is final on any other resolution of a tie that is needed.

7.8 ANNUAL AWARDS

7.8.1 Triple Award

The Club's Triple Award will be presented to any MCC Full 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 Full 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 S and one Car in Classes 1 to 90) are given for the best performance by an MCC Full 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 Full 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 an MCC Full Member 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 rider, being an MCC Full Member.

7.8.6 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. An unedited version of the route book must be carried by the entrant on the trial as backup – paper or digital.

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 or crash helmet, 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, they must remove their competition numbers at the place where they cease to compete.

On finishing, a competitor must remove their competition numbers.

11 VEHICLES AND EQUIPMENT

Vehicles must conform to all legal requirements.

No vehicle bearing trade advertisements of any kind, nor any van or pick-up that was initially intended solely for commercial and/or goods carrying, or has "Trade number plates" 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) or (should have, in principle, ball ended levers). 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. This may be downloaded from https://www.actc.org.uk/wp-content/uploads/2023/07/actc_towing_guidelines.pdf

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.).

Cars must not be fitted with roof racks. All cars, including three-wheelers, must be fitted with a working reverse light.

Mobile phones and satnavs may be used to assist with route guidance, but the primary navigation must be the route book.

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. 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.

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/damage during the event must declare same to the organisers when signing off. If the competitor is a non-finisher they must fill in a damage declaration in MCH or apply to the event secretary for a paper copy and return said to the event Secretary within 48 hours of the end of the trial.

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. All passengers must be in possession of an appropriate, ACU or MSUK, competition licence unless under 18 years of age. See 1(c) above.

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.

No scooter or solo motorcycle pillion passengers are allowed.

WARNING: ALL PASSENGERS MUST REMAIN SUBSTANTIALLY WITHIN THE SEATING ACCOMMODATION OF THE VEHICLE ON OBSERVED SECTIONS AND TESTS. FOR PASSENGERS OBSERVED OUTSIDE OF THE NORMAL SEATING AREA, THE COMPETITOR WILL BE PENALISED BY FAILURE OF THE SECTION.

14 ORGANISED ASSISTANCE

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

15 CONTROLS AND TIMING

15.1 General

A Control is any point that a competitor must visit during the event and where 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. Competitors must stop and acknowledge the marshal at every route check and control so that their passage can be accurately recorded.

The timing of all MCC events will be to Greenwich Mean Time (GMT) or British Summer Time (BST) depending on the time of year the event is run.

No work may be carried out on vehicles whilst in a Control (other than the Start) except replenishment of fuel, oil, water, the replacement of lighting bulbs and the adjusting of tyre pressures, 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/passenger is responsible for signing all signature sheets as required by the instructions for the event. 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/passenger 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:
 - a. One missed check – finisher but no award.
 - b. Two missed checks – deemed retired.

15.2 Time Control

A Time Control is any point on the route noted on the Route Details that a competitor must visit, where they will be timed on arrival and/or departure and that time recorded by the marshal. The competitors scheduled time and the penalty for late or early arrival at a Time Control will be noted in the route card.

15.3 Time Check

A Time Check is any point where a competitor's passage is recorded and timed by a marshal.

15.4 Route Check

A Route Check is any point on the route duly identified by an MCC Route Check /board placed on the nearside of the road at the check and may or may not be mentioned in the Route Details and Final Instructions. The penalty for not being recorded as present will be equivalent to the failure of a section.

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 their scheduled time.

15.5 Standard 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.

15.6 Scheduled 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.

15.7 Target Time

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.

15.8 Making Up Time

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.

15.9 Due Time

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.

16 OBSERVED SECTIONS AND TESTS

16.1 General

Inspection of sections is not allowed.

For Motorcycle Classes (A, B, C, D, E, F, S and motorcyclists in classes 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 unless while performing a restart. Solo motorcyclists may foot without penalty for the first 3 metres of an observed section and in the 3 metres after a restart.

For Car Classes (1, 2, 3, 4, 5, 6, 7, 8, 90 and Car drivers in classes O and R), MCC trials are non-stop trials. From the Section Begins, stopping (i.e. ceasing forward motion) is a failure of the section unless while performing a restart.

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 baulk recorded on the nearest observer's card by the Observer.

16.3 Restarts

Where a competitor is required to perform a restart the procedure will be as follows.:

- 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 in the box, see diagram below.
- At the drop of the Marshal's flag or the light signal and at the first and only attempt, the competitor must restart and clear Restart Box within 12 seconds. 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.
- A waved flag or the crossing of arms will be used to instruct competitors to cease their attempt to restart once the 12 seconds has elapsed.

Failure of the restart will be incurred by:

- Not stopping at the restart (DNS = did not stop).
- Not stopping correctly in the box (ORL = overran line).
- Starting before the flag/light signal (JF = Jumped Flag).
- Failing to move out of the box with all wheels at the first attempt within 12 seconds (S = stop).
- After the flag/light signal, sliding backwards so that all wheels are outside the box (ROB = rolled back out of box). NO PENALTY for any roll back so long as one wheel-hub centre remains within the box.
- Hitting a restart 'R' board.
- Passenger **NOT** remaining **substantially** within the seating accommodation of the vehicle while bouncing (OOS).
- Failing to carry out the Marshal's instructions.

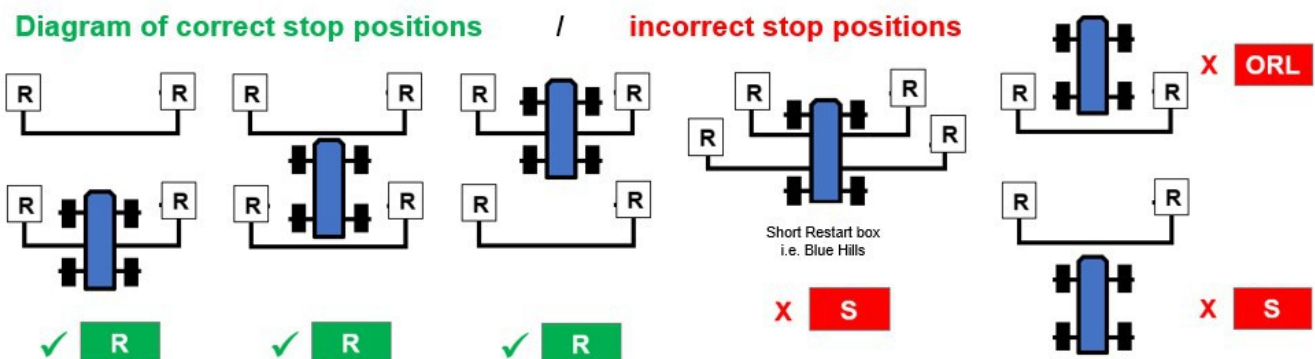


Fig 1 Restart box positions

Competitors should note the colour of the 'R' (restart) boards for their class. Performing the wrong restart or an extra restart that is not intended for their class is a Fail.

16.4 Observed Tests

Observed Tests will be timed against an average speed of 15 mph, but for ease of reading results will show the actual time taken by a competitor.

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

17 INDEMNIFICATION

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

18 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.

Motorcyclists may avail themselves of the third party RTA insurance cover from the ACU, as part of their Trials Registration (licence), whilst participating in the event subject to the Rider meeting certain conditions. The ACU insurance will not apply once a rider has retired. Details of the cover can be obtained from the ACU, [Auto-Cycle Union \(ACU\) - Bikesport GB](#). The ACU insurance cover for this event will be Basic (limit of liability £10M) and Medical Malpractice insurance (limit of liability £5m) is included. There is NO Personal Accident Insurance for Competitors.

Car competitors will have third party insurance cover on the event while on private land through MSUK, but for road mileage and observed sections on the public highway, suitable additional cover from a policy covering classic trials must be in place. Car competitors may either get cover from their own insurers or from that offered in the ASRs for the relevant trial and selected when entering provided that they meet certain conditions.

19 RESULTS AND PROTESTS

Provisional should be published within 14 days of the event.

Any protest or query must be made within 7 days of the issue date of the provisional results. The protest must be accompanied by the appropriate fees as stated in MSUK National Competition Rules or the ACU Yearbook.

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. Any media evidence will not be accepted.

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 set out in the MSUK National Competition Rules or the ACU Yearbook.

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

20 DRUGS AND ALCOHOL

MCC events are covered by the following:

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

Members should refer to the current versions of the MSUK National Competition Rules 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.

End of SSR