

TRINIDAD and TOBAGO RALLY CLUB

RULEBOOK 2010



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FOREWORD

Why do Drivers and Navigators go through the strain of a rally-is it just for the sake of winning or is there something else? Victory of course is a great reward-a feeling that inspires and stimulates, but perhaps more than winning, it is a challenge that keeps the team going even in the face of that lonely drive through the vast unknown land, even when tiredness is unbearable and they still have miles and miles to go before their next check. Then there is the excitement, the intense atmosphere of a challenge and the joy of driving itself! You are competing against time and against yourself. It's all there, but perhaps it's really very simple as some members put it..... "Rallying is simply a way of life."

For a driver to be physically fit and mentally alert; to drive a well maintained vehicle; to be acutely aware of time, speed and distance; to obey the rules of the road; in short, to harness the skills of the driver and the navigator with the best performance of the vehicle to arrive safely at the selected destination at the appointed time, these are among the means and objectives of those trying to win any rally.

The Trinidad and Tobago Rally Club is most interested in fostering a keener interest among motorists and all road users towards making the roads of this nation safe, and with the emphasis on having the motorist show a new interest in the care and maintenance of his or her vehicle, this goal should go some way to reducing the present carnage that currently exists on our roads. As a matter of policy, it is mandatory that all rallyists use seat belts at all times during events, and this has led to all regular realists using seat belts at all times in their normal daily motoring.

As a motor sport, Rallying has a lot to offer, not only to professional competitors, but to everyone. Anyone can join a Rally, and to spectators it is an event that is always exciting to watch. Rallying in fact is a popular sport. It's not just a purely physical sport; it is mentally stimulating as well. It's a test of skill, an ability to think, respond and react quickly, to know exactly what to do when there is only a split second for making a decision. It is a test of stamina just as driving is not just a matter of getting behind the wheel and putting your foot on the accelerator. Rallying is a matter of using ones entire body and mind.

This is what rallying is all about.....The determination to get back in your car on Sunday morning, after driving for the last sixteen hours, all over the countryside, and knowing that ahead of you is another day of more miles to cover before you finally reach the last control point, and can relax your concentration somewhat. Some people cannot really understand what we, who are dedicated to the sport, get out of rallying, but to anyone who asks, simply say that rallying is a virus which when caught can take a lifetime before you get it out of your system!

1.0 About the Trinidad and Tobago Rally Club

Having seen the need to develop the sport of "motor car rallying", a steering Committee held its first meeting in August 1979, which led to the first General Meeting of the Trinidad and Tobago Rally Club. Resulting from this general meeting, Mr. John De Freitas was elected President with Mr. Robert De Verteuil as Secretary/ Treasurer. The main objective was and still is today, "to promote and organize competitive events in all forms for the benefit and enjoyment of members and invited guests."

The TTRC acknowledges the assistance given over the years by various organizations and sponsors. Particular mention can be made of the Trinidad and Tobago Fire Services (Headquarters) at Wrightson Road, Port of Spain, for providing us with accommodation during the first five years of the TTRC. In the area of communication, we are grateful for the assistance provided by the members of TEAM. REACT and TTARS.

In keeping with the rally song of members, it is the intention of the TTRC to KEEP RALLYING.

The TTRC held its first Annual General Meeting in December 1980, with successful meetings being held in each successive year. It is noteworthy, that commencing from that first Annual General Meeting, members Ian McDowell and Kenny Rampersad were re-appointed for six consecutive years with the full support of members as the TTRC's Honorary Auditors. In addition, members Rawle Mahabir and Stanley McMillan who were elected to positions on the Governing Committee for the first six consecutive years were again elected to the Governing Committee for the year 1993. Communication is kept with the members by holding quarterly meetings, the internet and by the use of a regular informative newsletter.

On the submission of an application in 1985, the TTRC was registered with the Ministry of Sport, Culture and Youth Affairs, as a bona-fide organization, on the 29th January, 1986. In 1986, the TTRC also made its first nomination to the Annual Sports Award of the Witco Sports Foundation, Sportsman of the Year Award Ceremony. Our "sportsman of the year" (1985), member Winston Wei Lung Chung, was the nominated member.

With the advent of the decade of the nineties the need for the TTRC to grow beyond the basic Sunday Rally and the two or three multi-stage events became very obvious. Some members have been able to make regular overseas trips to Barbados and more recently Jamaica, Suriname, Guadeloupe and Martinique. This in no small way has broadened the scope and

thinking of these members, not to mention heightened their desires to see Rallying on the local scene come up to par with our Caribbean counterparts. Also, exposure to the high quality of preparation and varied nature of the types of rally vehicles used surely stirred the minds of the local membership. It is projected that come September 1993 our club will make a serious effort to have the Caribbean Rally Circuit become a reality, but this can only materialise with the support of major corporate sponsors and the concerted efforts of a vibrant Governing Committee and the members of our TTRC.

It is hoped that with the adoption of these revised rules structured along international standards and with the support of sponsors the possibility of having FIA sanctioned events and world-ranked international drivers participating in local events may soon become a reality.

2.0 Rules of the Trinidad and Tobago Rally Club

2.1 Name

The name of the Club shall be the Trinidad and Tobago Rally Club (hereinafter referred to as the TTRC).

2.2 Address

The head office of the TTRC shall be situated in Trinidad, as decided by the Governing Committee and the members notified accordingly.

2.3 Aims and Objectives

The aims and objectives of the TTRC are:-

(a) - To promote and organise competition and other events in all forms for the benefit and enjoyment of TTRC members.

(b) - To engage in motor sport events both local and foreign to which the TTRC and its members have been invited.

2.4 Patron

There may be a Patron of the TTRC, who need not be a member of the TTRC. who shall be appointed at an Annual General Meeting.

2.5 TTRC Not For Profit

The income and property of the TTRC shall be applied solely towards the promotion of the objects of the TTRC and any additions or amendments thereto, and no portion thereof shall be paid or transferred directly or indirectly by way of dividend, bonus or otherwise howsoever by way of profit to the members of the TTRC. Provided that nothing herein shall prevent the payment in good faith or remuneration of any officers or servants of, or persons employed by the TTRC, or other persons in return for any services actually rendered to the TTRC.

2.6 Non-Liability of Members

Membership of the TTRC does not involve any liability beyond the payment of subscription fees.

2.7 Membership

The membership of the TTRC shall comprise of three (3) classes: Honorary; Associate; Ordinary.

(a) *Honorary Membership*

The Governing committee may approve by a three-quarter majority of members present and voting, the selection of an individual who in the opinion of the committee is worthy of this class of membership. If approved, the individual shall be informed in writing of the committee's decision. Honorary members shall be exempted from payment of any fees and shall be permitted to hold office or vote at meetings of the TTRC.

(b) *Associate Membership*

A member's spouse shall be automatically deemed an associate member. Any individual who, in the opinion of the Governing Committee, supports the objectives of the TTRC, may also be deemed an associate member.

Associate members shall be exempt from payment of application and subscription fees and shall not be permitted to hold office or vote at meeting of the TTRC.

(c) *Ordinary Membership*

Ordinary membership of the TTRC shall be open to ladies and gentlemen subject only to the discretion of the committee.

2.8 Application for Membership

An application for membership to the TTRC shall be in such form and shall require the furnishing of such particulars as the committee shall from time to time prescribe. Final approval will be based on a two thirds majority vote at an official executive meeting and left to the discretion of the executive committee. On approval of the application form the applicant shall be required to pay an annual subscription fee.

2.9 Competition Licences

The Governing committee shall grant a competition license to members who compete in at least two of the TTRC's rallies per year and satisfy the requirements for the license as declared by the committee and other members as the Committee shall deem fit.

2.10 Subscriptions

Any member whose subscription is overdue after 31st January of the current year, shall cease to participate in the benefits of membership, but shall be entitled to resume these benefits for the period commencing with the date of payment of the annual subscription to the end of the current year.

Any member whose subscription has not been paid for one Calendar year, shall have his name removed from the Register of Members, but shall have the right to apply for re-enrolment at any future time.

2.11 Entrance Fee

The Governing committee shall impose an Entrance Fee for new members which shall be payable on application, and until payment shall have been made, no candidate shall be entitled to be enrolled as a member.

2.12 Officers of the TTRC

The officers of the TTRC, referred to as the GOVERNING COMMITTEE, shall consist of eleven (11) financial members elected at an Annual General Meeting.

These members are:

1. President
2. Vice President-Administration
3. Vice President-Competition
4. Competition Secretary – Stages
5. Competition Secretary - Navigation
6. Treasurer
7. Public Relations Officer
8. Secretary
9. Assistant Secretary
10. Members' Representative I
11. Members' Representative II

The President and the two vice-presidents shall all have been members of the outgoing Governing Committee at the time of elections and shall have served for a minimum period of twelve consecutive months. In the event that these positions cannot be filled by members meeting the above requirements, the vacant positions shall be filled by members who have served on any previous Governing committee.

2.13 Vacancies

Any office made vacant between the holding of one Annual General Meeting and another, may be filled pro-temps by the governing committee for a maximum period of six weeks to allow an Extraordinary General Meeting to be convened for the purpose of electing a replacement.

2.14 Election of Officers

In the event of a tie in any ballot for an office, the election shall be determined by lot in the manner prescribed by the Returning Officer elected for the meeting.

2.15 Governing Committee Meetings

The committee shall meet at least once every month at such time and place as shall from time to time be determined by the Committee. The Committee shall meet whenever summoned by the Secretary at the direction of the President, or in his absence a Vice-President, or upon a written request signed by four Committee members in which the reason for the meeting is stated.

2.16 Emergency Decisions

The President may, in emergencies, circulate matters to the Governing Committee for their decision. Any decision so taken shall have the same force and effect as if it had been taken at a Regular Meeting of the Committee.

2.17 Committee Quorum

The Quorum of the Governing Committee shall be six members, and of Sub-Committee three.

2.18 Minutes of Proceedings

The Governing Committee shall cause Minutes of all Meetings Resolutions and Proceedings of the TTRC and of the Committee and of all Sub-Committees to be duly entered in books to be provided for the purpose. Any such Minute as aforesaid shall be accepted as correct if signed by the Chairman of the Meeting at which such Resolutions were passed or Proceedings took place, or (in the case of Meetings Resolutions or Proceedings of the TTRC or of the Committee) by the Chairman of the next succeeding Meeting of the Committee or (in the case of Meetings Resolutions or Proceedings of any Sub-committee) by the Chairman of the next succeeding Meeting of that Sub-committee.

Until the contrary be proved, every Meeting of the TTRC or of the Governing Committee or Sub-Committee shall be deemed to have been duly convened and held, and all Resolutions or Proceedings recorded as having been passed or taken place thereat shall be deemed duly to have been passed or to have taken place. All appointments of the Committee and of other Officers of the TTRC shall be deemed to be valid, and all acts done by such Committee and Officers shall be valid notwithstanding any defect that may subsequently be discovered in their appointments.

All Minutes of any Meetings, Resolutions or Proceedings of the Committee or any Sub-Committee shall be confidential to the Governing Committee, except where a decision is made by the committee to disclose to the members any such matters.

2.19 Attendance of Committee Meetings

Any member of the Governing Committee who shall fail to attend three consecutive Committee Meetings and who shall not furnish to the Committee a satisfactory explanation of his failure to attend may, on a Resolution, passed by a majority of not less than three-quarters of the other members of the Committee present and voting, be deemed to have resigned his membership of the Committee, and shall thereafter cease to be a member of the Committee.

Any member who has been deemed to have resigned from a committee shall not be eligible for election to an ensuing committee for a period of twelve months.

2.20 Casting Vote

The Chairman at any Meeting of the Committee or of a Sub-Committee shall have a right to vote on every motion as a Member, and in case of equality shall in addition have a casting vote.

2.21 Chairman of Meetings

The Chairman of the meeting shall be the President or a Vice-President of the TTRC, but if neither the President nor a Vice-President shall be present within 15 minutes after the time fixed for a meeting of the Governing Committee, the Committee shall elect from among their members then present a Chairman for the meeting.

2.22 Sub-Committees

The Governing Committee may appoint Sub-Committees to consider any special subject, under specific terms of reference. Such Sub-Committees shall submit to the Committee, in due course, reports of their findings and/or recommendations. The Governing Committee shall appoint Chairmen of the various Sub-Committees.

2.23 Privileges

Members shall be entitled to participate in any events, local or foreign, staged by the TTRC or to which the TTRC has been invited to participate.

2.24 Funds

There shall be two Trustees of the TTRC duly appointed at an Annual General Meeting of the TTRC. The Trustees shall be appointed for a period of three years and may be appointed for further periods not exceeding three years, from time to time. Any vacancies will be filled pro tempus by the Committee until the next Annual General Meeting.

The invested funds of the TTRC shall be vested in the Trustees who shall hold such investments upon trust to deal with the same as directed by a resolution of the Governing Committee (of which an entry in the Minute Book shall be conclusive evidence) and in so doing they shall be indemnified against risk and expense out of the property of the TTRC. The Committee shall have the power at all times to direct the transfer of such investments to other investments and to invest any or all of the moneys of the TTRC standing to the credit of accounts current in such manner as they shall deem proper and the Trustees shall stand seized of all such further investments in the manner and for the purposes aforesaid. Provided that until all such investment as aforesaid the moneys of the TTRC shall be dealt with in such manner as shall be directed by the Committee.

All or any of the Funds of the TTRC shall at the discretion of the Governing Committee be invested in securities authorised by law for the investment of Trust Funds. The Governing Committee shall have absolute discretion in administering and expending or in directing the administration and expenditure of the Funds of the TTRC for the protection and advancement of the interests of the TTRC and its Members, and in carrying out and furthering the aims and objects of the TTRC.

2.25 Financial

Petty cash fund of \$5000.00 for miscellaneous expenses shall be established and managed using standard accounting practices.

All payments from the TTRC's Funds, save petty payments for amounts not exceeding \$50.00 shall be made by cheque and shall be signed by any two (2) of the following four (4) officers of the TTRC: The Treasurer, The President or one of two (2) Vice Presidents.

With the authority of a resolution of the Governing Committee the funds and other property of the TTRC may be pledged as security for any bond or other form of security given by any of the Members of the Committee for any of the purposes for which the TTRC is established, and in particular for the payment of Customs Duty and/or Road Tax in respect of motor vehicles belonging to overseas competitors.

The bankers of the TTRC shall be such banking or financial institution as approved by the executive of the TTRC. No committee member, officer or member may incur an expenditure in excess of \$50.00 without the prior consent and/or approval of the executive. The executive may borrow such funds as may be necessary for the implementation of the aims and objectives of the TTRC and for approved projects.

Any surplus funds of the TTRC not immediately required for use may be invested as the executive may approve from time to time.

The executive may authorize the opening and maintenance of subsidiary accounts and such accounts shall be supervised by the treasurer.

2.26 Accounts and Audit

The Accounts of the TTRC shall be made up at least once in every year to the 31st day of December last. Such Accounts shall be examined and the correctness of the Revenue and Expenditure Account and Balance Sheet certified by one or more Honorary

Auditors. Such Auditor or Auditors shall be appointed by the Members present at the Annual General Meeting, and shall hold office until the next Annual General Meeting.

The Committee shall fill any casual vacancy in the office of Auditor.

2.27 Solicitor

The Committee shall have power to appoint a Solicitor or Solicitors to act on behalf of the TTRC and/or its Members and to make such arrangements as to remuneration and duties as they shall think fit.

2.28 Expulsion and Disciplinary Action

(a) In case the conduct or behaviour of any Member shall in the opinion of the Governing Committee be injurious or likely to be injurious to the character, aims and objects or well being of the TTRC, the Member shall be liable to expulsion by a resolution of the Committee, provided that at least 14 days before the Meeting at which such resolution is to be proposed the Member shall have been sent notice of the Meeting and of the intended resolution for expulsion and shall have been afforded an opportunity of giving an explanation in writing. A resolution for expulsion to be effective shall require a three-quarter majority of the members of the Committee present and voting at a Meeting.

(b) The Governing Committee shall take disciplinary action, when the conduct or behaviour of a member shall in the opinion of the Committee be injurious or likely to be injurious to the character, objects or well being of the TTRC.

2.29 Annual General Meeting

The Annual General Meeting shall be held on the 3rd Thursday of January in every year. Notice convening the meeting shall be given in writing to each member by the Secretary and/or a notice shall be published by advertisement on two consecutive days in at least one of the newspapers in daily circulation in the Country at least twenty eight days before the date fixed for the Meeting.

2.30 AGM Quorum

The Quorum of an Annual General Meeting shall be fifteen financial Members.

2.31 Chairman of AGM

At the Annual General Meeting the President of the TTRC or failing him a Vice President shall preside, and shall have a casting vote. In the absence of the President and Vice Presidents, the Meeting shall elect some other Member of the Governing Committee to preside.

2.32 Business

At the Annual General Meeting the Governing Committee shall submit:-

- (a) A Report of the work done by the TTRC during the past year.
- (b) A Statement of Accounts and Balance Sheet certified by the Auditor or Auditors for the period ending the 31st day of December last.

2.33 Order Of Business

The following business shall be transacted at the Annual General Meeting:-

- (a) The Adoption of the previous minutes.
- (b) Matters arising from the minutes of previous annual general meeting.
- (c) The presentation of the President's Annual Report.
- (d) The presentation of the Treasurer's Annual Report.
- (e) The presentation and adoption of the Accounts and Balance Sheet as at 31st December last.
- (f) The determination of Resolutions.
- (g) The election of Officers of the TTRC in accordance with Rule 2.12 above for the ensuing year.
- (h) The appointment of an Auditor or Auditors in accordance with Rule 26 above for the ensuing year.
- (i) Any other General Business.

2.34 Voting

At General Meetings motions shall be decided by a majority of those present and voting. Those present and voting must be ordinary financial members of the TTRC.

2.35 Members' Resolutions

A Member may at any Annual General Meeting, with the consent of the Chairman of the Meeting, raise any matter which the Chairman of the Meeting rules to be appropriate for the Meeting and a Member shall be entitled to move any resolution to be dealt with under paragraph (f) of Rule 2.33, if at least 14 days prior to the date of the Meeting the form of his proposed resolution shall have been sent to the Secretary and if prior to the date of the Meeting the said resolution shall have been approved by the Governing Committee as being suitable for consideration at the Meeting.

2.36 Extraordinary General Meeting

An Extraordinary General Meeting of the TTRC may be convened at any time by direction of the Governing Committee. The provisions relating to notice of and proceedings at the Annual General Meeting shall apply to Extraordinary General Meetings, so far as applicable. Within thirty days after the receipt of a requisition signed by not fewer than fifteen Members the Secretary shall convene an Extraordinary General Meeting to consider the business specified in the requisition.

The business of every Extraordinary General Meeting shall be strictly confined to the business for which the Meeting has been summoned. No resolution shall be carried at an Extraordinary General Meeting except by a majority of at least two thirds of the Members present and entitled to vote and voting. The quorum shall be the same as for an Annual General Meeting.

2.37 Notices How Effected

A notice shall be served by the TTRC upon any Member either personally or by sending it through the post in a prepaid letter, envelope, card, or wrapper, addressed to such Member at his registered address as appearing in the Register of Members.

2.38 Alteration of Rules

All or any of the Rules may be repealed or altered, and any new Rule may be made at an Annual General Meeting or Extraordinary General Meeting of the TTRC.

2.39 Dissolution

If at any General Meeting a resolution for the dissolution of the TTRC shall be passed by a majority of the Members present and such resolution shall at an Extraordinary General

Meeting held not less than one month thereafter be confirmed by a resolution passed by a majority of by two thirds of the Members present and voting thereon, the Governing Committee shall thereupon, or at such future date as shall be specified in such resolution, proceed to realise the property of the TTRC and after the discharge of the liabilities shall bestow the same upon such charitable institution as the Committee shall decide.

3.0 Standing Supplementary Regulations

The following rules and regulations apply to all TTRC Competitions except as otherwise stated in the Additional Supplementary Regulations (A.S.R's) for any particular event:

3.1 Competitor Entry Forms

Competitors must submit completed entry forms for a championship event within one (1) hour after the scheduled start of the briefing meeting. Competitors not submitting completed entry forms within this time frame may do so up to one hour before the scheduled start of the rally, but will NOT be awarded bonus championship points and will also be subjected to a late registration fee at the discretion of the Executive Committee and/or the Plotting Sub-Committee.

Entry forms must contain the following information:

- (a) Vehicle registration number
- (b) Full name of driver
- (c) Full name of navigator/co-driver
- (d) Full name of Team (if any)
- (e) Confirmation that all entry fees have been paid

3.2 Late Entries

Late entries may be accepted subject to the approval of the governing committee.

3.3 Reporting to the START

Competitors are required to report to the start location at least one hour before their due start time with competition numbers affixed on each front door and sponsor decals affixed to their vehicles. Advertising materials must not be positioned so as to obstruct the all around vision of the driver. Any Competitor not reporting as instructed may be penalised or excluded and may also forfeit his starting position.

After reporting to the start, competitors shall proceed to the scrutineering area. All outstanding matters relating to entries shall be dealt with at this location.

3.4 Rally Time

Rally time shall be visibly displayed by the Start official.

3.5

Each vehicle shall carry at least one person as well as the driver unless otherwise stated in the Additional Supplementary Regulations (A.S.R.'s) or at the briefing meeting

3.6

Except in accordance with official approval or instructions, the persons carried at the start shall not be varied during the event.

3.7

Each driver shall:

- (a) Hold a valid drivers' permit.
- (b) Not drive for more than 150 miles or 200 km. without rest or relief either by halting the vehicle for at least one (1) hour or by a change of drivers for a minimum period of one hour.

3.8

Before the start, vehicles and crews will be checked as being in accordance with the details of entry, the requirements of Sec. 3.7 above and the vehicle regulations as relevant.

3.9

Competitors will be started in numerical order at intervals of one (1) minute, unless otherwise specified in the A.S.R.'s.

3.10

The order of starting will be done at the briefing meeting (unless otherwise stated).

This will be determined as follows:

- Navigation Events – by draw. Some numbers may be excluded as determined by the organizers to accommodate late entries.
- High Speed Stages Events – by group and class and/or finishing order of previous events.

3.11

The method of identifying vehicles will be by competition numbers unless otherwise stated at the briefing.

3.12

Competitors vehicles shall carry the official stickers/signs/decals of the sponsors and such other decals as may be prescribed by the organisers. All other stickers/signs/decals are subject to approval of the organisers.

3.13

Special emphasis should be placed on clean and neat appearance of vehicles. A competitor's vehicle having old damaged, primer or un-workmanlike finish is liable to be debarred from the start without a refund of fees.

3.14

The minimum number of entries shall be 10 and the maximum 70, unless otherwise stated at the briefing.

The minimum number of entrants must be met (competitors registered) at the briefing meeting, and must meet criteria outlined in **3.1** above. The maximum number of entrants must be stated at the briefing, and must be declared not later than one (1) hour before the scheduled start of the rally.

3.15

Any means of identification fixed for the competition must be removed when a competitor retires.

3.16

Each entrant will be supplied with some or all of the following:

A road book(s) and/or route card(s) and/or time card(s). At a briefing meeting, it will be stated when, how and/or which of these will be issued and when details of any test and/or special stage will be issued if these details are not included in the Road Book or Route Card. Furthermore, these documents shall include all information necessary to enable competitors to comply with Sec. 3.47 hereafter, and it shall be an offence for any competitor to proceed in the event until such information is available to him.

3.17

Competitors shall be notified at a briefing meeting of the methods of navigation applicable to the event and of any maps required.

Information shall also be given of the location and approximate times of GAS STOPS, if applicable to the event.

3.18

Obvious dead ends, one way streets, no entry streets, Private roads, gated entrances, will not be used or shown on the route instructions, unless the competitor is given a specific instruction in relation to same.

3.19

Any **"Private" sign** and any authorised road sign shall be taken at its face value.

3.20

During a test or special stage, the prescribed route and any official direction signs displayed are mandatory and shall be followed.

3.21

Control points shall be identified by Control Boards which shall be displayed not more than 50 metres from the actual point at which officials are making their records.

3.22

The direction of approach to a control point shall be specific and passing a control or check when travelling in other than the specified direction will involve a penalty. The jurisdiction of an official at a control or check, in determining the correct direction of approach, shall extend 50 Metres in all directions on the road(s) radiating from the location and view of such control or check.

3.23

No regular assistance organised in advance may be utilised by competitors in events of Closed and Restricted Status, and in no event may a vehicle be moved other than by its own power, except:

- (a) By a ferry.
- (b) By outside means for the minimum distance necessary to extricate it from difficulty.
- (c) By gravity.
- (d) By its crew.

3.24

No assistance may be expected from the organisers. Competitors are responsible for ensuring that they are supplied with fuel, oil, water, etc., even though the organisers may give advice as to where such supplies may be obtained.

3.25

After a competition has started, no claim shall be allowed for:

- (a) Force majeure.
- (b) Baulking.

The organisers shall, nevertheless, have the right to exclude any competitor proven to have unreasonably baulked another competitor.

3.26

Competitors MUST give way to vehicles wishing to overtake in all special stages or tests. Any competitor not complying with this rule will be regarded as to have unreasonably baulked another competitor.

3.27

The Road Book and/or Route Card and/or Time Card shall clearly indicate what information the organisers required to be recorded and the places at which these records will be made, except as provided by clause 3.32 hereafter. The onus of ensuring that all information required is correctly and legibly recorded rests with the competitor.

3.28

Should any entry in a Time Card not be legible then the Marshall's Record Sheet shall be used to determine the correct entry. If there is any discrepancy between the time card and the Marshall's Record Sheet, the Time Card shall be used to determine the correct entry. Any alteration made by a Marshall to his entry on the Time Card must be initialled.

3.29

Officials will be on duty at all control points and test sites, unless advised otherwise at a briefing.

3.30

If officials are not in fact present during the whole period when competitors may report at any control point due to be manned, then that control shall be cancelled without the need for a protest.

3.31

All performances will also be ignored if a control or check is re-located during its functioning time.

3.32

The organisers may establish a check manned by Judges of Fact at any point without giving the competitor prior notices for the purpose of observing part or all of the following:

- (a) Driving manners and/or compliance with the Statutory Requirements concerning the driver of a motor vehicle.
- (b) Vehicle noise.
- (c) Average speed.

3.33

"Rally Time" includes Standard Time and Schedule Time. Under Rally Time, Standard and Schedule Time are fixed at a prescribed schedule arrived at by calculating the time taken by vehicles to reach every control travelling exactly at the average speeds fixed between controls. Vehicles late at any control must, therefore, make up any time lost on the preceding sections in order to maintain RALLY TIME. Vehicles arriving early or late of RALLY TIME will be penalised in accordance with 3.60 below. Rally time shall be displayed at the start location of the event.

3.34

"Target Time" is the period of time allowed to each competitor to traverse the distance between any two points.

3.35

Unless otherwise stated, all official clocks or watches will be set in accordance with Master Control if time-pieces are not set to actual time of day as displayed on television. Competitors and Marshals must synchronize their timepieces accordingly unless otherwise stated in the A.S.R's or at the briefing.

3.36

Times will be recorded to whole minutes for navigation rallies unless it is stated that the timing for the whole or portions of the event will be to fractions of a minute. Any portions of the event to be timed to fractions of a minute shall be clearly indicated in the Road Book, Route or Time Card/s.

Times will be recorded to whole seconds for high speed stages rallies unless it is stated at the timing for the whole or portion of the event will be to fractions of a second. Any portions of the event to be timed to fractions of a second shall be clearly indicated in the Road Book, Route or Time Cards.

3.37

Competitors will be timed by the official time-pieces, unless it is stated that watches carried by competitors will be used.

3.38

Controls, checks and test sites will open at least 15 minutes before the due time of arrival of the first vehicle and shall close at least half an hour after the due time of arrival of the last vehicle (highest missing competitor) unless otherwise stated in the A.S.R's.

3.39

The time of arrival at a control is the time at which the vehicle arrives at the marshal, except as otherwise stated in Clause 3.40 below.

If a competitor stops his vehicle (except for traffic or statutory requirements) within the jurisdiction of a control point and within sight of the Marshall, the competitor would incur a penalty for 'stopping in sight of a control (S.I.S).'

3.40

Exceptions to Clause 3.39 above are:

(a) - In the event of a competing vehicle obstructing other competitors within 50 metres of a control or check point, the officials may instruct the driver to proceed and will then record the time of arrival as the time when this instruction is given.

(b) - In the event of a several cars arriving at a control simultaneously, the time of arrival shall be the same for all the cars which arrived together.

3.41

The time of arrival will be recorded on the Road Book, Route or Time Card and the onus of presenting these rests with the Competitor.

3.42

Competitors delayed under the instructions of a bona fide official of the event may claim an official delay allowance free of penalty.

3.43

Responsibility for making a claim for delay allowances rests solely with competitor. In compiling the results, no claim will be considered valid unless notice of such claim is recorded on the appropriate Road Book, Route or Time Card and certified as correct by the signature of the official in charge nearest to the point where the delay occurred. Further, no claim for delay will be valid unless explained in writing and so certified by the said official.

3.44

The time of reporting at controls or checks will be recorded to the preceding whole minute, e.g.; 09 mins. 59 secs. will be recorded at 09 mins., or fractions of a minute when a penalty is imposed for time-keeping errors of less than one (1) minute.

3.45

Timing shall be of the accumulated time system, in accordance with clause 3.33. All time allowances shall be indicated on the route sheets. Where approximate e.t.a.'s are given these will be for competitor '0'.

3.46

In the event that any competitor passes through the same control or check point on more than one occasion, only the earliest time will be recorded.

3.47

Any average speed which requires competitors, whilst using a roadway open to the public, to, achieve an average speed between any two points which exceeds the legal limit set for that road or section of road shall be deemed as an error in the route.

3.48

Instructions to vary the route must be received in writing from an official of the event and any one competitor of a vehicle may take responsibility for accepting such instructions. Any competitor who refuses to abide by or accept the foregoing would be deemed to have forfeited the event.

3.49

Tulip navigation (ball & arrow) will show all junctions of the same type of road surface being used, except when in the following diagram there is a mileage given to the junction indicated. Mileage shown with a diagram, is measured from the preceding diagram.

Diagrams may not be geographically oriented but should have a definite resemblance to the actual junction.

3.50

The starting signal for a test or special stage will be audible and visual, and the signal to be used will be defined in the instructions for the test or special stage.

3.51

Judges of Fact will be appointed to determine whether or not competitors carry out tests correctly.

3.52

Any competitor driving at an excessive speed or in a negligent manner or convicted of any driving offence committed during the event may be excluded from the event.

3.53

Competitors shall declare to the organisers at the finish whether during the competition they have been involved in any incident involving any other person or property and shall submit a written report to the committee within 48 hours thereafter.

3.54

Rally Teams shall consist of two (2) competition vehicles. These vehicles must be nominated on the individual entry forms before the draw for numbers.

For Navigational Events - teams must comprise of cars (competitors) competing in the same category.

For High Speed Stages Events – teams are not required to be competing in the same category.

3.55

Any time allowance/bonus given shall be written on the route sheet at location applicable, or included in Competitor's Instructions/notes in writing.

3.56

The Governing Committee reserves the right, at their discretion and without giving a reason, to:

- (a) Refuse an entry.
- (b) Offer any competitor whose entry is refused a reserve entry.
- (c) Refund any entry fee or excuse a competitor payment, of an entry fee.
- (d) Debar any competitor from participating in an event, notwithstanding acceptance of an entry.

(e) Postpone, cancel or abandon an event. In the event of cancellation entry fees shall be refunded.

3.57

Both the driver and navigator shall be members of the TTRC in good standing except in the case of invited guests and novices. No suspended or expelled members of the TTRC shall be allowed to take part in an event nor any persons whose licence has been suspended or cancelled by a court empowered by the Law to do so.

3.58

Insurance is the sole responsibility of each competitor and shall cover at least the navigator and all third party risks for all rallies and other competition events. The original rally insurance and a copy shall be submitted by each competitor with their entry form.

3.59

For the special 'high speed' stage events the following rules will apply:

- (a) The starting signal for a test will be audible and visual and the signal to be used shall be defined in the instructions for the test. The finish will be a "flying finish" and shall be indicated by signs/flags.
- (b) Competitors shall not smoke during special 'high speed' stages.
- (c) The use of crash helmets and fire-retardant long-sleeved racing suits while competing or rallying through a special 'high speed' stage is mandatory for all competitors.
- (d) Observers shall not be permitted in competing vehicles during this stage of an event.

3.60 Penalties

Competitors will start with zero penalties and performances will be assessed based on the following :

3.60(a) Not reporting to a checkpoint

400 penalties.

3.60(b) Late arrival at the Start

10 penalties per minute late (maximum 400 points).

- 3.60(c) Early arrival at a time control**
20 penalties per minute early (max. 15 minutes early)
- 3.60(d) Late arrival at a time control**
10 penalties per minute late (max. 30 minutes late)
- 3.60(e) Arrival at a time control at time in excess of (c) and (d) above**
400 penalties.
- 3.60(f) Approaching a directional control or checkpoint from the wrong direction**
100 penalties.
- 3.60(g) Not reporting to a directional control**
200 penalties.
- 3.60(h) Overshooting a control or checkpoint**
50 penalties.
- 3.60(i) Officially requesting the due time and/or the mileage and/or the location at a control or check point and being provided with same**
500 penalties.
- 3.60(j) Not complying with a Marshall's instruction providing a warning is given that a penalty shall be applied**
150 penalties.
- 3.60(k) Breach of any statutory requirement or traffic regulation including not using seatbelt**
300 penalties. Second offence – expulsion from event.
- 3.60(l) Stopping in sight of a control**
50 penalties.

3.60(m) Penalties For Special "High Speed" Stage Events :

3.60.(m)(i) Jumping the start by less than 5 seconds

10 seconds penalty.

3.60.(m)(ii) Rounding a course marker in the wrong direction

20 seconds penalty per offence.

3.60.(m)(iii) For failing to complete the course correctly

Take time of slowest car overall in Group and Class for that particular stage and add 15 seconds.

3.60.(m)(iv) For not completing a special stage

120% of the slowest time in that Group and Class. maximum penalties obtained by ANY completing competitor up to a maximum of 150 penalties.

3.60.(m)(v) For not starting a special stage

150% of the slowest time in that Group and Class. maximum penalties obtained by ANY completing competitor up to a maximum of 150 penalties.

3.60(n) Regularity Test

(Timing On Sight)

3.60.(n)(i) For each second early/late

1 penalty per second

Maximum points for each regularity test - 150 penalties

3.60.(n)(ii) For not competing in each regularity test

400 penalties.

3.61

Competitors are not permitted to consume alcoholic beverages and/or use illicit drugs during the period of twelve (12) hours before the start of the event or during the event. The governing committee and/or organizers may require competitors of both Navigation and High Speed Events to take a "Breathalyzer Test" conducted by an independent third party

qualified to conduct such tests. Competitors refusing to take such tests may be excluded from the event without refund of entries paid. No alcoholic beverages are permitted to be stored in the competition vehicle.

3.62

To be classified as a finisher, competitors must start the event and report to the finish before the declared closing time, which will be set at least one (1) hour after the last competitor is due. In addition, competitors shall be required to present their road book/time card to the official/Marshall at the finish location. In addition to handing in their route cards, competitors in a High Speed Stages Event must start and cross the finish line under their own power for at least two thirds (2/3) of the stages run in that event to be deemed a finisher.

3.63

The use of obscene language directed to sponsors or their representatives/ Marshals/ Stewards/ Officials or other Competitors, will result in EXPULSION from the event in addition to being disciplined by the Committee.

3.64

Every protest shall be in writing on the official protest form signed by the competitor and accompanied by the protest fee. Such fee shall only be returned if the protest is deemed to be well-founded if so directed by the Protest Committee or the Governing Committee of the TTRC.

3.65

A protest arising out of any event shall be addressed to the Officials of the Meeting.

3.66

A protest as to the validity of entry, qualification of competitor, driver or automobile shall be lodged at least 30 minutes before the start of the competition.

3.67

A protest as to the qualification of a competitor and/ or classification of a vehicle shall be lodged at least 30 minutes before the start of the competition.

3.68

All protests related to time controls, directional check points, average speeds or E.T.A.'s must be made by the declared closing time at the finish or in accordance with the ASRs.

3.69

All protests related to provisional results calculations, must be made within thirty (30) minutes after the posting or display of these results in a prominent place as indicated at the briefing meeting for the event, unless advised otherwise by an official of the event. At the end of this time results will be deemed official, pending any decisions made by the protest committee.

3.70

If a protest is adjudged not to be well-founded, the whole or part of the protest fee may be forfeited. If a protest is adjudged to be well founded the Protest Committee shall refund the protest fee.

3.71

If it is proved to the satisfaction of the adjudicators that the author of a protest has acted in bad faith, he shall be deemed guilty of a breach of the Regulations and may be penalised accordingly.

3.72

All parties concerned in the judgement of a protest shall be bound by the decision given. In the event that there is an error in the route the following shall apply:

- (a) A protest to this effect must be submitted as instructed by regulation 3.64 informing the Protest Committee of the page, box and possible location of the error.
- (b) The Protest Committee will seek to establish the validity of the protest after the consolation with the plotters, checkers having heard the views of the protester.
- (c) If at the end of deliberation by the Protest Committee the protest has been ruled valid, the following will apply:
 - (i) All control points (C.P.'s., D.C.'s., & T.C.'s.) within a travel time of twenty minutes from the error will be cancelled.

- (ii) All check points that occur within a further 15 minutes travel time from the location stated in (i) above will be converted to Directional checks, and all time checks will be cancelled.
- (iii) If however a pick-up point occurred within the time frames specified in (i) and (ii) above, then compensatory action will only be granted up to such pick-up point.

3.73

The protest committee shall comprise at least three non-competing members of the TTRC. Under no circumstances might a competitor form part of a protest committee.

3.74

Stage mileage and due times shall be displayed in a prominent location at the rest/finish area, at the approximate time the last competitor is due to arrive.

3.75

Taking into consideration that the organizers shall make all efforts to ensure the accuracy of the course/route, and that all areas are passable, the onus remains with each and every competitor to "KEEP RALLYING".

3.76

By the submission of a signed entry form, competitors grant permission for the TTRC, organisers, sponsors, promoters and other parties associated with the event, to use the names of competitors, their photos and photos of their competition vehicles in advertising and promotional material associated with the sport.

An entry form may be withdrawn any time before the start of the briefing meeting for the event and any entry fee paid will be returned.

4.0 Regulations for Event Organization and Management

4.1 General Rules for Rally Setting

4.1(a)

All Rallies are to be set using Tulip, International Tulip, Herringbone or Written Instructions as the basis for Route directions and the ASRs for each event shall specify the types of instruction which will be provided.

4.1(b)

Rally distances, start and finish Locations are to be discussed, and agreed upon by the Committee.

4.1(c)

Route must be ready and given over for checking, with relevant information regarding Check Points, Average Speeds, interim distances etc., at least four (4) weeks prior to Rally date.

4.1(d)

All roads of the type being used (paved or unpaved) in current instructions must be indicated, if no distance is given in the instructions. Distances given must be measured from the preceding diagram unless otherwise stated.

4.1(e)

Distances are to be shown primarily in kilometres, but miles may also be shown. Distances shown as a decimal fraction of a km/mile must be written with a zero (0) before the decimal point (Example 0.13).

4.1(f)

The 16.1 kilometre/10 mile run must be done by the organisers and the error (if any) must be declared at the Briefing Meeting.

4.1(g)

If radio assistance is required for communication, notification in writing to the effect has to be given to them two (2) months prior, and specific locations, time etc., must be given four (4) weeks before the rally date.

4.1(h)

Private roads and one way streets, unless identified as such, are to be included on the route instructions. Dead-end roads must be obvious as such from the junction or must be included on the route instructions.

4.1(i)

Unauthorised turns must be avoided.

4.1(j)

Consideration should be given during setting, as to the location of control points away from major road intersections to avoid traffic pile ups and inconvenience to other motorists. Control signboards must be on the left hand side of the road not more than 50 Metres radius around the actual point at which officials are making their records.

4.1(k)

Gasoline stops should be provided approximately every 125 kilometres/75 miles and are to be clearly identified on the route instructions or in the notes to drivers and realistic time allowances allocated to each - minimum 15 minutes.

4.1(l)

Use of residential areas should be minimised. In the event these areas are used, special time allowances are to be built in to prevent excessive speeding and irrational driving. Also an adequate time/distance period should be built in after these sections before the next time check. Where Private Roads/Property are used, permission must be sought and obtained (preferably in writing) before the day of the event.

4.1(m)

Give thought to convenient Start locations to provide adequate space for scrutineering, parking and starting of vehicles--same to be done for finish to give sponsor best exposure.

4.1(n)

Rally to be checked by independent team preferably using a different car and instruments, checking over sections, location of control points and average speeds. The checker will be held ultimately responsible for any route errors discovered during the event. In the event of disagreement between Plotter(s) and Checker(s), the matter will be referred to the Competition Secretary who may at his discretion refer the matter to a suitable non-competitor for arbitration.

4.1(o)

Briefing should cover all different systems that will be used during the rally, and especially to give competitors information that will enable them to compete equally.

4.1(p)

There should be provision extended to all competitors when they request assistance during a rally and penalise them within reason for this assistance, but help them. The use of pick-up points at a maximum distance apart of 25 miles and helpful hints on route instructions are recommended. The intentions of the TTRC are still to promote Motor Sport within the framework of the laws of the road.

4.1(q)

Provided the same type of instructions are maintained a junction must be shown as the same diagram or surface when used more than once in a Rally. In order for a road to be classified as being paved, 50% or more of the paving material must still be in evidence from the junction for not less than 50 metres along the road if viewing from the road junction permits otherwise the road must be shown as partly paved and unpaved. The order of road surfaces from highest is paved, unpaved and grass. If travelling along a mileage distance, road surfaces change, the implied route at any junction will be the road of higher order surface.

4.1(r)

All average speed changes must be indicated on the route sheet/instructions and in bold/legible print.

4.2 Rules for Organizing Special High Speed Stages Rallies

4.2(a)

The Clerk of the Course in charge of a special stage reserves the right to pull a competitor out of line to start a faster car first. This is only a safety precaution and would be determined by the types of cars / drivers involved and the stage length and type.

4.2(b)

Organisers should avoid the use of loops in the route for special stages to allow competitors to start at regular intervals and to reduce the chance of directional errors by competing cars.

4.2(c)

Marshals should be provided if possible at every junction to ensure competitors follow the correct route.

4.2(d)

Special stage time allowances may vary but should be kept within reason so as to ensure safe operation of the Stage without unnecessary delays. Competitors are to be encouraged to have their helmets ready by so notifying on the route instructions or in the notes to Drivers - minimum time allowance is twenty (20) minutes.

4.3 Rally Plotting and Checking Allowances

Remuneration will be as follows:

For "Setting Rallies", the plotter will be reimbursed TT \$5.00 for each kilometre of the final course.

For "Checking Rallies", the checker will be reimbursed TT \$2.50 for each kilometre of the final course.

Consideration may still be given to any separate / additional claims.

5.0 Vehicle Regulations

5.1 Mandatory

5.1(a) Statutory Requirements

All competing cars must be officially licensed and insured (as applicable) for the road and must comply with all statutory regulations as to construction, use and lighting of vehicles.

5.1(b) Brakes

Double circuit operated by the same pedal: the pedal shall normally control all the wheels; in case of a leakage at any point of the brake system pipes or of any kind of failure in the brake transmission system, the pedal shall still control at least two wheels.

If this system is fitted in series production, no modifications are necessary.

5.1(c) Bodywork

All parts of the car must be securely attached to a safe standard. Manufacturers' Front and Rear Bumpers must be in place. Batteries must be bolted to the frame of the car and they must be completely covered.

5.1(d) Seat Belts

All cars must have seat belts properly mounted and in good condition for all occupants of the vehicle. For Stage Rallies and Speed Events a full harness belt with three or more mounting points is mandatory.

5.1(e) Fuel Tanks

Fuel tanks must be properly secured to the frame of the car and must be separated from the passenger compartment by a metal firewall.

5.1(f) Fire Walls

A firewall constructed of non-combustible material must be provided between the passenger compartment and the engine/transmission unit.

5.1(g) Essentials

All brake and turn signal lights, horn, and wipers must be in working condition.

5.2 Regulations for Vehicles Competing On Special Stages

5.2(a) Emergency Triangle

All cars must carry an emergency reflective triangle to be displayed as a warning to following vehicles in the event of a breakdown or other danger.

5.2(b) First Aid Kit

An on-board first aid kit with a suitable supply of plasters, bandages and antiseptic ointment etc. must be carried in a conspicuous position.

5.2(c) Exhausts

At all times, cars must have an effective silencer.

The check which is done by the TTRC for exhaust noise is as follows: ½ metre from the end of the tail pipe at an angle of 45 degrees @ 4500 rpm under no load to a maximum of 108 dB's on 'A' scale (slow).

5.2(d) Roll Cage

A safety roll cage of approved design must be installed to protect the driver in case of upset. The roll cage must be fabricated from seamless steel or duraluminum (minimum 1.5 inch outside diameter and 0.090 inch minimum thickness for the main structure and 1.25 inch diameter steel tubing of 0.090 inch minimum thickness for the secondary braces.), securely fixed to the bodywork by bolting or welding, at least four six anchoring points and contained entirely within the driver/passenger compartment. The only type of bolted-in roll cage that will be allowed is one from reputable manufacturer who has the necessary FIA certification and will still have to be passed by the competition department of the TTRC. Compressible padding must be securely fixed to all parts of the roll cage that might come into contact with the vehicle occupants in the event of an accident.

Where the rear seat has been removed to allow the fitting of a roll cage the rear bulkhead will have to sealed off if the gas fuel tank is located in the trunk.

Persons wishing to DRIVE in Special Stages WITHOUT a roll cage MUST meet ALL of the following requirements:

Have held a personal driving permit for a minimum of five (5) years.

Pass a driver assessment program or have proof of having DRIVEN in another form of motor sport, except drag racing, that is acceptable to the competition committee.

All competing cars in a High Speed Stages event, as well as Car 0, must have a TTRC approved Roll Cage. All other official cars must be scrutineered and pass to the satisfaction of the TTRC prior to the start of an event.

5.2(e) Fuel Lines

See Appendix A

5.2(f) Fire Extinguisher

See Appendix A

5.2(g) Head Restraints

Suitable head restraints must be fitted to both the driver's and navigator's seats.

6.0 Vehicle Classification

6.1 General

6.1(a)

Competitors are advised that the TTRC reserves the right to check the specifications of any vehicle without the vehicle being officially protested.

Please remember that the spirit of the regulations is the main criteria when enforcing these regulations.

6.1(b) Power to Weight Rating (Pwr)

Cars will be classified based on their power to weight rating (PWR). The PWR for standard cars shall be determined by dividing a metric Tonne (1000 kg) by the vehicle quoted empty curb weight in kilograms then multiplying by its horsepower BHP-SAE net.

6.1(c) Engine Power

If a vehicle BHP cannot be satisfactorily established in the judgement of the competition secretary, then such vehicles will be required to have their BHP assessed by using a G-Tech Performance Meter. This assessment will be made by at least two independent scrutineers appointed by the competition secretary and the average of their assessment be applied. The scrutineers shall have absolute discretion when carrying out their tasks, and their decision will be final.

6.1(d) Vehicle Weight

If the manufacturers curb weight cannot be satisfactorily ascertained, then such cars will be weighed under the supervision of the competition secretary on a scale designated by the competition secretary.

The car must be presented with its gas tank full and with only one spare tyre and one set of standard tools.

6.1(e) Group Merging - General

Any Group 1 car may enter in Groups 1, 2 or 3 and any Group 2 car may enter in Groups 2 or 3. Competitors must ensure that when a vehicle is entered in Group 2 or 3 the vehicle must conform to the safety regulations listed in Appendix A for that Group.

6.1(f) Group Merging - Stage Rallies

Three cars shall constitute a Group/Class. When a Group/Class is still not subscribed even after merging upwards the competitor (s) will be allowed to merge into the next Group above. When the competitor (s) merges into the Group above the vehicle (s) will then be classified under the cubic capacity (Cc) regulations for that Group. Competitors will only be allowed to merge up to Group 3. Any Group 1 vehicle merging upwards must still comply with all Group 1 trim and the same applies to a Group 2 vehicle, which may merge to Group 3.

For a Group to be subscribed, the competitors are only required to start the first special stage. To be classified as finishers the competitors must complete two-thirds of the total stages of the rally.

6.1(g) Fuel

The following Fuels are approved for use by the TTRC – Pump Gas, Diesel, Race Fuel

Race Fuels Approved:

- Shell Turbo Rally (Unleaded FIA Spec Fuel)
- Shell WR (Unleaded FIA Spec Fuel)
- VP – Street Blaze 103 (Unleaded)
- VP – Motorsport 109 (Unleaded)
- VP - Racing Fuel C12 (Non-oygenated)
- VP – Racing Fuel C16 (Non-oygenated)
- VP – Racing Fuel Q16
- All Sunoco Equivalents to the above fuels

Any competitor being scrutineered for compliance on this list, will on request declare which fuel is being used. This is subject to a sample at anytime by the Scrutineer and tested accordingly. Any competitor who wishes to use a fuel not stated above shall send an application in writing to the TTRC (no less than 7 days prior to an event) for consideration. The use of methanol as a fuel or for water injection or any other purpose is NOT allowed.

6.1(h) Safety

See Appendix A.

6.1(i) Exhaust Noise

The check which is done by the TTRC for exhaust noise is as follows: 1/2 meter from the end of the tail pipe at an angle of 45 degrees @ 4500 rpm under no load to a maximum of 108 dB's on 'A' scale (slow). (THIS IS COVERED ABOVE.)

6.1(j) 4WD Four - Wheel Drive Vehicles

Two classes have been provided to facilitate unmodified & modified 4WD cars, Group 2, Class N and Group 3 Class A. No 2WD car shall be eligible to enter in these Groups/Classes and, therefore, cannot be merged into them. Where a 4WD Class or Group S is not subscribed and no merging is possible, then the 4WD or Group S car(s) in question will compete against all other competitors and score points accordingly.

6.2 Free Of Penalty in All Groups

6.2(a) Engine

- a. Blueprinting of engine is allowed as is balancing (i.e. weight matching, not lightening) of reciprocating and rotating components.
- b. Machining of the following items to within manufacturer's specifications for engine rebuilding/maintenance - cylinder head, cylinder block, crankshaft, valves, valve seats. Up to a 0.040" oversize re-bore will be allowed. After-market pistons must comply with manufacturers' engine specifications - i.e. weight, ring size and number of rings. Compression ratio must remain within plus or minus 10% of standard.
- c. The material in the elastic part of the engine mountings is unrestricted.
- d. Cooling fans may be added - original may be removed or relocated
Cooling fans may be added but not removed.
- e. Radiators, providing they remain in the same general location.
- f. The engine cooling system thermostat is unrestricted as well as the temperature at which the fan operates. Thermostats may be removed completely.
- g. The removal of air-conditioner compressor belts.
- h. The fitting of oil coolers and pressurized oil reservoirs.
- i. Exhausts are free beyond the manifold, however silencing must be maintained as per rule 5.2.3. exhaust dB limit.
- j. Recognized replacement consumables are free i.e. air filter elements, spark plugs, points, condensers, lubricants, oil filters, ht. and lt. leads, clutches (not competition units), fuel lines & hoses (if safety considerations are met and fuel volume/pressure limits are not exceeded), distributor caps & rotors, brake hoses & pipes, engine hoses & pipes, engine bearings (not competition units), piston rings (not competition units), gaskets and seals.
- k. Speed limiting/warning devices may be disabled, in the presence of the chief scrutineer or his representative, providing this can be achieved without affecting any other engine management component function.

6.2(b) Transmission

- a. Must be as listed in the vehicle manufacturers' brochure/option package for the particular model of car entered.

6.2(c) Suspension, Steering & Chassis

- a. The main spring material and dimensions are unrestricted but not their type (coil, leaf, torsion bar, rubber etc.) or number (this shall not preclude altering the number of leaves in a leaf spring). The spring seats may be relocated or be adjustable along the spring axis. When presented for scrutineering and during competition, however, any adjustment mechanism must be either welded or suitably bonded/fixed in place by such permanent means as to satisfy the officials that adjustment is no longer possible.
- b. Shock absorbers/dampers are unrestricted but not their number, type (telescopic, arm etc.), system of operation (hydraulic, friction, mixed etc.) or mounting points.
- c. The material in the elastic part of McPherson/Chapman strut upper turret mount/bush is unrestricted as long as the design of the mount/bush is not changed and no metallic material is used to replace elastic material.
- d. Strut tower braces will be allowed for the front and rear strut/shock absorber towers. All braces must be above the wheel centre line at ride height.

6.2(d) Wheels & Tyres

- a. Replacement of wheel rims, whether steel or alloy is allowed. Wheel rim diameter may be changed if not offered as an option in the original brochure. If this is done, the fitted wheel diameter (wheel rim with fitted and correctly inflated tyre) must not be less than the overall diameter of the original standard wheel with OEM tyre. Up to a maximum of 6" width is permitted or as offered as standard or an option by the manufacturer.
- b. Spacers are free but track width must not be more than 2" wider than standard.
- c. All wheel rims fitted to the vehicle must be the same diameter.

6.2(e) Braking System

- a. Brake pad and brake lining material is unrestricted as well as their mountings (riveted, bonded etc.) provided that the contact surface of the brakes is not increased.
- b. The fitting of brake servos.
- c. Anti-lock braking systems may be disabled in the presence of the chief scrutineer or his representative, providing this can be achieved without affecting any other function.

6.2(f) Bodywork & Interior

- a. The removal of carpets, floor mats and all other flammable materials.
- b. Fitting of non-standard front seats and steering wheels providing they are able to satisfy the scrutineer's safety requirements. No go-kart type seats will be allowed.
- c. Fitting of additional instruments.
- d. The removal of the spare tyre, jack and wheel tool.
- e. Rear seats may be removed if a 4-point or greater roll-cage is fitted.
- f. The absence of breakable & detachable trim, internal & external, up to a maximum of 5Kgs.
- g. Sump and tank shields are unrestricted.

6.2(g) Electrical System

- a. The fitting of two spot lights for road rallies provided that the tops of these lights are not above the level of the bonnet at its highest point and they are wired so that they will go out when the headlights are dipped. Additional lights may be allowed for special stage rallies on closed roads.
- b. The fitting of an additional reversing light provided that this is wired through the reverse switch and will go out as soon as reverse gear is disengaged or has an illuminated warning switch.
- c. The battery make, cables and location are free provided it is a safe and secure position external of Driver's and Navigator's cockpit area. The battery must be contained in an approved battery box and its position verified and approved by the Chief Scrutineer. Battery capacity may be increased.
- d. Generators may be replaced by alternators and vice versa. Either one may be replaced by a unit of higher power/output.

6.3 GROUPS AND CLASSES

Cars will be divided into four Groups - Groups 1, 2, 3 and S. Cars in Group 1 will be classified according to power to weight ratio. Cars in Groups 2 and 3 will be divided into classes as follows:

GROUP 1 -

CLASS 1 - Less than 80 BHP/Tonne

CLASS 2 - 80 BHP/Tonne to less than 100 BHP/Tonne

CLASS 3 - 100 BHP/Tonne to less than 120 BHP/Tonne

CLASS 4 - 120 BHP/Tonne to less than 140 BHP/Tonne

GROUP 2 -

CLASS 1 - 0 to 1400 Cc's.

CLASS 2 - 1401 to 1600 Cc's

CLASS 3 - 1601 to 2000 Cc's

CLASS 4 - 2001 Cc's and upwards

CLASS N - Standard production 4WD cars

GROUP 3 -

CLASS 1 - 0 to 1600 Cc's

CLASS 2 - 1601 Cc's and upwards

CLASS A - Modified 4WD cars

Rotary engines cc equivalent = 2 x swept volume

Example – (12A = 2292 Cc's) (13B = 2608 Cc's)

Weight Factors

- For a conventional 2 or 3 valve per cylinder engine - 0.70 Lb./Cc
- For a conventional 4 and up valve per cylinder engine - 0.85 Lb./Cc
- For Rotary engines - 12A 1820 Lbs. minimum, 13B 2050 Lbs. minimum.

GROUP S -

Weight Factors

- For a conventional 2 or 3 valve per cylinder engine - 0.50 Lb./Cc
- For a conventional 4 and up valve per cylinder engine - 0.70 Lb./Cc
- For Rotary engines - 12A 1500 Lbs. minimum, 13B 1700 Lbs. minimum.

6.4 Group 1

- a. Cars will be classified based on their specification as presented at scrutineering, except as it relates to engine bhp and manufacturer's weight information, which will be ascertained as outlined below.
- b. Cars in Group 1 shall be classified according to their power to weight ratio, using the calculation method as stated previously.
- c. Only locally available standard production tyres will be allowed in this Group. No tampering with tyres is allowed including grooving or application of chemicals. See Appendix B for the list of legal tyres for tarmac and loose, for Group 1. Competitors are advised that if they would like to use a tyre in Group 1 which is not listed in Appendix B then the Classification & Regulations Committee should be provided with all the relevant details of the tyre for consideration for possible inclusion in the list. This list will be updated as necessary and there will be a 6-month waiting period before any newly approved tyre can be used.
- d. The Committee reserves the right to weigh and classify any car. Cars may not be lightened in any way other than the allowances made under "free of penalty in all groups".
- e. Overall height will be taken from the "B" pillar (or centre pillar) and must not be less than 1.5 inches lower than manufacturer's stated overall height (see brochure). This 1.5 inch will include tyre sizes and tyre wear and will be taken with tyres inflated to manufacturer's recommended tyre pressure.

6.5 Group 2

6.5(a) Engine

- a. Change of engine is allowed and the car will be classified according to the size in Cc's of the engine fitted. Engines used must retain the same number of cylinders and configuration i.e. in-line 4 cylinder for in-line 4 cylinder. All engines must be production car engines.
- b. No Nitrous Oxide injection is allowed.
- c. The block, crankshaft and connecting rods must be standard production items for the engine chosen. The block may be bored by up to 1 mm and be classified according to original cubic capacity, or be bored/sleeved more than 1 mm and be classified according to its actual cubic capacity. Bearings, bolts, gaskets, seals, oil pump and oil pump pick-up are unrestricted.
- d. Alternative pistons may be used provided they comply with original manufacturer's general specification - i.e. weight (5% tolerance) and number of rings. Compression ratio is free and machining of the piston is allowed.
- e. The head fitted must be the production head used by the manufacturer for the block utilized and oriented in the same way. Machining, porting and polishing of the head is allowed. Valve springs, guides, lash caps, seats and collets are free. The valve head diameter must remain standard but the shape and material may be altered.
- f. It is permitted to close any unused apertures in the cylinder head and block where these may be redundant.
- g. Camshafts, their material, timing, type and dimensions of the pulleys, chains and belts are free. The camshaft followers, shims, rockers and push rods are free. Cars fitted with four or more valves per cylinder engines with non-standard cams will be moved up one Class (e.g. a twin-cam 16-valve 1300cc engine with modified camshafts will run in Class 2 - 1401 - 1600cc). Standard cams must be retained for four or more valves per cylinder engines over 2000cc. Under 1000cc multi-valve engines remain in Class 1.
- h. Exhaust manifolds and exhaust systems are unrestricted.
- i. Only original manufacturers' standard flywheels may be used but these can be machined.
- j. Non-standard clutch discs and pressure plates are allowed.
- k. Crankshaft doweling and flywheel bolts are unrestricted.
- l. Forced induction systems are unrestricted.

Engines with forced induction will have 50% added to the cubic capacity; this calculated capacity will determine which Class the car will run in.

- m. Engine management systems and electronics (ignition, fuelling etc.) are unrestricted.
- n. Dry-sumping is not allowed, however, modifications to engine wet-sump are unrestricted.
- o. Rotary engines competing in this Group will have 100% added to their measured cc's to determine the Class in which they will compete. No bridge or peripheral porting allowed. No competition gear sets allowed. All engine seals must be standard.
- p. Cooling fans are unrestricted.
- q. Intake manifold, carburettors and fuel injection are unrestricted.

6.5(b) Transmission

- a. Standard production gearboxes must be used and must fit the chosen engine without alteration to, or replacement of, the bell housing, use of adapter plates or alterations to the block.
- b. In the case of RWD cars the rear axle must be the original axle supplied with the body shell used or, if changed, the axle supplied by the manufacturer for the engine used. Differential units and final drive gears fitted to FWD gearboxes must do so without alteration to, or machining of, the gearbox casing.
- c. Limited-slip and welded differentials are allowed.
- d. Final-drive ratios are unrestricted.
- e. Drive shafts, universal joints and C.V. joints are unrestricted.
- f. External gear selection mechanisms are unrestricted as long as the standard shift pattern is retained.

6.5(c) Suspension, Steering & Chassis

- a. The position of the rotational axis of the mounting points of the suspension to the wheel uprights/axles and to the bodyshell (or chassis) must remain unchanged - this shall not preclude the use of strut top mounts that allow for camber/castor adjustment and fit without alterations to the bodyshell. All suspension members must retain their original function (except in e.).
- b. The suspension mounts may be modified by using different bushing material, brackets, bolts or rose-joints.

- c. The main spring material and dimensions are unrestricted but not their type (coil, leaf, torsion bar, rubber etc.). The spring seats may be relocated or be adjustable along the original spring axis. A spring may be replaced with two or more springs of the same type, concentric or in series, provided that they can be fitted without any modifications to the mounting points other than those specified in this article.
- d. Shock absorbers and struts are unrestricted but not their number, type (telescopic, arm etc.), system of operation (hydraulic, friction, mixed etc.) or mounting points.
- e. Anti-roll bars may be replaced (provided that their mounting points remain the same), added (where there was none before or to supplement an existing anti-roll bar) or removed entirely.
- f. Panhard rods and anti-tramp bars may be added but not by way of moving, or removing, any original suspension member (other than in e.).
- g. Ride height may be altered but not by way of altering the suspension mounting points.
- h. Steering mechanisms and their mountings are unrestricted.
- i. Wheel hubs/uprights may be modified or changed to facilitate the fitting of different brakes, bearings, driveshafts, struts etc. where allowed.

6.5(d) Wheels & Tyres

- a. Maximum wheel rim width of eight (8) inches is allowed. Diameter is optional up to a maximum of 2 inches over standard. Maximum wheel diameter is eighteen (18) inches.
- b. Only tyres listed in Appendix B and C are legal for use in Group 2. No tampering with tyres is allowed including grooving or application of chemicals. Competitors are advised that if they would like to use a tyre in Group 2 which is not listed in Appendix B or C then the Classification & Regulations Committee should be provided with all the relevant details of the tyre for consideration for possible inclusion in the list. This list will be updated as necessary, there will be a 6-month waiting period before any newly approved tyre can be used.
- c. Track width will be limited to 4" over standard.

6.5(e) Braking System

- a. Brakes are unrestricted except for brake discs which are only limited in their diameter. Front brake disc diameter can only be increased by one inch over standard. Rear discs cannot be any larger than maximum allowed front diameter.

6.5(f) Bodywork & Interior

- a. The cars may not be lightened in any way other than the allowances made under “free of penalty in all groups”.
- b. Fender extensions are allowed provided that no more metal than is necessary to install the extensions is removed and the modifications to the wheel arches/fenders are carried out in such a way as to maintain the structural integrity of the vehicle. Where the rear outer wings/fenders are cut to allow greater wheel clearance the inner wheel-arch must be re-welded (no fiberglass panels) to the outer wings/fender with fabricated panel etc. Inner wheel arches may not be altered other than to extend them to be re-welded to the outer wing (no fabricated tubs).
- c. Roll cages must be fitted as per Appendix A, item 4.
- d. Firewall may not be moved or altered. To facilitate the fitting of a roll cage, holes may be made in the bulkhead to allow the passage of roll cage bars. These holes must be completely resealed to prevent the passage of flames or liquids. Beating, not cutting, of firewall is permitted to facilitate fitting of engine ancillaries (e.g. Carburetors).
- e. No after-market aerodynamic devices allowed.
- f. The location of the battery and reservoirs/tanks (not fuel) may be changed.
- g. The re-location of the original fuel tank is permitted only if an approved Certified Fuel Cell, is used. The original fuel tank is not must be removed.

6.5(g) Class N

Only standard production 4WD cars may be entered in this class and must meet the 2009 FIA Group N regulations (last update 3rd November, 2009) (LATEST UPDATE) in their entirety with the exception of the homologation requirements.

6.6 Group 3

6.6(a) Weight

- a. In each Class all cars will meet or exceed an official minimum weight as raced rallied but without fuel. It is not the intention of these rules to allow tubular frame (or the like) chassis to compete in this Group.
- b. In consideration of safety, the following is a guideline to lightening and preparation of Group 3 vehicles. The original roof and A, B and C pillars must be retained. Lightening by drilling holes may be considered provided strength is not compromised. Forward bulkhead cannot be lightened but only modified to facilitate fitting of engine ancillaries. The bulkhead must be airtight between engine and passenger compartment. The same applies to rear engine vehicles. The floor in the area between the forward bulkhead and forward of the "B" pillar cannot be lightened, however it may be modified to attach seats, roll cages, exhaust etc. All other panels can be lightened or substituted. The passenger compartment must be maintained so that stones etc. cannot enter the passenger compartment from below or from wheel arch area. See Appendix A for further details.

6.6(b) Engine

- a. Engines must retain production car blocks and remain in the same general location and in the same mode (i.e. transverse or longitudinal etc) as the production vehicle.
- b. 50% will be added to the cubic capacity of forced induction engines concerning the calculation vehicle weights.
- c. Forced induction Rotary engine cars must weigh 2366 Lbs. for 12A engines and 2665 Lbs. for 13B engines. No after-market forced induction will be allowed on rotary engines.

6.6(c) Transmission

- a. Gearboxes shall be unrestricted.

6.6(d) Suspension, Steering and Chassis

- a. Suspension shall be unrestricted.

6.6(e) Wheels and Tyres

a. Maximum rim width is 10 inches. Diameter unrestricted up to a maximum of eighteen (18) inches.

6.6(f) Braking System

a. Brakes shall be unrestricted.

6.6(g) Bodywork and Interior

a. The silhouette of the vehicle as seen from the side elevation above wheel centres must be maintained except for the bonnet and trunk/tailgate.

b. Aerodynamic devices, such as spoilers, skirts etc. will be allowed subject to the regulations.

1) Front spoilers/splitter may be added below the plane of the front wheel hubs, within the perimeter contour of the coachwork as viewed from above, however it can extend forward up to a maximum of 9" ahead of the original bodywork. The underside of the front spoiler may be shrouded or covered with a plate.

2) Skirts fitted between the front and rear wheels may not extend beyond the outer edge of the wheels or wheel arches, whichever is greater.

3) Rear wings/spoilers may have a maximum area of 780 sq. inches, including lips, tabs and side plates, and be no wider than 74". The wing must fit within the contour of the car as seen from above. The top most part of the wing must be no more than 6" above the highest point of the roof. These wings must be attached to the tailgate/trunk lid or "C" pillar. Only in the absence of a tailgate/trunk lid may the wing be fixed to the rear bodywork.

c. Door bars must be fitted to the roll cage where driver/navigator door is lightened; bars must be the same size and thickness as roll cage.

6.6(h) Electrical System

Electrical system shall be unrestricted.

6.6(i) Class A

Only 4WD cars may be entered in this class and must meet the 1999 FIA Group A regulations (last update 1st November 1999) (LATEST UPDATE) in their entirety with the exception of the homologation requirements.

6.7 Group S

Will consist of any entirely locally fabricated chassis or production-car based four-wheeled vehicle with four-wheel brakes, which complies with the following regulations:

4WD vehicles will not be allowed in this group.

6.7(a) Engine

- a. Engines must use production blocks.
- b. Forced induction will incur a 50% increase to the cc's of the engine used.

Please note that the weight per cc of any car using forced induction will be based on the corrected cc's of the engine as outlined above. In addition forced induction will incur a cumulative percent increase in cc's i.e. PLUS 50 % for forced induction.

6.7(b) Transmission

- a. Transmission and final-drive shall be unrestricted.

6.7(c) Suspension, Steering & Chassis

- a. All welded joints must be seen to be free of cracks and slag.

6.7(d) Wheels & Tyres

- a. Maximum rim width is 8 inches. Diameter unrestricted up to a maximum of eighteen (18) inches.
- b. See Appendix B and C for a list of legal tyres in this Group.

6.7(e) Braking System

- a. All four wheels must be observed to be locking.
- b. There must be a functioning handbrake.

6.7(f) Bodywork & Interior

- a. All parts of the car must be securely attached e.g. batteries must be bolted to the frame and they must be completely covered.
- b. Fuel tanks must be properly secured to the frame of the car. See safety regulations.

- c. A firewall constructed of non-combustible material must be provided between the driver and the engine and transmission unit. See safety regulations.
- d. All open top vehicles must carry a roll cage capable of supporting the vehicle without the driver's head coming into contact with a line drawn from the highest to the lowest point of the vehicle. All roll cages must be at least 1.5 inches outside diameter seamless steel pipe. If galvanized pipe is used the minimum outside diameter must be 1.75 inches.
- e. All vehicles must have full-harness seat belts and arm restraints for both driver and navigator where applicable.
- f. Aerodynamic devices are allowed subject to the safety regulations.

6.8 Appendix A - SAFETY

6.8(a)

All cars must carry a working fire extinguisher or extinguishers (two) of a total minimum weight of 5 Lbs. of CO₂, Lite Water or dry powder and they must have a readable gauge. "Plumed in" systems should be mounted such that they can be activated from inside the car by the driver/navigator while belted in the seat or from outside the car from a location clearly marked by an "E" in red. Handheld extinguishers should be securely mounted with a quick-detachable system and should be accessible while seated but not necessarily with the seat belts on. They may be mounted on the floor in front of or behind the front seats. If mounted behind, the only acceptable area is between the seats in the region of the transmission tunnel.

6.8(b)

Master cut out switches must be fitted to all cars competing in Groups 2,3 and S. It is also recommended in Group 1. The switch must be fitted such that both the driver and someone from outside the vehicle can operate the said switch. A Red Flash in a Blue Triangle should identify location of switch or pull knob.

6.8(c)

Vehicles fitted with certified standard fuel tanks mounted inside the trunk must have the trunk area hermetically sealed from the passenger compartment regardless of whether the rear seat is removed or not, or must use a safety/bag type fuel cell. All fuel tanks must have exterior venting.

6.8(d)

All cars competing in any speed event or all-stage rally, must be fitted with a six-point roll cage with the exception of Group 1, where a four-point roll cage shall be sufficient, and Group 1, Classes 1 and 2 where a roll cage is not compulsory, providing item 19 of this section is complied with. Groups 2, 3 and S must have a minimum of a 6 point roll cage with diagonal fitted. All soft top vehicles must have a full roll cage manufactured by a recognized manufacturer of roll cages or be locally fabricated using 1.5 inch diameter seamless steel

tubing of 0.090 inch minimum thickness for the main structure and 1.25 inch diameter steel tubing of 0.090 inch minimum thickness for the secondary braces. The Safety Committee must check all locally fabricated structures. Only aluminium alloy roll cages manufactured by a recognized roll cage manufacturer are allowed, and the Safety Committee must approve any alterations to these cages. Cars competing in navigational rallies only (excluding stages) do not require roll cages.

6.8(e)

Front safety windscreens must be maintained in all cars except Group S. If cars are fitted with non-laminated windscreens then visors/goggles will be required for driver/navigator.

6.8(f)

Any vehicle damaged during a speed event must be re-scrutineered before the vehicle will be allowed to compete again. Cars damaged during a rally are to be checked at the next stop over if they are able to continue to compete in the rally. It is the competitors' responsibility to inform the Clerk of the Course that his vehicle was damaged and needs to be re-scrutineered, under the penalty of exclusion from the event.

6.8(g)

Full harness belts with three or more mounting points are mandatory for stage rallies and speed events. They must be fixed to original seat belt fixtures, the roll cage structure or, where attached to the sheet metal of the car, must have a steel backing plate of at least 4 inches square and 3/16" thick.

6.8(h)

The use of Approved Competition seats is mandatory in all Groups 2 & 3 cars. Seat fixture must be either to original pick-up points, or where bolted to the floor, must be reinforced with 4 inch square steel backing plate with a minimum thickness of 3/16".

6.8(i)

All cars must be fitted with front and rear towing eyes to be used if the car can be moved freely. Their location must be clearly identified with either a red arrow (painted or tape) or the eye itself must be painted or taped in yellow, red or orange (Day-Glo).

6.8(j)

All doors must remain unlocked during event or practice.

Where driver's window is not up or is unavailable either safety net or arm restraints must be used.

All cars must be fitted with at least one effective working rear view mirror.

6.8(k)

Cars must be fitted with proper crankcase ventilation systems where excess oil is re-circulated to either sump or intake manifold. Cars not fitted as above must be fitted with a metal oil catch tank of minimum 0.5 gallon capacity, fitted with either an inspection tube or an oil return to the sump. All engine breathers must be run into a catch tank. Dry sump system must have the vent for the dry sump tank run into a catch tank first and then vented out of the passenger/trunk compartment. Oil hoses must be high-temperature hoses and properly clamped.

6.8(l)

Any vehicle using Nitrous Oxide must use a kit supplied by an approved manufacturer of such systems. All lines must be steel braided aircraft quality and be securely attached to the vehicle. Tank must have a safety blow-off valve and if fitted inside the passenger compartment must be fitted with a dump tube running outside the compartment. The tank must also be fitted such that it cannot become detached in the event of an accident.

6.8(m)

All fuel lines must be clamped and secured. Fuel or oil lines running through passenger compartment must be approved quality for particular use and must be properly secured to floor and panels.

6.8(n)

No wood-rimmed steering wheels are allowed.

All competitors competing in speed events and stage rallies must wear a minimum of single layer Nomex racing suit with the exception of Group 1, Class 1 and 2 only, where it shall be optional but highly recommended.

6.8(o)

Helmets should meet no less than SNELL 85 90 or BS 6658 type A or AR rating. Competitors should ensure that the helmet is kept in good condition. Helmets found with scratches/dents may be deemed unsafe by the scrutineers.

6.8(p)

Entrants in Group 1, Classes 1 and 2, may compete without a roll cage or Nomex suits as detailed before in this section, but only provided that none of the modifications listed under "The Following Will Be Allowed Free of Penalty in All Groups" item 2.1 g, 2.3 a, 2.3 c, 2.3 d and 2.6 a are made to the vehicle. If any of the modifications are carried out, then the vehicle must be fitted with a roll cage as per those regulations and the competitors must wear Nomex suits. Competitors are advised that it is not the intention of these rules to allow any competitor in any championship to compete without roll cages or Nomex suits, but it is a special provision to allow first time competitors or irregular entrants to take part in events.

6.8(q)

Wheels/tyres cannot extend beyond the fender/wheel arch bodywork (except Group 1, which is already restricted by limits on track width and bodywork alterations). This will be interpreted to mean that the top 1/3 of the wheel circumference must be covered by the fender/wheel arch when viewed from above (plan view) with the front wheels in the straight-ahead position.

6.9 Appendix B

List of legal tyres for Group 1.

TARMAC TYRES

Avon CR28, CR22, CR18

Bridgestone RE88, SF321, 310 Turbo, SF350, RE71, RE710, Conselga

Kumho 711, 756, 768

Michelin MX, MXL, MXV, MXV2, MXV3A, Pilot Series

Pirelli P6, P8, P600, P700Z, P44, P500, P77, P4000, P2000, P Zero, P6000, P5000, P200, P1000, P400, P7R, P7F

Goodyear Eagle, GT, Ducaro

Yokohama Y350, Y352, GT Special 350/351, A509/510, A008

BF Goodridge Radial T/A, Euroradial T/A, Comp T/A ZR

Hankook Ventus Plus 4

LOOSE/RALLY TYRES

Michelin M4, M5, L5

Bridgestone RE39R, RE43R, RE46R, RE360

Pirelli SG90 (T), ASG (K)

Colway Rally Plus, MS, Rally Plus 4

Hankook 909 (studs removed)

Please note that loose tyres may not be used for tarmac speed events.

6.10 APPENDIX C

List of legal tyres for Group 2 (NOTE: Gp. 1 tyres are allowed).

TARMAC TYRES

Bridgestone RE61S, 610S, 520S, RE71S

Michelin MXV Coupe

Pirelli P-Zero, P-Zero Porsche Club

Goodyear Eagle GT+4

Yokohama A008R, RS, TU, II

Hoosier Street TD, Autocross, Dirt Stocker, Street TD Radial, Autocross Radial

Kumho V700

LOOSE/RALLY TYRES

As for Group 1.

7.0 Point System

There will be three (3) independent totals recorded for each competitor for the rally calendar year: DRIVER, NAVIGATOR AND CHAMPIONSHIP. In addition TEAM points will be totalled for declared two car teams.

7.1 Schedule A (Overall)

The following points will be awarded to Drivers, Navigators, Teams and Championship based on their overall placing in an event with respect to penalties accrued from Special Stage, Navigational, Team and Overall respectively.

1st Position	.....	20
2nd	.....	17
3rd	.....	15
4th	.....	13
5th	.....	11
6th	.....	9
7th	.....	8
8th	.....	7
9th	.....	6
10th	.....	5
Starter/Finisher	.....	4
Starter/DNF/Marshall	.....	3
Marshall	....	3
Starter/DNF	.....	1

Driver and co-driver shall be awarded two (2) points EACH for attending both briefing and prize giving.

7.2 Schedule B (Bonus Points)

The following points will be awarded to drivers, navigators, team and championship totals for each competitor based on overall placing on EACH LEG of a multi-leg event.

1st Position	.....	5.0	6th	.....	2.5
2nd	.....	4.5	7th	.....	2.0
3rd	.....	4.0	8th	.....	1.5
4th	.....	3.5	9th	.....	1.0
5th	.....	3.0	10th	.....	0.5

7.3 Award of Points

a) Navigational Events

Navigation points awarded to the driver, navigator and team based on Schedule A as applied to overall placing based on penalties.

b) Special Stage Events

Special Stage points awarded to driver, navigator and team based on Schedule A as applied to placing in Group.

c) Multi Stage Events

Special Stage/Navigation points awarded to competitors as according to Schedule A based on overall placing with respect to total penalties plus bonus points according to Schedule B for placing based on total leg penalties for each leg.

7.4 Plotting and Checking Points

Each competitor who either plots or checks an official Navigation event will be awarded Navigation and Overall points based on the average for the remaining events of the calendar year, applied to both bonus and overall.

8.0 Event Results

8.1 Tied Events

In the event that there are two or more competitors with the same overall time in a High Speed Stages Event, the winner will be the lower grouped competitor. If a tie still exists then there will be joint winners and next place for points will be sequentially placed. (i.e. Tie for first place - 20 points to each competitor, then next placing will be 3rd - 15 points) In the event that there are two or more competitors with the same Navigational penalties in a Navigation event, there will be joint winners and the next place for points will be sequentially placed. (i.e. tie for first place – 20 points to each competitor, then next placing will be third – 15 points)

8.2 Event Winners

8.2(a) Overall

Competitors obtaining the lowest overall elapsed time and subsequent CHAMPIONSHIP points in the event. For the specific purpose of prize giving, when two or more competitors obtain the same amount of championship points, the overall winners will be the competitors obtaining the least total penalty points.

8.2(b) Special Stages

There shall be two (2) categories in special stages rallies

- 4 wheel drive vehicles
- 2 wheel drive vehicles

Driver points to be awarded equally in each category.

8.2(b).1 4 Wheel Drive

4 wheel drive competitors with the lowest elapsed time shall be deemed the winner of this category as per **7.1**.

8.2(b).2 2 Wheel Drive

2 wheel drive competitors with the lowest elapsed time shall be deemed the winner of this category as per **7.1**.

8.2(c) Navigational

Competitors obtaining the lowest and subsequent NAVIGATIONAL PENALTY POINTS.

8.2(d) Team

For teams or two (2) vehicles registered before the start of the event:

- In Navigational Events – the team with the lowest aggregate navigational penalty points.
- In High Speed Stages – the team with the highest aggregate points for the event

9.0 Club Championships

9.1 Champion Stages Driver and Co-driver

The competitors obtaining the highest aggregate of special stage points during the calendar year.

9.2 Champion Navigator and Driver

The competitors obtaining the highest aggregate of navigator points during the calendar year.

9.3 TTRC Sports Person of the Year

The competitor obtaining the highest aggregate of championship points during the calendar year.

9.4 Champion Rally Team

Champion Navigation Rally Team:

The team of two cars obtaining the highest aggregate of team points in navigation rallies only during the calendar year.

Champion Stages Rally Team:

The team of two cars obtaining the highest aggregate of team points in high speed stages rallies only during the calendar year.

9.5 Rookie of the Year

The novice competitor scoring the highest aggregate of points during the year. To be eligible for this, the competitor must not have rallied for a period in excess of eighteen (18) months.