



## **AUTUMN LANES RALLY**

Saturday 9<sup>th</sup> NOVEMBER 2013

## **SUPPLEMENTARY REGULATIONS**

## INTRODUCTION

Welcome to the Ballynahinch & District Motor Club Ltd Morrow Fuels Autumn Lanes Rally.

This year the event will run as a Targa Rally (a new category introduced in 2013 by the MSA). Following a recent meeting organised by the Association of Northern Ireland Car Clubs a number of aspects of Lanes Rallies covered by the Blue Book have been clarified and agreed and the Clubs have agreed to adopt them. I would encourage you to read these Supplementary Regulations carefully because there may be some differences with other events you may have taken part in as we work to harmonise our event to the Regulations.

We are aiming to have a fun day out that will help to introduce newcomers into the sport so we are keeping the navigation simple and the driving tests suitable for standard cars. This event will be decided mainly on the Driving Tests (Special Tests). To keep the event moving along there is a prescribed route between the tests and a time schedule (referred to as Schedule Timing in the MSA Blue Book). These will be described in the Road Book which will use simple tulip diagram navigation and help will be available at the start for novice or first time navigators.

As ever we are indebted to landowners for the use of their lands as test sites and the event this year will combine some old favourites along with some new challenges. Another change is our move to BADMC World HQ at the Millbrook Lodge Hotel! The Hotel will host a Special Test along with Breakfast, Lunch and the usual refreshments.

Last year we had a full entry plus a reserve list and unfortunately some people were disappointed not to get a run. Complete and fully paid entries will take priority when we seed the start list and entries will be taken in order of receipt – SO GET YOUR ENTRY IN NOW!

- Tests are timed and will run on private ground, with a mixture of tarmac, concrete, gravel, mud and grass. Tests may pass through lanes, yards and other open spaces.
- Bogey times (minimum time penalty) are set at 30mph average, so there are some measures to try to make sure no-one beats them. These may include; chicanes, slaloms, stop boxes and the occasional 360.
- Code Boards will not be used on Tests.
- Test information will be given in the form of diagrams, tulips and other information.
- Cars must stop astride the finish line (same finish procedure as autotests)
- No reversing should be required.
- Around 20 tests have been planned for the day.
- Cars will start the event at one minute intervals.
- There will be no 'recce' or walking of tests, crews will complete them blind. This may include one or more secret tests. On secret tests you will receive the diagram at the test location and not in advance!
- Although there are sections on the public road, these are set to a very easy schedule (if you arrive early at an MTC you will be able to wait for your due time).
- The entry fee includes a bacon butty breakfast and a soup/stew lunch for both crew members.

## **LOCATION**

The Millbrook Lodge Hotel, Ballynahinch is Rally HQ and will host Scrutineering, Breakfast, Start, Lunch, Finish and Prize giving. Please note that as all cars must be driven to and from the event, and as we plan a test site at the hotel, trailer parking will not be available.

Special Test locations will be in the Ballynahinch, Dromara, Crossgar, and Killyleagh area.

## **SCHEDULE**

The schedule for the event is as follows (subject to adjustment)

- Entries open on publication of regulations
- Entries close Saturday 2<sup>nd</sup> November 2013
- Final Instructions will be posted on the club website on Tuesday 5<sup>th</sup> November 2013.
- Saturday 9<sup>th</sup> November 2013.
  - 08.00 Scrutiny and Documentation open
  - 09:15 Drivers briefing
  - 10.01 First car starts
  - 16.00 First car finishes
  - 17.00 (Approx.) Results declared final and prize giving.

Good Luck!

Gavin Campbell  
Clerk of the Course

## **SUPPLEMENTARY REGULATIONS**

- 1) Ballynahinch & District Motor Club Ltd (hereafter the organisers) will organise a Clubman permit Targa Rally.
- 2) The meeting will be held under the General Regulations of the Motor Sports Association UK Ltd., (incorporating the provisions of the International Sporting Code of the FIA), these supplementary regulations and any written instructions that the organising club may issue for the event.
- 3) MSA permit number (applied for)
- 4) The event is open to all fully elected members of the organising club: Ballynahinch & District Motor Club Ltd. All competitors must produce a valid BADMC membership card. Membership to BADMC is £5.00. Membership cards will be available at signing on. A competition licence is not required.
- 5) The event is a round of the Ballynahinch & District Motor Club Championship.
- 6) The programme of the meeting will be: Scrutineering and signing on starts at 08:00 (or earlier if notified in Final Instructions). Competitors will be notified of scrutineering time and venue in Final Instructions. Any competitor not signed on by 08:45 may be excluded. This will enable entrants on the Reserve List to be offered the chance to take part.
- 7) Cars will start at one minute intervals. The organisers will supply details of the route for the event. The entire route is covered by OSNI 1:50 000 Discoverer Series Sheets 20 and 21 (although maps are not required). The start will be at the Millbrook Lodge Hotel, Ballynahinch. The event will contain navigation sections on the public road timed to an accuracy of one minute. Navigation will be of a simple nature, using a road book with tulip diagrams and diagrams of Special Tests. All competitors will receive the same route and navigation information.
- 8) All vehicles must comply with MSA Technical Regulations.
- 9) The event will consist of the following classes:
  1. Combined Class Front Wheel Drive Cars (R18 – see appendix A)
  2. Combined Class Rear Wheel Drive Cars (R18 – see appendix A)
  3. Combined Class R19 Cars (registered before 31 Dec. 1981)

Please note that all cars must comply with:

**10.6.5. Vehicles must comply with 18 or 19 as appropriate**

i.e. all cars must comply with R18 except those first registered prior to 31.12.1981 which must comply with R19. Sections R18 and R19 are reprinted at the end of these Regulations as Appendix A.

The organisers reserve the right to re-classify a competitor considered ineligible for a class, and/or amalgamate as required.

Every car must have been in series production and on general catalogued sale available from stock through normal retail dealer outlets in the UK or Ireland. In the case of compliance with R18 or R19 the onus is on the entrant to provide suitable documentation (e.g. workshop manual, homologation papers or manufacturers documentation) to verify specification and/or originality and/or equipment.

Every competing car must have been driven to the event, must be currently registered, taxed, insured, and where appropriate be in possession of a valid MOT or NCT certificate, which must be available for production at the event. For this reason and for reasons of space at the start location we must ask competitors NOT to bring trailers to the Millbrook Lodge Hotel.

10) Awards will be presented as follows: -

1<sup>ST</sup> Overall (two awards) [Note: 1<sup>st</sup> Overall will forfeit any Class awards.]  
1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> in each Class (two awards)

Additional awards may be presented at the organiser's discretion.

To be classified as a finisher, a crew must attempt all Special Tests and report to the final time control of the event, within their maximum permitted lateness with the car in which they started the event.

(R15.2.2): In the event of a tie, the competitor who has completed the greater portion of the competition from the Start, including tests (if any), without penalty (or if both incurred penalty at the same point, with the lesser penalty) will be judged the winner.

11) The entry list opens on receipt of these regulations and closes finally on Saturday 2<sup>nd</sup> November 2013. The entry fee is £75.00. All entries must be made on the official entry form and accompanied by the appropriate fee. Cheques should be made payable to **BALLYNAHINCH & DISTRICT MOTOR CLUB LTD**. The organisers reserve the right to refuse any entry.

12) The Secretary of the meeting to whom all entries should be sent:

David Meeke  
18 Braeside Manor  
Dromore, Co. Down.  
BT25 1SA

Club Mobile 0788 438 6025

- 13) The maximum entry for the meeting is 90. The minimum is 20. Should any of the minimum figures not be reached the organisers reserve the right to cancel the meeting. Entries will be allocated on a first come first served basis, and acceptance of entries will be at the discretion on the organisers. Entry fee may be refunded, less administration fee of £10, to any entrant who notifies the organisers in writing or e-mail of their withdrawal before 2<sup>nd</sup> November 2013. Entries cancelled after this date may be refunded, less a handling charge set at the organisers' discretion.
- 14) Senior Officials are:
- |                           |                 |
|---------------------------|-----------------|
| Club Steward:             | Robert Harkness |
| Clerk of Course:          | Gavin Campbell  |
| Assistant Clerk of Course | Brian Crawford  |
| Secretary of the Meeting  | David Meeke     |
| Chief Scrutineer          | MSA Scrutineer  |
| Chief Timekeeper          | TBA             |
| Results                   | Tom Brown       |
| Chief Marshal             | Harry Coulter   |

The above officials and all signed-on officials are deemed to be judges of fact.

- 15) Interim results will be posted and Provisional final results will be published as soon as possible after the finish of the event on the official notice board at rally HQ.
- 16) Any protest must be lodged in accordance with MSA ref C5.1.2
- 17) Entrants will be supplied with route instructions and time cards at the start of the event. These documents will provide all the information necessary to enable competitors to comply with R14.1
- 18) Timing on special tests will be by handheld stopwatches or synchronised clocks to the nearest second. Drivers will be advised at each Test whether to "start when ready" or be counted down to a starting signal. If counted down, drivers will be advised "10seconds....5,4,3,2,1,Go". Cars will start in numerical order at one minute intervals.
- 19) The entry list will be seeded as follows:
- a. The organisers reserve the right to select the first three cars on the road for the purposes of the promotion of the event.
  - b. Thereafter, all fully complete and paid entries at the closing date (2<sup>nd</sup> November) will be drawn at random to determine the starting order.
  - c. Following this, any incomplete and/or unpaid entries will be drawn at random and will be seeded next.
  - d. A reserve list may be drawn up and in this case details will be in Final Instructions.
- 20) Competitors will be identified by numbers which will be supplied by the organisers.

- 21) Competing cars must comply with MSA technical regulations (See Appendix A of these Regulations). The organisers would like to draw your attention to the following points:
- All cars must carry a small spill kit (R18.6.5).
  - Cars are not permitted to carry any advertising
  - Cars are not permitted to carry any in-car cameras or film any special tests.
  - All cars must be taxed and MOT/NCT'd where appropriate (tax disc must be displayed and MOT/NCT certificate must be present at scrutiny)
  - No 4wd cars permitted.
  - No forced induction cars permitted.
  - Cars must comply with noise regulations R4.1
  - Tyres must be road legal. Due to the nature of some lanes used on this event, gravel/off-road type tyres will **NOT** be permitted, to avoid damage to surfaces.
- 22) The wearing of racing style overalls, crash helmets, the use of intercoms, the carrying of spare fuel cans and the use of in car cameras are prohibited, the penalty being exclusion for competitors found in possession or using any of the listed items.
- 23) Seat belts must be worn during all Driving Tests. Failure to do so may be penalised as failure to follow the instructions of an official.
- 24) Final instructions will be posted on the club web page [www.ballynahinchmotorclub.com](http://www.ballynahinchmotorclub.com) no later than Tuesday 5<sup>th</sup> November 2013. These will advise of details of scrutiny, final event timetable, seeding, classes, total event mileage as well as any changes or clarifications to the Supplementary Regulations and other event details.
- 25) The route will comprise a mix of both sealed and loose surface roads all of which are easily passable in a standard road car. Fuel will be available during the event, (petrol stations on route will be advised in the roadbook) however competitors are advised to carry enough fuel for the duration of the event, which will be approximately 100 miles. Total mileage will be notified in final instructions.
- 26) Penalties are as printed below:

Performance will be assessed by time penalty system.

**Special Tests:**

Special tests will be run in accordance with R10.6

Achieving a time on a special test which is less than the bogey time = **Bogey Time**  
(R10.6.1)

Achieving a time on a special test which is over the bogey and under the Target Time = **Actual Time**

Achieving a time over the Target Time = **Target Time**

Jump start = **60 seconds**

Striking a cone / marker = **5 seconds**

Failing to stop astride a line including finish line = **10 seconds**

Taking a wrong route / failing to compete a test = **Target Time**

Making no attempt to stop astride finish line = **Target Time (first occurrence)**

Making no attempt to stop astride finish line = **Exclusion (second occurrence)**

**Stop & Collect.** On certain tests, competitors must stop and collect an item from an official. This same item must be presented to an official at the end of the test. Any competitor failing to present the correct item to the official at the Stop point will be excluded from the event with immediate effect. The stop point will be marked on the test diagram and marked by a "Stop" Board. The item will be provided by the organisers.

**Secret Tests.** On certain tests, competitors will be issued with a diagram shortly before attempting the test. Any competitor failing to return the diagram to the official at the Stop point will be excluded from the event with immediate effect. Any competitor attempting to photograph, or otherwise copy or transmit the diagram, or permitting another person to attempt to do so will be excluded from the event. The stop point will be marked on the test diagram and marked by a "Stop" Board. The diagram will be provided by the organisers.

#### **Road/Navigation Sections:**

(a) Not reporting or reporting OTL at a Main Time Control	Retired
(b) Not reporting or reporting OTL at any other Time Control	30 minutes
(c) Not complying with the route card including visiting a control more than once	15 minutes
(d) Not reporting at Passage Control or providing proof of visiting a Route Check	5 minutes
(e) Arrival before scheduled time at the end of a Standard Section	2 minutes per minute
(f) Arrival after due time at the end of a Standard Section	1 minute per minute
(g) Arrival before due time at the end of a Neutral Section	30 minutes
(k) Breach of any statutory requirement concerning the use of a motor vehicle	30 minutes
(l) Contravention of 12.7 *First Offence	30 minutes
Second Offence	Exclusion
(m) Excessive speed or driving likely to bring motor sport into disrepute	Exclusion
(n) Excessive sound	Exclusion
(o) Receiving assistance contrary to 7.2.4	Exclusion
(p) Breach of 7.2.3, 18.6.4, 116	Exclusion
(q) Breach of 5.4, 15.1.2, 15.1.4, 9.1.3, 9.1.4, 9.1.5, 9.1.6	Exclusion

[Notes: 5.4 Crew definitions; 7.2.3 Use of intercoms or radios; 7.2.4 Assistance organised in advance; 12.7 three-quarter rule; 9.1.3 Stop signs; 9.1.4 Quiet zones; 9.1.5 OS maps; 9.1.6 Adding info to maps; 15.1.2 Damage Declaration; 15.1.4 Damage definition; 18.6.4 Use of GPS and Sat Navs]

Penalties left to the discretion of the Clerk of the Course which may go as far as exclusion (G.5.3).

(r) Failure to follow the instructions of an official.

(s) Further breaches of (k).

(t) Breaches of Regulations detailed in Section C



- 27) All other general regulations of the MSA apply as written except for the following which are modified: Controls will open 15 minutes before the due time of the first car and will close 15 minutes after the due time of the last car. The closing time may be altered should an official delay occur.
- 28) Miscellaneous
- 28.1 Schedule timing will be used on this event.
- 28.2 The organisers will establish checks for the purpose of observing maintenance of a set speed and/or time schedule and/or route.
- 28.3 Named Driving Standard Observers may be appointed to observe facts in accordance with R8.3-8.4
- 29) The onus is on the competitors to ensure that the time card is clearly and correctly marked by all officials.
- 30) Competitors are reminded of the following:
- 30.1 To be classified as a finisher, a competitor must have attempted all of the observed sections (Special Tests) and arrive at the final control within their maximum lateness.
- 30.2 The Damage Declaration must be completed at the finish and if not a finisher, must be forwarded to the secretary of the meeting within 72 hours of the finish of the event.
- 30.3 Ties will be resolved by reference to the fastest time of the first test, and so on until a result can be declared (R15.2.2).
- 30.4 In the Special tests, timing will start when the vehicle is released from the start control by the start marshal and finish when the front wheels cross the stop line and not when the car stops. The car must stop astride the finish line.
- 31) Insurance
- The Organisers have applied to Jelf Insurance Partnership for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the event.
- The basic rate for the event before any loadings will be £20.00. All new applicants wishing to use the scheme must be able to comply with all points of the Jelf Insurance Partnership's Declaration: -
- I do not have the Third Party Road Section extension on my current Motor Insurance.
  - I am aged 20 or over. (Anyone aged less than 20 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25.)
  - I have had not more than 1 fault claim in the last three years
  - I have no more than maximum of 6 conviction points on licence
  - I have the appropriate competition licence as well as a UK/EU driving license and if my license is provisional I will be supervised by an adult over 25.
  - I have no physical or mental disabilities
  - I have no other material facts to disclose

If you comply with all points above no letter of Acceptance will be required. If unable to comply with any of the above points you will be required to complete the Declaration form (the form can be obtained by contacting the event secretary or Jelf Insurance Partnership) which should be forwarded either to the organisers or direct to Jelf Insurance Partnership prior to the event to allow sufficient time for a letter of acceptance to be issued.

Jelf Insurance Partnership  
Partnership House  
Priory Park East  
Kingston Upon Hull  
HU4 7DY

Tel + 44 (0) 1482 213215  
Fax + 44 (0) 1482 213216

**Appendix A: Technical Regulations R18 & R19 (Extract from 2013 MSA Blue Book for reference. In event of any dispute the version in the current Blue Book will be deemed the correct one)**

**R (Rallies).**

18. In addition to complying with Section J all cars competing in Road Rallies must comply with the appropriate part of the following:

Body

18.1. Bodywork must represent the manufacturer's original profile and may include any optional extras available directly from the manufacturer.

18.1.1. Bumpers must be fitted.

~~18.1.2. Paintwork must be one colour or manufacturer's original colour scheme. No primer is to be visible.~~ (see 18.6.6)

18.1.3. Vehicles must not have wheel arch extensions, unless fitted by the manufacturer as a standard item to the body shape.

18.1.4. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. This trim will include headlinings, inside door panels, carpets and rear seats.

18.1.5. Front seats may be improved or replaced.

18.1.6. The trim, including the rear seat may be cut to allow the fitting of a safety cage.

18.1.7. If equipped with a non standard fuel tank it must be separated from the driver/passenger compartment by a protective bulkhead of non-flammable material preventing the passage of fluid or flame.

18.1.8. Full harness seat belts may be fitted.

18.1.9. Guards may be fitted beneath the vehicle to provide protection from damage.

Engine

18.2. Vehicle engines must have:

18.2.1. A maximum of four cylinders.

18.2.2. A maximum of two carburettor chokes (two single or one double).

18.2.3. A maximum of one camshaft per bank of cylinders.

18.2.4. Engines with more than one camshaft per bank of cylinders may be used providing that they were originally fitted with fuel injection and that the fuel injection system complete with plenum chamber and throttle body is retained unmodified.

18.2.5. Forced induction is not permitted.

18.3.1. Fuel injection may be fitted where it was standard equipment by the manufacturer for that engine type and where the original plenum chamber and throttle body is retained for that engine type.

18.3.2. A standard Wankel unit will be considered as three cylinders – twin Wankel units are prohibited.

18.3.3. Engines must comply with the silencing levels G.11.1, J.5.17 and 4.1 and have induction air filter elements fitted that ensure the vehicle complies with noise regulations J.5.17.

## Wheels and Tyres

18.4. Wheels and tyres are free but must fit within the standard unmodified wheel arch.

18.4.1. Vehicles must be fitted with tyres that are always legal for use on the public highway.

18.4.2. All moulded slick tyres are prohibited including those listed as FIA Approved Moulded Slick Tyres.

18.4.3. Vehicles must have all spare wheels securely fastened in position and must not be fitted with spiked or studded tyres or any non-skid attachments, other than chains if permitted by SRs.

## Electrical Systems

~~18.5. Vehicles must have a maximum of four forward facing beams, as well as side and indicator lights, unless further restrictions are specified in SRs.~~

~~18.5.1. Light pods are not permitted. (see 18.6.6)~~

18.5.2. A headlamp must provide the main beam and dipped beam functions.

18.5.3. An auxiliary lamp provides a beam other than that provided by the headlamp. With the exception of cars built before 1st January 1947 the maximum width of the lamp body of any auxiliary lamp must not exceed 222mm

18.5.4. A headlamp may consist of a single reflector with a dual filament bulb, or separate reflectors each with single filament bulbs providing the functions of main beam and dipped beam separately. This will be considered as equivalent to a single dual filament headlamp unit. Lamp units comprising two reflectors where one is fitted with a dual filament bulb will be considered as a combined headlamp and auxiliary lamp. In this instance therefore no additional auxiliary lamps may be fitted.

18.5.5. Auxiliary lamps using gas discharge technology are not Permitted and gas discharge headlamp units may not be retrofitted.

18.5.6. Auxiliary lights must not be used in neutral sections except in poor visibility as permitted by law.

18.5.7. Where more than four beams are fitted as standard, only four may be used and the remainder must be rendered unusable for the duration of the event.

18.5.8. Vehicles must have all lights fitted and used according to motor vehicle lighting regulations.

~~18.5.9. External navigational or Marshal lights are not permitted. (see 18.6.6)~~

## Miscellaneous

18.6. The vehicle must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use regulations (especially regarding brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings and windscreens).

*18.6.1. Vehicles may not use racing style numbers, nor have any advertising except for event sponsor decals which must be incorporated within the rally plate. (see 18.6.6 "18.6.1 is relaxed to permit advertising not exceeding 1250 sq cm in total.")*

18.6.2. They should be equipped with an effective method of stopping fuel supply, operable by the Driver when normally seated (the ignition switch would normally cover this requirement) and must use pump fuel as defined in Nomenclature and Definitions.

18.6.3. Brakes are free but must comply with Construction and Use Regulations. A hydraulic handbrake is permitted. This must incorporate the existing manufacturers handbrake lever, mounting position and pivot point.

18.6.4. For all road events, the use of global positioning systems or any other type of position determining device is prohibited and will be penalised in accordance with 13(p). Exceptionally, the SRs for Navigation Rallies and Navigational Scatters may Permit their use.

18.6.5. Where an event includes any Section or Special Test held wholly or in part on private property all vehicles must carry a Small Spill Kit complying with J5.20.13. Recommended for events held wholly on the public highway.

18.6.6. For Road Rallies, Navigation Rallies and Targa Rallies held between 07.00 and 22.00hrs 18.1.2, 18.5, 18.5.1, and 18.5.9 do not apply. 18.6.1 is relaxed to permit advertising not exceeding 1250 sq cm in total.

## **R (Rallies).**

### **Historic Road Rally Cars**

19.1. Historic Road Rally Cars are categorised in the following periods:

19.1.1. Historic Category 1 Road Rally Cars must have been registered before 1 January 1968 and comply with 18.1.1 (except Sports Cars which need not be fitted with bumpers), 18.1.6, 18.3.3, 18.4, 18.5, 18.6 and 19.5.

19.1.2. Historic Category 2 Road Rally Car must have been registered between 1 January 1968 and 31 December 1974 and comply with 18.1 to 18.6 inclusive (see also 19.5).

19.1.3. Historic Category 3 Road Rally Cars must have been registered between 1 January 1975 and 31 December 1981, comply with their FIA Group 1 or 3 homologation papers, and comply with 18.1 to 18.6 inclusive (see also 19.5). They can compete for their own awards only, and they will not be included in the overall or Class results.

19.1.4. Historic Category 2 and 3 Road Rally Cars are permitted to use matt black bonnets and wing tops subject to 19.3.

19.2. Cars in categories 1, 2 and 3 registered after the appropriate date may be Permitted, provided that documentary evidence is submitted to the MSA to show that the specific car (not model) was manufactured within the specified period.

19.2.1. This evidence should include any technical Documentation supplied by the manufacturer, documents relative to the vehicle, information available concerning chassis and engine numbers and similar details from reliable and authenticated sources. On receipt of satisfactory evidence the MSA will issue a Historic Rally Vehicle Identity Form (HRVIF) which must be presented at scrutineering with the registration document.

19.2.2. All cars in Category 3 are required to have a valid Historic Rally Vehicle Identity Form (HRVIF). Those in Category 3 must have the relevant FIA Homologation Forms attached.

**Permitted Modifications**  
19.3. Only period modifications used in rallying on the particular make and model of car are Permitted for Historic Road Rally Cars.

19.3.1. Modifications are only allowed if they were available before 1 January 1968 in the case of Historic Category 1 Road Rally Cars, before 1 January 1975 in the case of Historic Category 2 Road Rally Cars, and only homologated modifications before 31 December 1981 in the case of Historic Category 3 Road Rally Cars.

19.3.2. Roof vents are only permitted subject to the above.

### **Recommended Classes**

19.4. Along with the mandatory requirements of 21.5(a), classes can be introduced based on capacity and/or age of vehicle.

19.4.1. It is recommended that they be the same as for Historic Stage Rallies.

19.5. Certain waivers may be available for cars entered in Historic Road Rallies run solely for vehicles manufactured before 1 January 1942.

19.5.1. The MSA may also grant discretionary waivers for Historic Category 2 and 3 Road Rally Cars in respect of 18.2.

19.5.2. Application for these waivers should be made to the MSA regarding a specific event, giving full details of the waivers sought.

19.5.3. Any such waivers will be exclusive to an individual Motor Club and a nominated event.

19.5.4. Exceptionally, the MSA may grant a written dispensation to use non-original parts, parts from a different model, or parts from a later period, provided that the use of these parts does not confer an advantage in either performance or reliability. The MSA will give consideration to written requests from Competitors who are unable to source vital components.

### Engine

19.6. Forced induction is Permitted if by means of a mechanically driven supercharger, or by an exhaust driven turbocharger if fitted as original equipment by the vehicle manufacturer.

19.6.1. Such cars will be classified as having an engine capacity increased by one third.

19.6.2. Induction air filter elements must be fitted that ensure the vehicle complies with noise regulations J.5.17.

19.6.3. Exceptionally, and with the permission of the Chief Scrutineer, those cars for which 5,000rpm is inappropriate may be tested at 3/4 of maximum rpm.

### Wheels, Tyres and Brakes

19.7. Vehicles must always be fitted with tyres that are legal for use on the public highway.

19.7.1. The size of the wheel may not differ from that originally fitted by more than 10% on nominal diameter, and by 1 inch (25.4mm) on nominal width. The resultant track measurement must not differ from the original by more than 1 inch.

19.7.2. Rims must not exceed 6 inches.

19.7.3. The minimum diameter permitted is 15 inches, unless a smaller diameter was fitted as original equipment.

19.7.4. The tyre section, as marked on the side wall in millimetres or inches, must not differ by more than 1 inch (25.4mm) from that originally fitted.

19.7.5. The fitting of tyres with an aspect ratio of less than 70% is prohibited.

19.7.6. The fitting of a dual master cylinder, or any other type of device providing a simultaneous action on all four wheels and divided action on two wheels, is permitted, provided the original brake pedal and pivot point are used and they cannot be adjusted to affect brake balance by either the Driver or the Co-Driver when normally seated in the car. Hydraulic handbrakes are not permitted.

### Miscellaneous

19.8. Vehicles must not use racing style numbers, nor carry advertising other than event sponsor decals.

Pump fuel must be used as defined in Nomenclature and Definitions.

19.8.1. Where an event includes any Section or Special Test held wholly or in part on private property all vehicles must carry a Small Spill Kit complying with J5.20.13. Recommended for events held wholly on the public highway

ENDS