



PRESTONE MSA BRITISH RALLY CHAMPIONSHIP 2018 SPORTING REGULATIONS



2018 British Rally Championship Sporting Regulations

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1. GENERAL CONDITIONS

International Motor Sports Ltd (IMS) (the “Promoter”) organises the MSA British Rally Championship, which is the property of the MSA. The word “Championship” automatically includes the British Rally Championship.

The Championship is governed in accordance with the regulations of the Motor Sports Association (MSA) incorporating the provisions of the FIA 2018 International Sporting Code (ISC) and these Championship Regulations and any bulletins issued by the Promoter.

1.1 APPLICATION

- 1.1.1 Unless stated in the regulations issued by the Championship, including any commercial agreements, or the promotional, media requirements and compulsory advertising referred to herewith, infringements and appeals will be dealt with under the 2018 MSA Judicial Procedures.
- 1.1.2 MSA Championship Permit 2018/007 has been issued.
- 1.1.3 Anything that is not expressly authorised by these regulations is forbidden.
- 1.1.4 MSA British Rally Championship, International Motor Sports Ltd, Motor Sports House, Riverside Park, Colnbrook SL3 0HG – 01753 765100 – www.msabrc.com - brc@msaevents.co.uk

1.2 INTERPRETATION

Should any dispute arise as to the interpretation of these regulations, only the Championship Stewards have the authority to make a decision.

1.3 DATE OF APPLICATION

These regulations come into force on 1 January 2018.

1.4 ELIGIBILITY FOR THE CHAMPIONSHIP

- 1.4.1 All Competitors
 - 1.4.1.1 Drivers from the UK and Ireland are required to hold an International stage rally licence as appropriate. Co-drivers International Stage Rally Licence as appropriate. Foreign nationals with a valid EU Professional competition licence bearing an EU Flag (ISC 2.6.3a and b) may register for the Championship as Drivers or Co-drivers and score points. Co-drivers from outside the EU whose licence means they cannot comply with ISC 2.6.3a & b must register for the championship. Though ineligible to score points, their driver, if registered will be able to score points for class, team or manufacturer.
 - 1.4.1.2 Both driver and co-driver must register with the Championship office, declare their class category and pay the appropriate fee.
 - 1.4.1.3 Drivers and co-drivers must ensure that at signing-on for each event in which they enter, they check and confirm that their event entry and class category details are correct.

2. CALENDAR

10/11 March	-	NAT A - Border Counties Rally, Jeburgh	-	Gravel
28 April	-	INT - Pirelli Carlisle Rally, Carlisle	-	Gravel
22/23 June	-	INT - Renties Ypres Rally, Belgium	-	Asphalt
17/18 August	-	INT - John Mulholland Motors Ulster Rally, Antrim	-	Asphalt
13/15 September	-	INT - 138.com Rally Isle of Man, Douglas		Asphalt
4/7 October	-	INT - Dayinsure Wales Rally GB, Deeside	-	Gravel

3. OFFICIALS AND DELEGATES

3.1 CHAMPIONSHIP STEWARDS

Championship Stewards are: Mike Broad, Andy Milns, Mike Sones.

3.2 CHAMPIONSHIP OFFICIALS

Championship Manager – Iain Campbell
 Championship Sporting Consultant – Andrew Kellitt
 Championship Media – MPA Creative
 Championship Technical Delegate – Robert McDonald

4. CARS ELIGIBLE TO ENTER BRITISH RALLY CHAMPIONSHIP RALLIES

4.1 SUMMARY

- Group A Cars with a corrected cylinder capacity of up to 2000cc conforming to the 2018 ISC Appendix J, Art. 255.
- Group A kit-cars with a corrected cylinder capacity of less than 1600cc on condition that the homologation is accepted by the FIA as eligible for the Championship concerned.
- Group RGT cars conforming to the 2018 ISC Appendix J, Art. 256.
- Group R cars (R1/R2/R3/R3T/R3D) conforming to the 2018 ISC Appendix J, Art. 260 and 260D.
- Group R5 cars conforming to the 2018 ISC Appendix J, Art. 261.
- Group N cars conforming to the 2018 ISC Appendix J, Art. 254. Minimum weight 1350kg, also for cars conforming to FIA Rally Touring Cars with extended eligibility.
- Super 2000 cars (conforming to the 2013 ISC Appendix J, Art. 254A).
- Super 2000-Rally cars (conforming to the 2013 ISC Appendix J, Art. 255A) fitted with a restrictor complying with 2013 ISC Appendix J, Art. 255A, 5.1.1-b except for the following points:
 - a) the maximum internal diameter of the restrictor is 28mm,
 - b) the external diameter of the restrictor at its narrowest point must be less than 34mm. The diameter must be maintained over a distance of 5mm to each side of the narrowest point. The diameter of the turbo compressor restrictor may be revised at any time without notice.

4.2 CLASSES OF CARS

CLASSES	GROUPS
BRC1	S2000-Rally: 1.6T engine with a 28mm restrictor
	S2000-Rally: 2.0 Atmospheric
	Group R5 (VR5) and RGT
BRC Production Cup	Group NR4 over 2000cc
MSA Junior BRC	R2 (atmospheric over 1390cc and up to 1600cc – VR2B and turbo over 927cc and up to 1067cc – VR2B)
Cadet BRC	R2 (atmospheric over 1390cc and up to 1600cc – Vauxhall ADAM Cup and Ford Fiesta R2T National and Ford Fiesta 1.6 R2 cars)
BRC3	Group A over 1600cc and up to 2000cc
	Super 1600
	R2 (atmospheric over 1600cc and up to 2000cc – VR2C and turbo over 1067cc and up to 1333cc – VR2C)
	R3 (atmospheric / over 1600cc and up to 2000cc – VR3C and turbo over 1067cc and up to 1333cc – VR3C)
	R3 (turbo / up to 1620cc / nominal – VR3T)
	R3 (diesel / up to 2000cc / nominal – VR3D)
BRC4	R2 (atmospheric over 1390cc and up to 1600cc – VR2B and turbo over 927cc and up to 1067cc – VR2B)
	Group A up to 1600cc
	Kit-car up to 1600cc
	Group N over 1600cc and up to 2000cc
BRC5	Group N up to 1600cc
	R1 (atmospheric up to 1600cc - VR1A/VR1B and turbo up to 1067cc - VR1A/VR1B)

CLASSES	GROUPS
National Rally Cup	Class 1 - All 2WD non-homologated cars up to 1450cc
	Class 2 - All 2WD non-homologated cars - 1451cc to 1650cc
	Class 3 - Front wheel drive non-homologated cars – 1651cc to 2050cc
	Class 4 - Rear wheel drive non-homologated cars – 1651cc to 2050cc
	Class 5 - All 2WD non-homologated cars over 2051cc
	Class 6 – Any 4WD car not classified in Class 7
	Class 7 - Any derivative of FIA R5 car out with its homologation

4.3 ADDITIONAL PROVISIONS

- Cars homologated as kit-cars, where the capacity is between 1400 and 1600cc, may be accepted if they also comply with 2018 ISC Appendix J Art. 255-6.2 “Weight”.
- Two-wheel drive cars equipped with a supercharged diesel engine with a nominal cylinder capacity of less than 2000cc are accepted in Groups A and N.
- For drivers entered with a Super 2000-Rally car complying with 2018 ISC Appendix J Art. 255A it will be possible to use lapsed errata without any penalty.
- For Super 1600 homologated cars it will be possible to use lapsed errata without any penalty.
- The use of fuel to FIA Article 252, Art 9 is permitted in accordance with J5.13.4 for all competitors in the Championship.

5. CHAMPIONSHIP & POINTS REQUIREMENTS

5.1 ATTRIBUTION OF POINTS

5.1.1 Attribution of championship points

For each championship title, points will be awarded for each rally taking into account the general classification according to the following scale:

1st	25 points
2nd	18 points
3rd	15 points
4th	12 points
5th	10 points
6th	8 points
7th	6 points
8th	4 points
9th	2 points
10th	1 point

5.1.2 The six qualifying rallies will make up seven rounds, with Dayinsure Wales Rally GB providing two point scoring opportunities for all championships, categories and awards. Splitting Dayinsure Wales Rally GB into two point scoring opportunities will be done for the allocation of championship points only. The first point scoring opportunity on Dayinsure Wales Rally GB will be declared at the end of Friday 5th October. The second point scoring opportunity begins with the first control on Saturday 6th October with competitors starting with ZERO penalties for round 7. Details of the final control for round 7 will be announced in a subsequent bulletin.

5.1.3 Joker points

Each driver may nominate one round of the championship their ‘Joker’ event. On their ‘Joker’ event any additional championship points scored in the top five overall or class positions will be awarded as follows: 1st - 5pts, 2nd - 4pts, 3rd - 3pts, 4th - 2pts, 5th - 1pt. Drivers who nominate their Joker and finish, without using Rally2, 6th or below in class will be awarded one additional championship point. Notification of a ‘Joker’ round must be made to the Championship Promoter in writing at least 7 days before the due time of the first car at the first TC of the relevant event.

Either point scoring round on Dayinsure Wales Rally GB can be nominated as a ‘Joker’ event. The championship promoter will not disclose which entrants have nominated an event as their ‘Joker’ until the Monday of the week, at the earliest, of the relevant event. No Joker points may be claimed if Rally2

has been used to obtain a finish.

5.1.4 Attribution of reduced points

Should any of the rallies counting towards the Championship not be able to be run in its entirety, the points shall be awarded based on the established classification.

- full points if more than 50% of the scheduled length of special stages has been run.
- half points being awarded if between 25% and 50% of the scheduled length of special stages has been run.
- no points will be awarded if less than 25% of the scheduled length of special stages has been run.

5.2 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

The British Rally Championship for all classes will be awarded to the entrant/competitors with the highest number of points from 5 out of 7 rounds.

If fewer than 5 but 3 or more rounds are run, all rounds will count.

If fewer than 3 rounds are run, this element of the championship shall be abandoned for the current year. The Promoter reserves the right to cancel the Championship at any time.

6. MSA BRITISH RALLY CHAMPIONSHIP - TEAMS, MANUFACTURERS, DRIVERS & CO-DRIVERS

6.1 PARTICIPATION

Both driver and co-driver must register with the Championship office, declare their class category and pay the appropriate fee. Classes with fewer than 5 (five) entrants may be amalgamated with the next higher class.

6.2 MSA BRITISH RALLY CHAMPIONSHIP FOR TEAMS

Open only to Teams with drivers registered in BRC1, BRC Production Cup, Junior BRC, Cadet BRC, BRC3 and BRC4 category compliant cars, whose driver and co-driver must be championship registered to be eligible to score points on each round.

A team may consist of a maximum of three cars. A registered team will score points with the two best placed cars of its team according to the final classification of each round. For the purpose of calculating points for the overall team classification, cars in Junior BRC, Cadet BRC, BRC4 and Production BRC will count the points scored within their own class.

Notification of team members must be made to the Championship Promoter in writing at least 7 days before the due time of the first car at the first TC of the relevant event. Should a nominated crew for round 7 be unable to start that event, a replacement may be nominated before the first TC of round 7.

Each team must hold a minimum of an International Entrant licence.

6.3 MSA BRITISH RALLY CHAMPIONSHIP FOR MANUFACTURERS

Open only to Manufacturers registered in BRC1, BRC Production Cup, BRC3, BRC4 and Junior BRC category compliant cars, whose driver and co-driver must be championship registered to be eligible to score points on each round.

Overall points scored by the first two registered cars from each registered manufacturer shall be counted towards the Manufacturers' Championship

6.4 MSA BRITISH RALLY CHAMPIONSHIP FOR DRIVERS & CO-DRIVERS

Open to drivers and co-drivers entering classes BRC1, BRC Production Cup, Junior BRC, BRC3, BRC4 and BRC5 category compliant cars, who must both be registered to be eligible to score points on each round.

6.5 MSA BRITISH RALLY CHAMPIONSHIP CLASSES BRC 1, BRC PRODUCTION, BRC 3 - 5

Open to drivers and co-drivers competing in eligible vehicles outlined by class in Article 4, who must both be registered to be eligible to score points on each round.

6.6 MSA JUNIOR BRITISH RALLY CHAMPIONSHIP

Open to all registered drivers who are under 26 years of age on the 1st January 2018. Open to drivers and co-drivers entering a Junior BRC class compliant car, who must both be registered to be eligible to score points on each round.

6.7 MSA CADET BRITISH RALLY CHAMPIONSHIP

Open to all registered drivers who are under 25 years of age on the 1st January 2018. Open to drivers and co-drivers entering a Cadet BRC class compliant car, who must both be registered to be eligible to score points on each round.

2017 MSA Cadet British Rally Championship winner is ineligible to register for the 2018 MSA Cadet British Rally Championship. Cadet BRC competitors are also eligible to score points within the MSA Junior British Rally Championship class.

6.8 NATIONAL RALLY CUP CLASSES

Open to drivers and co-drivers competing in eligible vehicles outlined by classes in Article 4, who must both be registered to be eligible to score points on each round.

7. DEAD HEAT IN A CHAMPIONSHIP

7.1 DRIVERS AND CO-DRIVERS

For drawing up the final classification of a Championship, the rule for deciding between drivers and co-drivers who have scored exactly the same points total shall be:

- 7.1.1 According to the greater number of first places, then second places, then third places, etc., achieved in the final classifications on their respective Championship, counting only those rallies which have served to make up their points total;
- 7.1.2 According to the greater number of highest places achieved in the final classifications on their respective Championship, counting only those rallies in which each of the drivers and co-drivers concerned have taken part, one 11th place being worth more than any number of 12th places, one 12th place being worth more than any number of 13th places, and so on.
- 7.1.3 In the event of a further tie, the highest number of fastest stage times set in class will decide the outcome. Then second fastest stage times, then third fastest stages times etc
- 7.1.4 In the event of a further tie, the championship will be decided upon the toss of a coin.

7.2 TEAMS

The rule for deciding between registered manufacturers or registered teams which have scored exactly the same points total shall be as follows:

- 7.2.1 According to the greater number of highest places achieved in the qualifying rounds for each manufacturer or team, taking into account only the highest place per rally for each manufacturer or team.
- 7.2.2 According to the number of 9th places, 10th places, etc., one 9th place being worth more than any number of 10th places and so on.
- 7.2.3 In the event of a further tie, the highest number of fastest stage times set in class will decide the outcome. Then second fastest stage times, then third fastest stages times etc.
- 7.2.4 In the event of a further tie, the championship will be decided upon the toss of a coin.

8. RESTRICTIONS ON ADVERTISING

8.1 ADVERTISING

Competitors are allowed to affix any kind of advertising to their cars, provided that:

- It is authorised by the national laws and the MSA regulations.
 - It is not likely to give offence.
 - It respects the regulations on competition numbers.
 - It does not interfere with the crew's vision through the windows.
- 8.1.1 The name of an automobile manufacturer may not be included in the title of a rally or appear in the organiser's compulsory advertising spaces.
 - 8.1.2 The text of any obligatory organiser advertising must be clearly indicated in the supplementary regulations, or in an official bulletin before the close of entries for the rally.

9. DRIVER AND CO-DRIVER NAMES

9.1 REAR SIDE WINDOWS

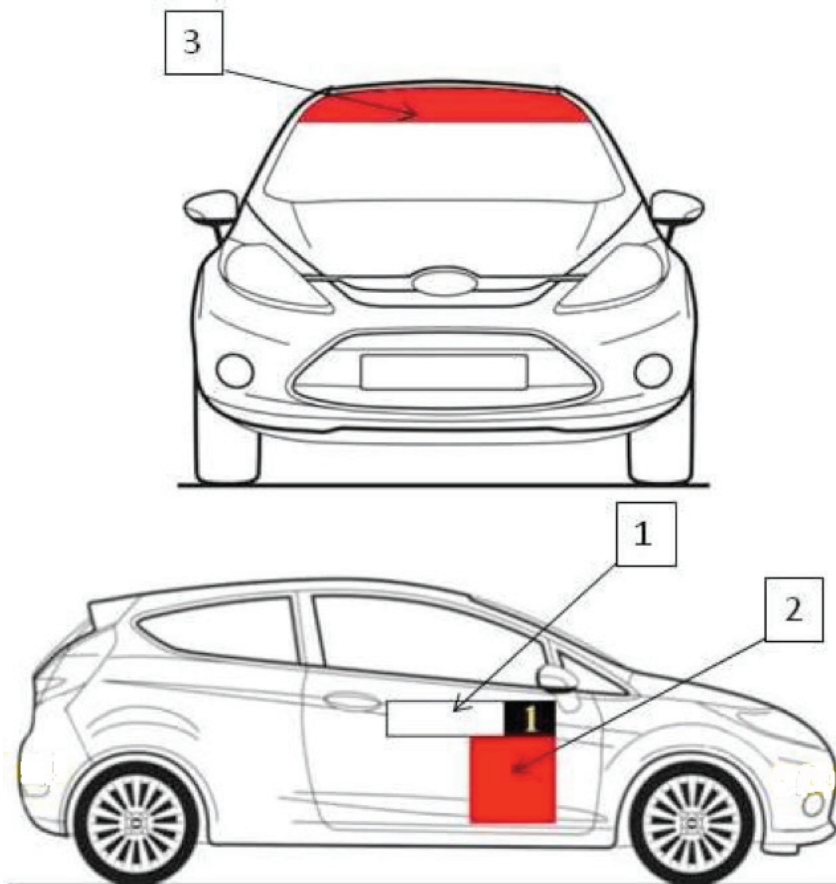
The first initial(s) and surname of both driver and co-driver, followed by their national flag must appear on the rear side window on both sides of the car, adjacent to the competition number. The names must be:

- In white Helvetica.
- In upper case for the initial(s) and first letter of each name with the remainder in lower case.
- 6cm high (upper case letters) and with a stroke width of 1.0cm. The driver's name shall be the upper name on both sides of the car.

9.2 DOOR PLATES / COMPETITION NUMBERS / DRIVER NAMES

Competitors' cars must display the official Championship decals at all times during the event, including shakedown which are held within the timetable of the rally.

1. Event Plate – supplied by each rally organiser
2. Championship sponsor door panel = 270cm x 450cm
3. Championship windscreen decal = 1280cm x 185cm



10. DRIVING CONDUCT

10.1 GENERAL RULES

- 10.1.1 Crews must always behave in a sporting manner.
- 10.1.2 When cars are subject to parc fermé rules (Art. 18.1), they may only be moved by crews and officials; at all other times anyone may push a car by hand. Other than under its own power and by hand, any other manner of moving a car is prohibited.
- 10.1.3 On a road section that is a public road, a competition car may only be driven on four freely rotating wheels and tyres. Any infringements will be reported to the clerk of the course who may impose a penalty, up to exclusion.

10.2 TRAFFIC LAWS

- 10.2.1 Throughout the rally, both crew members must observe the national traffic laws. Infringements will be referred to the clerk of the course.
- 10.2.2 In the case of an infringement of the traffic laws committed by a crew participating in the rally, the police officers or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.
- 10.2.3 Should the police or the official decide against stopping the driver in the wrong, they may nevertheless request the application of any penalties set out in the supplementary regulations of the rally, subject to the following:
- that the notification of the infringement is made through official channels and in writing, before the posting of the provisional final classification,
 - that the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, and that the place and time of the offence are precise,
 - that the facts are not open to various interpretations.
- 10.2.4 For the first infringement other than speeding: a penalty may be applied by the clerk of the course.

11. ENTRIES

Any competition licence-holder with a relevant licence wishing to take part in a rally must send the due entry fee and the completed entry form to the rally secretariat before the closing date, as specified in the supplementary regulations. A BRC registered competitor is not guaranteed an entry to any one of the events that make up the championship.

12. ENTRY CLOSING DATES

The closing date for entries must be no later than 1 week before the beginning of reconnaissance. Exceptionally, the individual rally may authorise late entries. Events are permitted to open entries early to BRC registered competitors to guarantee those championship crews an entry to their event. This early entry opening date must be specified in the event supplementary regulations.

13. CHANGE OF CLASS ENTERED

At the time of scrutineering, if a car as presented does not correspond to the group and/or class in which it was entered, the clerk of the course may transfer it to the appropriate group and/or class recommended by the scrutineers.

14. RECONNAISSANCE

14.1 RECONNAISSANCE CARS

- 14.1.1 Common requirements:
- The car must be painted in a single colour, with no advertising, stickers, etc.
 - Underbody protection is authorised (complying with the Group N regulations).
 - Two additional road-homologated headlamps are authorised.
 - The crew may use a "light" intercommunication system (without helmets) on or during special stages.
 - On-board navigation equipment may be fitted.

Cars which conform to the following specifications may be used:

14.1.2 Standard Cars

- Totally unmodified standard cars as offered for sale to the general public.

14.1.3 Production Cars

- The engine shall be a series production engine (complying with the Group N regulations).
- The gearbox shall be a series production gearbox (complying with the Group N regulations).
- The exhaust shall be a series production exhaust with a maximum noise level within the permitted legal tolerances of the organising country.
- Suspensions shall comply with the Group N regulations.
- The fitting of a steel safety rollbar complying with 2018 ISC Appendix J, Articles 253, 8.1 - 8.3, is authorised.
- Bucket seats in colours similar to those of the interior of the car are authorised.

14.2 TYRES FOR RECONNAISSANCE CARS

Tyres used for reconnaissance shall be:

- Road-homologated series production tyres for asphalt.
- Tyres for gravel must comply with MSA Tyre List 6 or be road tyres.

14.3 RESTRICTION OF RECONNAISSANCE

As from the publication of the rally supplementary regulations, any driver, or his co-driver, or any other team member who has entered or intends to enter a Championship rally and who wishes to drive on any road which is or might be used as a special stage in that rally, may only do so after he has obtained the organiser's written permission. This shall not apply when the person is known to live in the area. Failure to respect this rule shall result in the driver being reported to the clerk of the course.

Only competitors in BRC classes BRC 1-5, BRC Production Cup, BRC Junior and Cadet BRC will be allowed reconnaissance in the special stages on the gravel designated events. All competitors will be offered the opportunity to carry out reconnaissance on asphalt designated events

14.4 RUNNING OF RECONNAISSANCE

14.4.1 Timetable

The schedule for reconnaissance is at the initiative of each event organiser but must be detailed in the event regulations.

14.4.2 Respect of reconnaissance timetable

Only with the express authorisation of the clerk of the course may any person connected with an entered crew travel on or over the route of a special stage of the rally (except on foot) from the end of reconnaissance.

14.4.3 Number of passages

Each crew is limited to two passages on each special stage (special stages run twice are considered to be one special stage). Unless otherwise stated in the event supplementary regulations. Crews will only be permitted to enter and leave special stages through the Start and Finish controls. Further checks may also be carried out within special stages. For the gravel events 14.4.6 will apply.

14.4.4 Speed during reconnaissance

The organiser may determine a speed limit in the special stages. Such limits must appear in the supplementary regulations and may be checked at any time during reconnaissance.

14.4.5 Number of persons

During each passage through a special stage, only the crew is permitted in the car.

14.4.6 Convoy system

Where a convoy system is the method used by event organisers, reconnaissance of special stages must commence in a seeded order for the top 15 eligible cars detailed by the entry list. All other cars may proceed in convoy in any order given by the event organisers.

15. FINAL CHECKS

15.1 FINAL PARC FERMÉ

After finish formalities, cars must be placed in a parc fermé where they shall remain until released by the clerk of the course.

15.2 SELECTION OF CARS

Post-rally scrutineering involving the dismantling of a car may be carried out either at the discretion of the clerk of the course or following a protest or upon the recommendation of the clerk of the course to the Stewards or Championship.

15.3 HOMOLOGATION FORM

The complete original FIA homologation form and other necessary certifications must be available for final checks.

16. TIMING - SPECIAL STAGES

For special stages, timing will be to the tenth of a second

17. SUPER SPECIAL STAGES

17.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

- 17.1.1 When more than one car starts at the same time, the track design at each starting point must be similar. The same starting procedure must apply to each car. It is permitted to stagger the starting line for the cars to equalise the length of the stage from the different starting positions.
- 17.1.2 The inclusion of a super special stage in the rally itinerary is optional.

17.2 RUNNING OF A SUPER SPECIAL STAGE

The specific regulations regarding the running, starting order and time intervals of a super special stage are entirely at the discretion of the organiser. However, this information must be included in the supplementary regulations of the rally.

18. RULES OF PARC FERMÉ

18.1 APPLICATION

Cars are subject to parc fermé rules:

- 18.1.1 From the moment they enter a regroup park until they leave it.
- 18.1.2 From the moment they enter and/or check in at a control area until they leave it.
- 18.1.3 From the moment they reach the end of the competitive element of the rally until the clerk of the course has authorised the opening of parc fermé.

18.2 PERSONNEL ALLOWED IN PARC FERMÉ

- 18.2.1 As soon as they have parked their car in parc fermé, the drivers must stop the engine and the crew must leave parc fermé. Nobody, except the officials of the rally carrying out a specific function, is allowed in parc fermé.
- 18.2.2 Crews may enter parc fermé 10 minutes before their starting time.

18.3 PUSHING A CAR IN PARC FERMÉ

Only the officials on duty and/or the members of the crew are authorised to push a competing car inside parc fermé.

18.4 CAR COVERS

Car covers may not be used.

18.5 TECHNICAL CHECKS

Technical checks may be carried out within parc fermé by the scrutineers.

18.6 REPAIRS IN PARC FERMÉ

- 18.6.1 With the prior consent of the clerk of the course and under the supervision of an authorised marshal or scrutineer, the crew and up to 3 team personnel may change the window(s).

19. START ORDER AND INTERVALS

19.1 REVISED START ORDER REQUIREMENT

The start order shall remain unchanged until at least 10% of the total distance of the special stages detailed in the final itinerary has been completed.

19.2 REPOSITIONING OF DRIVERS

The clerk of the course may, for reasons of safety, reposition drivers or change the time interval between cars.

19.3 START ORDER DURING THE RALLY

The starting order for Leg/Day 1 is as follows

Ypres: in respect of Ypres Rally the start order will be defined as per the event supplementary regulations regarding the Qualifying Stage with Practice:

Competitors following a starting order in anticipated performance order decided by the organisers. The starting

order for Dayinsure Wales Rally GB will comply with the FIA World Rally Championship Sporting Regulations. To be eligible to score BRC points, entrants cannot enter as a FIA Priority crew on Dayinsure Wales Rally GB.

19.4 START ORDER FOR SUBSEQUENT LEGS/DAYS

The start order for subsequent Legs/Days shall be based on the classification at the finish of the final special stage of the previous Leg, excluding any super special stage if run at the end of the Leg/Day. Restarting Rally2 crews will restart in a position relative to their anticipated performance. Or in the case of Dayinsure Wales Rally GB in accordance with the 2018 WRC Sporting Regulations.

19.5 START INTERVAL

All cars will start at one-minute intervals unless specified otherwise in the rally supplementary regulations.

20. RE-START AFTER RETIREMENT / RALLY 2

20.1 GENERAL

Any crew which has failed to complete a Leg/Day can re-start the rally from the start of the next Leg/Day only if they confirm their intention to the clerk of the course one hour prior to the publication of the start list of the subsequent Leg/Day. The competitor must advise the organiser of the reason for retirement (e.g. accident, technical problems, etc.) and the intention to have the car re-scrutineered.

This shall apply to any car which has not been classified on the grounds of exceeding the time limit or has failed to report to a control, but shall not apply where the car has been excluded for breach of eligibility requirements, traffic infringements or by a decision of the Stewards.

20.2 PENALTIES

For all crews which re-start a time penalty will be applied. This time penalty will be as follows:

20.2.1 For every stage or super special stage missed: 7 minutes.

20.2.2 However, should the first special stage or super special stage that is missed be:

- run as Section 1 when followed by an overnight regroup before Section 2 or,
- the last stage before an overnight regroup, the penalty will be 10 minutes. This 10 minute penalty can be applied only once in a rally.

20.2.3 This time penalty will be added to the fastest time of the driver's class for each missed stage, which shall include the special stage or super special stage on which the crew has retired. For national rally cup drivers, this time penalty will be added to the fastest time achieved in its class by a national rally cup driver.

20.2.4 Should retirement occur after the last special stage or super special stage before an overnight regroup, the crew will be deemed to have missed that last special stage or super special stage.

20.3 REPAIRS AND SCRUTINEERING

20.3.1 Service location and time allowed

Any car which fails to finish a Leg/Day in accordance with the above may be repaired at the competitor's discretion. However, the car must report to the overnight regroup prior to the next Leg/Day, no later than 30 minutes before the scheduled start of the first car.

20.3.2 Scrutineering of repaired cars

The car must retain its original body shell and engine block as marked at pre-rally scrutineering. The competitor must be present during this re-scrutineering at a time to be advised by the organisers.

20.3.3 Repairs to start Leg/Day 1/Section 2

For those cars that failed to complete the super special stage/road section (Section 1 of Leg/Day 1), if applicable, repairs may be carried out in accordance with the above-mentioned article and the competitor may start Section 2 of Leg/Day 1. The competitor will be deemed to have completed the super special stage / road section and will not have retired. The supplementary regulations will specify the time for those competitors who failed to complete the super special stage and/or the road section.

21. SERVICING - GENERAL CONDITIONS

21.1 PERFORMING OF SERVICE

21.1.1 From the first TC onwards, service of a competing car may be carried out only in service parks and remote service zones with the exception of repairs to retired cars intending to re-start.

21.1.2 The crew, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where this is specifically prohibited.

21.2 TEAM PERSONNEL & SERVICE RESTRICTIONS

21.2.1 The presence of team personnel or any team conveyance is prohibited within 1 mile of its competing car except:

- In service parks and in remote service zones (RSZ)
- In refuel zones - two team personnel are allowed
- For one team member per car in official car wash areas
- In special stages (from the yellow sign at the beginning of the time control to the stop sign at the end of the special stage)
- Whilst the cars are in a media zone
- Where the competing cars following the route as prescribed in the road book are required to use the same road(s) at the same time as team personnel, provided that they do not stop at the same location at the same time.

21.2.2 The passing of food, drink, clothing and information (data card, road book, etc.) to or from the crew is permitted in service parks, remote service zones, regroupings or whilst the cars are in a media zone.

22. SERVICE PARKS

22.1 GENERAL

The number and locations of service parks are laid down in the supplementary regulations and in the road book.

22.2 SERVICE PARK SCHEDULES

The schedule for each car in the service park is as follows:

22.2.1 15 minutes before the first special stage following an overnight regroup.

- Not mandatory for section 1, except after a competitive element of the rally and an overnight parc fermé.
- Technical checks may be carried out within parc fermé.

22.2.2 30 minutes between two groups of stages.

- Preceded by a 3-minute technical zone which may be within a regroup.

22.2.3 45 minutes at the end of each section before an overnight regroup except after the final section of the rally.

- Preceded by a 3-minute technical zone which may be within a regroup.

22.3 SERVICE PARK IDENTIFICATION

Service parks are indicated in the rally itinerary with a time control at the entrance and exit.

22.4 SPEED INSIDE SERVICE PARKS

The speed of competition cars and service vehicles in the service parks may not exceed 20mph or less when specified in the supplementary regulations. Failure to comply with this limit shall result in a penalty applied by the clerk of the course.

22.5 LAYOUT OF SERVICE PARKS

22.5.1 The organiser must allocate a 'Service Park Zone' (defined by length, width and location) to each competing team within the service park. Any team vehicles must be parked within their zone. These vehicles must carry Service or Auxiliary plates. BRC registered competitors will receive an area 10m x 10m. Any teams running more than one car will receive 10x 8m for their additional cars. National Rally Cup competitors will receive an area 8m x 8m.

22.5.2 Any vehicles not parked totally within the area allocated must be parked in an adjacent parking area with pedestrian access to the service park. These vehicles will be allocated an Auxiliary plate.

23. REMOTE SERVICE ZONES

23.1 GENERAL

Remote service zones may be created which must:

- Be defined by a time control at their entrance and exit.
- Not exceed 15 minutes duration for any one car.
- Allow for the changing of tyres supplied from a service vehicle and any service as under these RSZ regulations.
- Incorporate a tyre marking zone after the exit time control.
- Admit only authorised team personnel, as under these RSZ regulations, the rally officials and media with appropriate passes.
- To increase promotional value, organisers are encouraged to locate RSZs in towns or centres of population.

23.2 NUMBER OF TEAM PERSONNEL

23.2.1 At a remote service zone, the following may work on their car(s):

- For one car, the crew plus up to 4 team personnel. These team personnel shall remain the same while the car is in the zone. Numbered armbands will be provided.
- For competitors running multiple entries, the crew plus up to 4 team personnel per car. These team personnel may be exchanged between cars within the zone.

23.2.2 The zones must be scheduled so that the same team personnel can attend these zones and the service park when using a provided recommended route. The replenishment of driver drink containers shall not be considered as work on a car.

23.2.3 No team personnel other than those permitted under Art. 23 may be in the zone.

23.3 ELIGIBLE EQUIPMENT AND TOOLS

23.3.1 Whilst in a remote service zone the following is permitted:

- The use of jacks, chassis stands, ramps, wheel nut spanners, torque wrench, hand tools and plain water
- The use of equipment or parts and tools carried on board the competing car
- The use of battery-operated tools including any necessary lighting
- The addition of plain water to the car systems for which a filling device may be used
- The use of brake bleeding and car cleaning equipment/material.

23.3.2 Ground sheets must be used.

23.3.3 It is permitted to have a competition car linked by a cable to a computer that is positioned inside the remote service zone and operated by an additional person (other than the allowed 4 team personnel). This person may not touch the car or any parts to be fitted to the rally car.

23.3.4 The fitting of extra lights on or into the car is permitted at remote service zones. The extra lights, tyres and the necessary tools to fit them may be transported to the RSZ in a service car. It is also permitted to remove extra lights from the car in this area.

23.3.5 Any equipment or parts from the car may be left in the RSZ and removed after the departure of the car.

23.4 RSZ VEHICLE PASS

One vehicle pass per competing car

24. TYRE FITTING ZONES (TFZ)

24.1 GENERAL

At each tyre fitting zone:

- A time control at its entrance and exit must be defined.
 - The target time for the TFZ shall be 15 minutes.
 - Any work within the defined zone may only be performed by the crew alone plus one team member per crew, but only using equipment carried on board the competing car. An extra car jack may be brought by the team member.
 - The extra tyres to be used may, however, be transported to the zone in a service car and be prepared by the permitted team member to be fitted to the rally car.
-

- One team personnel may be present in the zone for the changing of tyres.
- No other team personnel may be present in the zone other than the one allowed above
- Details on the transportation of the tyres to the TFZ will be specified in the supplementary regulations of each rally, as applicable.
- A wheel / tyre marking and barcode reading zone at which each car must stop will be established at the exit of each tyre fitting zone.
- When a TFZ is preceded by a regroup, a 3-minute technical zone must be arranged before the TC out of the regroup.

24.2 TFZ VEHICLE PASS

One vehicle pass per competing car will be issued by the organiser for transport of team personnel and eligible equipment and tools to the RSZ.

25. RALLY RESULTS

25.1 ESTABLISHING RESULTS

The results are established by adding together all the special stage times and all the time penalties incurred on road sections, together with all other penalties expressed in time.

25.2 PUBLICATION OF RESULTS

During the rally, the classifications to be published will be as follows:

- 25.2.1 Unofficial Classifications: classifications distributed by the organiser during the rally
- 25.2.2 Partial Unofficial Classifications: classifications published at the end of a Leg/Day.
- 25.2.3 Provisional Final Classification: classification published by the organiser at the end of the rally.
- 25.2.4 Official Final Classification: classification approved by the Clerk of the Course/Stewards.
- 25.2.5 In the event of the Provisional Final Classification being delayed, a new time must be advised by a Communication on the official notice board(s).

25.3 DEAD HEAT IN A CHAMPIONSHIP RALLY

In the event of a dead heat in a rally, the competitor who sets the best time on the first special stage, which is not a super special stage will be proclaimed the winner. If this is not sufficient, the times of the second, third, fourth, etc. special stages shall be taken into consideration.

26. PROTESTS AND APPEALS

26.1 LODGING A PROTEST OR APPEAL

All protests and/or appeals must be lodged in accordance with MSA Year Book Section C MSA Judicial Procedure.

26.2 PROTEST FEES

The protest fee is £235.

26.3 DEPOSIT

If a protest requires the dismantling and re-assembly of a clearly defined part of the car, any additional deposit must be specified in the supplementary regulations of the rally or will be specified by the Stewards upon a proposal of the BRC Technical Delegate / Chief Scrutineer.

26.4 EXPENSES

- 26.4.1 The expenses incurred in the work and in the transport of the car shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.
- 26.4.2 If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc. are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned.

27. RALLY PRIZE-GIVINGS

27.1 PODIUM CEREMONY

The competitive element of the rally will finish at the Final Time Control.

27.2 PRIZE-GIVING

Prizes for all competitors/crews will be awarded on an "Olympic-style" podium for the first, second and third in the overall classification and Junior BRC. If an organiser wishes, there may be a social / sponsor / civic gathering on the same evening. If crew attendance is expected, this must appear in the supplementary regulations.

28. ANNUAL BRC PRIZE-GIVING

Any driver and any co-driver winning a BRC Championship must be present at the annual BRC prize-giving ceremony, if invited by the BRC. It is mandatory for winners of the MSA British Rally Championship, the Junior British Rally Championship and the MSA British Rally Manufacturers' Championship to attend the MSA Night of Champions in Pall Mall in January 2019. Art.32.5.4 applies.

29. REFUELLING AND PROCEDURES

29.1 LOCATION

29.1.1 Except as detailed for the change of a fuel tank, crews may refuel only in the designated refuelling zones (RZ).

The refuel zones may be located at:

- the exit of service parks
- the exit of remote service zones
- remote locations on the rally route.

29.1.2 Any refuel zone shall feature on the itinerary of the rally and in the road book.

29.1.3 The presence of appropriate safety measures is required to be arranged by the organiser at any refuel zone (not applicable at commercial filling stations).

29.1.4 Registered championship competitors can use fuel from the championship designated fuel supplier. No other fuel can be used by championship registered competitors nor can they use pump fuel from a commercial filling station. The championship designated fuel supplier is Vital Equipment.

29.1.5 A car may be pushed out of the RZ by the crew, officials and/or the two team members without incurring a penalty.

29.2 PROCEDURE IN RZ

29.2.1 Only actions inside an RZ directly involved in the refuelling of the competing vehicle are permitted.

29.2.2 In all RZs, a 5 mph speed limit will apply.

29.2.3 The relevant personnel must be wearing clothing which will provide adequate protection against fire.

29.2.4 The fuel supplier or the organiser, whoever is responsible for running the refuel zone, is responsible to protect the ground with an Environmental Mat which shall be composed of an absorbent upper part and an impermeable lower part.

29.2.5 The responsibility for refuelling is incumbent on the competitor alone.

29.2.6 Engines must be switched off throughout the refuelling operation.

29.2.7 It is recommended that the crew remain outside the car during refuelling; however, should they remain inside, their safety belts must be unfastened.

29.2.8 Solely for the purpose of assisting with the refuelling procedure of their car, two team members of each crew may access the RZ.

29.3 OFFICIAL BRC FUEL SUPPLIER

Vital Equipment are the official BRC Fuel Supplier for 2018. The fuel types available are:

102 Octane Turbo Ultimate DEV2

98 Octane Super Unleaded

30. TYRES AND WHEELS

30.1 FOR ALL TYPES OF CARS AND ALL COMPETITORS

30.1.1 Compliance

All tyres must comply with this article, read in conjunction with MSA Year Book Section L.3, R 48.5.1 - R48.5.14.

30.1.2 Gravel Tyre

MSA Year Book Section L3. Must use tyres from MSA List 6. Subject to Article 30.1.4.

30.1.3 Asphalt Tyre

Tyres must comply with the 2018 FIA Regional Rally Sporting Regulations 60.1.9. Tyre cutting is permitted in all classes bar BRC1..

30.1.4 Types of tyres to be used

To be designated as a BRC tyre supplier the make of tyre can only come from a tyre manufacturer that has registered and paid the appropriate fee with the championship promoter. No competitor can score points for the championship until the tyre fee has been paid.

30.2 CONTROL

At any time during the rally, controls may be carried out to check the conformity of the tyres. Any tyre which is not in conformity will be marked with a special stamp and must not be used.

30.3 TYRE MARKING / CONTROL ZONES

A wheel/tyre marking / barcode reading zone may be established at the exit of the authorised service parks or tyre fitting zones. For the sole purpose of assisting the tyre marking procedure, one team member for each crew may access this zone.

The crew has to stop its car and wait for the instructions of the scrutineers and/or marshal. In the absence of scrutineers or marshals, the crew may leave the zone without stopping. A tyre mark checking zone may be established at the entrance of the authorised service parks and tyre fitting zones.

30.4 SPARE WHEELS

Cars may carry a maximum of two spare wheels.

Any complete wheel fitted on the car or installed inside the car during servicing must reach the next service park or the next service area where a tyre change is authorised. No complete wheel may be loaded on or taken off the car elsewhere than in the service parks or the areas where a tyre change is authorised.

30.5 TYRE QUANTITIES

The overall quantity of tyres to be used on each championship round shall be detailed in the supplementary regulations of each rally. For gravel rallies (rounds 1 & 2) the maximum number of tyres permitted shall be 10.

Two additional gravel tyres will be available to crews during the championship season. These two tyres can be used on rounds 1 & 2 in addition to the quantity specified for those rounds. The additional two tyres are for the championship NOT per round. The BRC Technical Delegate must be informed when these additional tyres are being used.

31. ADDITIONAL CAR REQUIREMENTS

31.1 ON-BOARD CAMERAS

31.1.1 If required by the organiser or Championship Promoter (if applicable), the competition car must carry an on-board camera or other recording device. This will be fitted by the organiser or Championship Promoter and approved by the scrutineer.

31.1.2 The competitor of any car which carries an on-board camera must have the prior agreement of the organiser or Championship Promoter. Authorised cameras will be identified by an adhesive decal and must be mounted in the car at the time of scrutineering.

31.1.3 Competitors wishing to use a camera must supply the following information to the organiser or Championship Promoter at least one week before the start of reconnaissance: competitor's name, car number, competitor's address and use of footage.

- 31.1.4 The organisers may establish on-board camera (OBC) data exchange points within the itinerary. Such points must be notified in a bulletin and are solely for the exchange of video data and adjustments/maintenance of the cameras.

Video data may also be exchanged and cameras maintained in regroups or parc fermés and at the exit of remote refuel zones with the agreement of the clerk of the course. All such work carried out will be done under the supervision of a marshal or rally official.

32. CHAMPIONSHIP REGISTRATION FEES

BRC1	- £1400 (VAT inclusive)
BRC Production Cup	- £700 (VAT inclusive)
BRC3	- £500 (VAT inclusive)
Junior BRC	- £700 (VAT inclusive)
Cadet BRC	- £350 (VAT inclusive)
BRC4	- £600 (VAT inclusive)
BRC5	- £350 (VAT inclusive)
National Rally Cup	- £350 (VAT inclusive)

Manufacturers registration fee - £2500+VAT – To be classed as a manufacturer the company must be registered with the SMMT.

Teams registration fee - £400+VAT –

Each manufacturer or team must hold a minimum of a MSA National Entrant's Licence.

- 32.1.1 All drivers must register using the appropriate form, pay the correct fee as defined in this article and have been formally accepted by the Championship. Co-driver's details can be confirmed at a later date but must be registered in the championship before any points can be allocated to the driver.
- 32.1.2 All fees are payable at the time of applying for registration.
- 32.1.3 A current list of registered drivers and co-drivers will be located on the official Championship notice board on msabrc.com.
- 32.1.4 Drivers entering the MSA Junior British Rally Championship must make a declaration of eligibility when registering.
- 32.1.5 All manufacturers/teams must register using the appropriate form, pay the correct fee as defined in this article and have been formally accepted by the Championship.

33. COMMERCIAL REGULATIONS FOR REGISTERED COMPETITORS

33.1 GENERAL

- 33.1.1 The rallies comprising the MSA British Rally Championship (the "Championship") including all Championship registered competitors, entrants, manufacturers, teams, team members and persons associated with any of the aforesaid agree to be bound by these commercial regulations and any additions, variations or amendments thereto.
- 33.1.2 In these commercial regulations, the nomenclature definitions and abbreviations specified in the General Regulations and in the Sporting Regulations shall be adopted.
- 33.1.3 The "Promoter" has the right to amend, vary or add to these regulations from time to time. Such amendments, variations and additions shall be notified by bulletin to all registered competitors by posting to the address detailed on the Championship registration form or by fax or e-mail to the fax number/e-mail address detailed on the Championship registration form, or by delivery to the competitor by hand.

33.2 PENALTIES

- 33.2.1 The terms of these commercial regulations are fundamental to the contract between the Promoter and the Championship competitor and/or the team. A breach of any of these regulations may render the competitor or the team ineligible for competition, in which case participation in the Championship will be entirely at the discretion of the Promoter.
- 33.2.2 The Promoter, as an alternative to excluding the competitor or the team from the Championship, may impose any one or more of the following penalties as a condition of continued participation in the Championship:
- a reprimand;
 - loss of prize money;

- a fine; and/or
 - a penalty issued by the Stewards of the Championship subsequent to a tribunal.
- 33.2.3 In addition or in lieu of any such penalty, the Promoter may require the competitor and/or team and/or team member and/or person associated with the above to take such steps as may be reasonable to mitigate the damage to the reputation of the Championship.
- 33.2.4 Future participation in the Championship may not be permitted until any imposed fine pursuant to these regulations is paid in full.
- 33.2.5 Where, in the opinion of the Promoter, any competitor(s) and/or team(s) has gained an unfair advantage (whether inadvertently or not) from a breach of the regulations by its own actions or those of another Championship competitor or team, the Promoter may impose any one or more of the penalties set out in Art.33.2.2 above in order to remove or otherwise compensate for such advantage.

33.3 MEDIA

- 33.3.1 By entering the Championship, event organisers, competitors, entrants and teams are obliged to assist in the promotion of the Championship and in particular the television coverage, live streaming, radio, news media and attendance at press conferences as required by the promoter/championship sponsor..
- 33.3.2 All event organisers, competitors, entrants and teams are obliged to assist the appointed media production company(s) in the filming and/or recording of the Championship events through the granting of interviews when requested and any other reasonable request of the media production company(s).
- 33.3.3 Without prejudice to the generality of the above, drivers finishing first, second and third in each Championship category and the driver finishing first in each class must make themselves available immediately after the podium ceremony/prize giving for media interviews in accordance with the requirements and directions of the Championship, their PR personnel and/or event and/or the sponsor(s).
- 33.3.4 At the sole request of the Championship or appointed Media Production Company, any competitor may be required to carry an on-board camera or carry a championship board affixed to the dashboard, in a visible position for the camera.
- 33.3.5 Competitors, teams and entrants who wish to carry on-board cameras must contact the Promoter to obtain the necessary licence and permissions prior to the event. No other on-board video or film camera will be permitted without the written authority of the Promoter. The rights to footage obtained by such devices remain with the Promoter.
- 33.3.6 Any Championship competitor and/or anyone connected with a competitor or manufacturer is prohibited from trying to influence the editorial decisions of the Media Production Company in connection with the Championship as it is broadcast, or of otherwise interfering with media coverage.
- 33.3.7 Only the Promoter may authorise any filming of the Championship or any event of the Championship.
- 33.3.8 The advertising of tobacco products is not permitted in any form

33.4 GUEST PASSENGER RIDES

- 33.4.1 Registered competitors and/or constructor/manufacturer/team(s) may be required to provide the Championship with an opportunity on the shakedown stage for one passenger seat ride, to an expected limit of three times throughout the season.
- 33.4.2 All competitors may also be required to provide the Championship with an opportunity for a minimum of two passenger seat runs at each of the BRC organised promotional media days or activities.

33.5 PROMOTION AND PUBLICITY

- 33.5.1 Each competitor and team may be requested to participate in any official media and/or promotional activity.
- 33.5.2 At all Championship events:
- Drivers and co-drivers wearing their driving overalls may be required to take part in any autograph session or event parade, should this be requested by the Promoter.
 - The competitor/team is responsible for providing the rally car. The rally car must display the Championship decals. No other type of vehicle will usually be permitted to participate in the drivers' parade.
 - The period of the Championship event to which these regulations refer shall include any pre-event promotion, the event shakedown and pre-start ceremonies.
- 33.5.3 Any driver, team and manufacturer in a position where they may win the Championship at the final event may be required to attend at their own expense a media event staged between the penultimate and final events of the Championship. The date for this media event will be set after consultation with the

competitor and/or nominated PR representatives of the teams entered for the Championship and will be notified in an official bulletin.

- 33.5.4 All award winners are required to attend the end-of-season Awards Evening, the date and venue of which will be advised. Failure to attend or nominate a representative to attend on their behalf will result in the Trophy not being issued and a loss of any prize monies.
- 33.5.5 By completing a Championship registration form, each team, entrant and competitor agrees that the Championship title rights sponsor may use their activities and successes in motor sport for any advertising, publicity, public relations and merchandising purposes. The manufacturer, team, entrant and competitor also agree that in any advertising or promotion with which they are associated (relating to the Championship), the full title of the Championship (including the Championship sponsor's name) will be used at all times, and any materials bearing the Championship logo will be submitted to the Promoter for approval prior to production.
- 33.5.6 The image of the MSA British Rally Championship must be upheld at all times by entrants, drivers, co-drivers and their teams, at or away from the events. Any entrant, competitor, or person(s) and organisations associated with, bringing any disrepute to the series, its sponsors and officials will be regarded with disfavour by the organisers and the matter will be presented to the Championship Stewards for formal action. Such behaviour will include driving standards of a criminal nature, which are brought to the attention of the Promoter.
- 33.5.7 On and away from events championship organisers will require co-operation and information from drivers & co-drivers for PR purposes in order to promote the Championship. Failure to co-operate or impart information may result in a penalty being applied.

33.6 MERCHANDISING

- 33.6.1 All manufacturers, teams, entrants and competitors by virtue of entering the Championship hereby authorise the Promoter to use and license the use of images and representations of the individual or teams' vehicles competing in the Championship including (in so far as the same appears on vehicles participating in the Championship) and, subject to specific agreement, the manufacturer's and team's logo for the purpose of producing merchandise exploiting the reputation of the Championship.
- 33.6.2 The competitor, team and entrant hereby agree to provide autographs and/or official signed merchandise if requested by Promoter.
- 33.6.3 Competitors who have sponsor decals which conflict with the official associate partners of the Championship must seek approval from the Championship manager prior to event. The final position, size and colours (if approved) will be at the discretion of the Promoter.