



BRITISH RALLY CHAMPIONSHIP
2019 SPORTING REGULATIONS

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1. GENERAL CONDITIONS

Motorsport UK Events (the “Promoter”) organises the British Rally Championship, which is the property of Motorsport UK. The word “Championship” automatically includes the British Rally Championship.

The Championship is governed in accordance with the regulations of Motorsport UK incorporating the provisions of the FIA 2019 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 2019 Motorsport UK Judicial Procedures.
- 1.1.2 Motorsport UK Championship Permit 2019/007 has been issued.
- 1.1.3 Anything that is not expressly authorised by these regulations is forbidden.
- 1.1.4 British Rally Championship, Motorsport UK Events, Motorsport UK House, Riverside Park, Colnbrook SL3 0HG – 01753 765100 – www.britishrallychampionship.co.uk - brc@motorsportuk.org

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 2019.

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 national stage rally licence as appropriate. Co-drivers national 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.
 - 1.4.1.4 An international competition licence will be require by both driver and co-driver for Renties Ypres Rally.

2. CALENDAR

16 February	-	NAT A - Visit Conwy Cambrian Rally, Llandudno	-	Gravel
16/17 March	-	INT - Quality Hotels West Cork Rally, Clonakilty	-	Asphalt
27 April	-	INT - Pirelli International Rally, Carlisle	-	Gravel
29/30 June	-	INT - Renties Ypres Rally, Ieper	-	Asphalt
17 August	-	INT - Ulster Rally, Antrim	-	Asphalt
14 September	-	NAT A - The Armstrong Galloway Hills Rally, Castle Douglas	-	Gravel
3/6 October	-	INT - Wales Rally GB (reserve event)	-	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 –
 Championship Technical Delegate – Stuart Cant

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 2019 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 2019 ISC Appendix J, Art. 256.
- Group R cars (R1/R2/R3/R3T/R3D) conforming to the 2019 ISC Appendix J, Art. 260 and 260D.
- Group R5 cars conforming to the 2019 ISC Appendix J, Art. 261. .
- Group N cars conforming to the 2019 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) Group R5 cars conforming to the 2019 Appendix J, Art. 261
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 converted to RHD whose conversion has been supported with photographic evidence and original LHD homologation papers for that vehicle. Paperwork to be submitted to the championship manager in advance of competition. Championship organisers reserve the right to reclassify a car to NRC Class 6 if pre-event scrutineering reveals changes to the vehicle specification that are considered to improve the vehicle's performance.

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 2019 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 2019 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.

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 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.

No Joker points may be claimed if Rally2 has been used to obtain a finish.

5.1.3 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 6 rounds.

If fewer than 6 but more than 4 rounds are run, entrant/competitors with the highest number of points from 4 out of 5 rounds will count towards all classes.

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. 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 BRITISH RALLY CHAMPIONSHIP FOR TEAMS

Open only to Teams with drivers registered in BRC1, BRC Production Cup, Junior BRC, Cadet BRC, BRC3, BRC4, BRC5 and NRC Class 7 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. The points allocated to each car will be the points scored within their own Championship Class excluding any Joker points. A registered teams points score for an event will be the sum of the two highest points scores.

Ties will be decided in favour of the team with the greatest number of championship class wins. If that fails to resolve the tie then championship class second places will be considered and so on until the tie is resolved.

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.

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

6.3 BRITISH RALLY CHAMPIONSHIP FOR MANUFACTURERS

Open only to Manufacturers registered in BRC1, BRC Production Cup, BRC3, BRC4, BRC5 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 BRITISH RALLY CHAMPIONSHIP FOR DRIVERS & CO-DRIVERS

Open to drivers and co-drivers entering classes BRC1, BRC Production Cup, Junior BRC, BRC3, BRC4, BRC5 and NRC Class 7 category compliant cars, who must both be registered to be eligible to score points on each round.

6.5 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 JUNIOR BRITISH RALLY CHAMPIONSHIP

Open to all registered drivers who are under 26 years of age on the 1st January 2019. 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 CADET BRITISH RALLY CHAMPIONSHIP

Open to all registered drivers who are under 25 years of age on the 1st January 2019. 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.

2018 MSA Cadet British Rally Championship winner is ineligible to register for the 2019 Cadet British Rally

Championship. Cadet BRC competitors are also eligible to score points within the 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 Motorsport UK 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

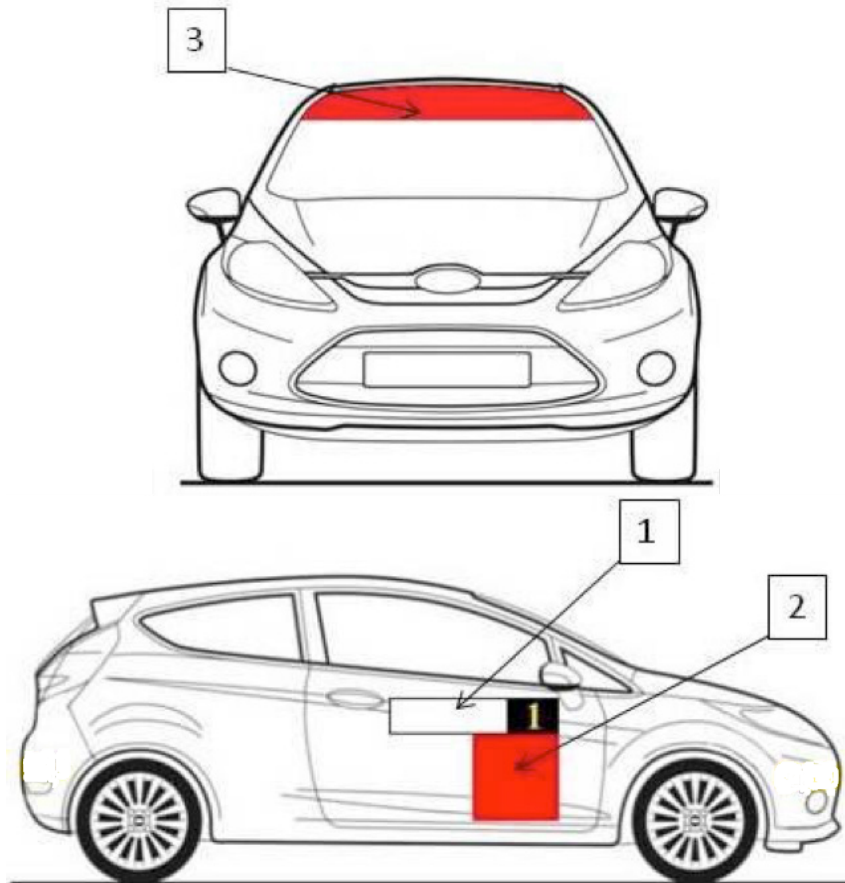
The first initial(s) and surname of both driver and co-driver, followed by their national flag must appear on the rear side window on both sides of the car, adjacent to the competition number. The names must be:

- 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 = 270mm x 450mm
3. Championship windscreen decal = 1280mm x 185mm



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, 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 disqualification.

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. RECONNAISSANCE

12.1 RECONNAISSANCE CARS

- 12.1.1 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:

12.1.2 Standard Cars

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

12.1.3 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 2019 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.

12.2 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.

12.3 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.

12.4 RUNNING OF RECONNAISSANCE

12.4.1 Timetable

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

12.4.2 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.

12.4.3 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 12.4.6 will apply.

12.4.4 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.

12.4.5 Number of persons

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

12.4.6 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.

13. FINAL CHECKS

13.1 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.

13.2 HOMOLOGATION FORM

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

14. TIMING - SPECIAL STAGES

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

15. START ORDER AND INTERVALS

15.1 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.

15.2 REPOSITIONING OF DRIVERS

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

15.3 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:

At all other events competitors following a starting order in anticipated performance order decided by the organisers.

15.4 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.

15.5 START INTERVAL

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

16. RE-START AFTER RETIREMENT

16.1 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 disqualified for breach of eligibility requirements, traffic infringements or by a decision of the Stewards.

16.2 PENALTIES

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

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

16.2.2 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.

16.2.3 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.

- 16.2.4 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.

16.3 REPAIRS AND SCRUTINEERING

16.3.1 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.

16.3.2 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.

16.3.3 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.

17. SERVICING - GENERAL CONDITIONS

17.1 PERFORMING OF SERVICE

- 17.1.1 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.

- 17.1.2 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.

17.2 TEAM PERSONNEL & SERVICE RESTRICTIONS

- 17.2.1 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.

- 17.2.2 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.

18. RALLY RESULTS

18.1 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.

18.3 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.

19. CHAMPIONSHIP PROTESTS AND APPEALS

19.1 LODGING A PROTEST OR APPEAL

All protests and/or appeals must be lodged in accordance with Motorsport UK Year Book Section C Motorsport UK

Judicial Procedure.

19.2 PROTEST FEES

The protest fee is £235.

19.3 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.

19.4 EXPENSES

- 19.4.1 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.
- 19.4.2 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.

20. RALLY PRIZE-GIVINGS

20.1 PODIUM CEREMONY

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

20.2 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.

21. 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 British Rally Championship, the Junior British Rally Championship and the British Rally Manufacturers' Championship to attend the Motorsport UK Night of Champions in Pall Mall in January 2020. Art.26.5.4 applies.

22. REFUELLING AND PROCEDURES

22.1 LOCATION

- 22.1.1 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.
- 22.1.2 Any refuel zone shall feature on the itinerary of the rally and in the road book.
- 22.1.3 The presence of appropriate safety measures is required to be arranged by the organiser at any refuel zone.
- 22.1.4 Registered championship competitors will 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.
- 22.1.5 A car may be pushed out of the RZ by the crew, officials and/or the two team members without incurring a penalty.

22.2 PROCEDURE IN RZ

- 22.2.1 Only actions inside an RZ directly involved in the refuelling of the competing vehicle are permitted.
- 22.2.2 In all RZs, a 5 mph speed limit will apply.
- 22.2.3 The relevant personnel must be wearing clothing which will provide adequate protection against fire.
- 22.2.4 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.

- 22.2.5 The responsibility for refuelling is incumbent on the competitor alone.
- 22.2.6 Engines must be switched off throughout the refuelling operation.
- 22.2.7 No one must be within the vehicle e.g. driver, navigator, service crew and the engine must be stopped throughout any refuelling operation..
- 22.2.8 Solely for the purpose of assisting with the refuelling procedure of their car, two team members of each crew may access the RZ.

22.3 OFFICIAL BRC FUEL SUPPLIER

Vital Equipment are the official BRC Fuel Supplier for 2019. The fuel types available are:

102 Octane Turbo Ultimate DEV2

98 Octane Super Unleaded

23. TYRES AND WHEELS

23.1 FOR ALL TYPES OF CARS AND ALL COMPETITORS

23.1.1 Compliance

All tyres must comply with this article, read in conjunction with Motorsport UK Year Book Section L.3.3, R 48.5.1 - R48.5.14.

23.1.2 Gravel Tyre

Motorsport UK Year Book Section L3.3. Must use tyres from Motorsport UK List 6. Subject to Article 30.1.4.

23.1.3 Asphalt Tyre

Tyres must comply with the 2019 FIA Regional Rally Sporting Regulations 60.1.9. Tyre cutting is permitted in all classes bar BRC1 and NRC Class7.

23.1.4 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.

23.2 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.

23.3 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.

23.4 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.

23.5 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, 3 & 6) 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, 3 & 6 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.

24. ADDITIONAL CAR REQUIREMENTS

24.1 ON-BOARD CAMERAS

- 24.1.1 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.
- 24.1.2 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.
- 24.1.3 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.
- 24.1.4 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 regroupes 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.

25. CHAMPIONSHIP REGISTRATION FEES

BRC1	- £900
BRC Production Cup	- £700
BRC3	- £500
Junior BRC	- £700
Cadet BRC	- £350
BRC4	- £600
BRC5	- £350
National Rally Cup	- £350, Class 7 £900

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

Teams registration fee - £400

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

- 25.1.1 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.
- 25.1.2 All fees are payable at the time of applying for registration.
- 25.1.3 A current list of registered drivers and co-drivers will be located on the official Championship notice board on msabrc.com.
- 25.1.4 Drivers entering the Junior British Rally Championship must make a declaration of eligibility when registering.
- 25.1.5 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.

26. COMMERCIAL REGULATIONS FOR REGISTERED COMPETITORS

26.1 GENERAL

- 26.1.1 The rallies comprising the 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.
- 26.1.2 In these commercial regulations, the nomenclature definitions and abbreviations specified in the General Regulations and in the Sporting Regulations shall be adopted.
- 26.1.3 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.

26.2 PENALTIES

- 26.2.1 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.
- 26.2.2 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.
- 26.2.3 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.
- 26.2.4 Future participation in the Championship may not be permitted until any imposed fine pursuant to these regulations is paid in full.
- 26.2.5 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.26.2.2 above in order to remove or otherwise compensate for such advantage.

26.3 MEDIA

- 26.3.1 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..
- 26.3.2 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).
- 26.3.3 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).
- 26.3.4 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.
- 26.3.5 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.
- 26.3.6 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.
- 26.3.7 Only the Promoter may authorise any filming of the Championship or any event of the Championship.
- 26.3.8 The advertising of tobacco products is not permitted in any form

26.4 GUEST PASSENGER RIDES

- 26.4.1 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.
- 26.4.2 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.

26.5 PROMOTION AND PUBLICITY

- 26.5.1 Each competitor and team may be requested to participate in any official media and/or promotional activity.
- 26.5.2 At all Championship events:

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- 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.
- 26.5.3 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.
- 26.5.4 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.
- 26.5.5 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.
- 26.5.6 The image of the 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.
- 26.5.7 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.

26.6 MERCHANDISING

- 26.6.1 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.
- 26.6.2 The competitor, team and entrant hereby agree to provide autographs and/or official signed merchandise if requested by Promoter.
- 26.6.3 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.