

RALLY2

THE 2WD CHALLENGE

TYRO > ONE-FOUR > OPEN



Outline

Promoted by the Roger Albert Clark Rally Motor Club, the 2019 Rally 2 Championship will aim to build on its inaugural year, offering a low cost, enjoyable and innovative series with a family-style atmosphere for two-wheel drive cars on top-quality gravel events.

Rally2 will, where possible, follow the “two-wheel-drive first” events ensuring crews are able to sample some of the best forestry conditions that the UK has to offer.

Classes are simple and ensure any 2wd car can take advantage of the diverse range of events, with both class and overall awards on offer at the end of the year.

Tyro offers a cost-effective entry-level option whilst the One-Four should appeal to the under 1400cc crews. The Open and Open-Plus category ensures those with more power can still qualify.

The 2019 Rally2 Championship calendar remains largely as 2018 with the North Wales Rally Services Rally North Wales being followed by The Pirelli Carlisle Rally. The ATL Carlisle Stages also remains whilst the Eventsigns Woodpecker Stages and the Roger Albert Clark (Sunday leg) offer the biggest changes to the format. We have been assured by all events that stages will be chosen for their quality and will be ideal for two wheel drive vehicles, running first on the road for all or most of the event.

We look forward to welcoming you to Rally North Wales in March 2019.

Championship committee

Comprising the following people and roles:

Colin Heppenstall (Championship Manager)	colin@historicroallying.org	07736 083745
John Cooper (Eligibility Scrutineer)	jccmstech@gmail.com	07702 240970
Matt Cotton (Championship Administrator & CLO)	matt@mcrmotorsportmedia.com	07870 216931
Bex Hinton (Championship Administrator)	bex@mcrmotorsportmedia.com	07540 186092

The group will be responsible for the administration of the Championship and may invite others to attend meetings as and when required. The group may issue supplementary Official Bulletins during the course of the championships.

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Registration

Rally 2 is a closed to club challenge and all competitors wishing to register must be members of the Roger Albert Clark Rally Motor Club.

Registration must be made by the end of signing on at the Carlisle Rally on 8th June 2019, by using the form on the website here: <http://racrmc.org/rally-2wd/index>

Crew (driver & co-driver): £75

Registered contenders must nominate the class you wish to score points for during the season on the form as this will be used to work out challenge points after the event.

It is a competitor's responsibility to obtain event regulations and to apply for entries. Being a registered contender does not guarantee an entry on any event. Completed registration forms accompanied by the correct fee must be returned to the Championship Administrator who, upon acceptance of the entry, will issue a Championship Registration Card and number. Registrations will be accepted either in person, through the post or on championship rounds.

Championship Registration Fee's can be paid direct into the Clubs account:

Bank of Scotland, Sort Code : 80.12.08, Account No : 06002797

BIC: BOFSGB21024

IBAN: GB09 BOFS 8012 0806 0027 97

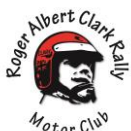
In order to be eligible for points, competitors must register prior to the start of the round on which they first intend to claim points. Registrations will still be taken during the round, but the competitor will not be eligible for points until the next round. Competitors will be required to sign-on at each round to confirm their vehicle's eligibility and to allow their championship registration to be checked. A driver may register alternative co-drivers during the year at no additional cost. Points will not be awarded retrospectively.

Proposed Qualifying rounds:

2019 Rally2 Calendar (subject to MSA approval):		
30th March 2019	NWRS Rally North Wales	Dolgellau, Wales
27th April 2019	Pirelli Carlisle Rally	Carlisle, England
8th June 2019	ATL Carlisle Stages	Carlisle, England
31st August 2019	Eventsigns Woodpecker Stages	Ludlow, England
24th November 2019	Roger Albert Clark Rally	Sunday Leg - South of Scotland

Reserve Event: (TBC)

The running order of the events in the calendar will be confirmed by the events in due course, however it is understood each rally will ensure two-wheel-drive vehicles will run first on the road if in a mixed two wheel drive/four wheel drive field. More information on this will be released by the events. For the purposes of points scoring for the Roger Albert Clark Rally, competitors will only need to enter the Sunday leg of the rally which takes place in Scotland. If competitors are tackling the full event, points will be allocated from the total stage times for the Sunday leg and compared with the Sunday leg only competitors to ascertain finishing positions in the series.



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Classes

T14	Up to 1400cc Complying with MSA Regulations and Tyro specification
T16	Up to 1600cc Complying with MSA Regulations and Tyro specification
One-Four	Up to 1400cc complying with MSA Regulations
Open	1401cc up to 2000cc complying with MSA Regulations (including FIA R2/R2T)
Open-Plus	2001cc and over complying with MSA Regulations (including FIA R3/R3T)

Awards

Annual Awards will be presented at the Clubs Presentation night which includes the Fuchs Lubricants Motorsport UK British Historic Rally Championship and the Fuchs Lubricants Historic Asphalt Rally Championship.

- 1st: Overall Rally 2 Driver and co-driver
- 2nd: Overall Rally2 Driver and co-driver
- 3rd: Overall Rally2 Driver and co-driver
- 1st: Tyro14 Driver and co-driver
- 1st: Tyro16 Driver and co-driver
- 1st: One-Four Driver and co-driver
- 1st: Open Driver and co-driver
- 1st: Open plus Driver and co-driver

Additional awards may be added if registration numbers allow.

Points

Points will be awarded in each class, per event as follows

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

All rounds will count and score. In the event of a championship round being cancelled, the number of scores to count will be reduced as such.

For any Championship round which has to reduce scheduled mileage due to unforeseen circumstances, full points will be awarded if 51% of the stage mileage is run, half points for 25% to 50%, and quarter points if under 25% is run.

In the case of a tie, for the purposes of determining the winner of a class or overall championship title, the rule for deciding the winner will be:

The highest place of the class or overall contender on the opening round of the 2019 series.



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Technical:

Tyro Regulations

The Tyro category is designed to provide a cost-effective route into forestry stage rallying for novices and experienced competitors alike, by entering into the spirit of the formula of limited vehicle modifications. Essentially, the idea is to allow road rally, or road cars to have the basic safety equipment fitted as per the Motorsport UK Blue Book and to compete on smoother roads, competing alongside others with budget and fun in mind.

Body:

The bodyshell, including external panels, of the vehicle should be entirely as sold by the manufacturer on the standard road car from a main dealer at the time.

Manufacturer add ons, or accessories as available from a main dealer and offered by the manufacturer for that model may also be fitted.

Strengthening of the bodyshell is permitted.

No interior trims may be removed, although may be modified to effect the fitment of a roll cage.

Carpets, rear seats and bracket for such may be removed.

Underbody protection may be fitted.

Brake and fuel lines may be replaced and/or brought inside the car if complying with MSA Regulations.

All standard glass must be retained.

All original, factory body panels must remain and cannot be replaced with another material.

Engine

The engine MUST be the standard part as fitted by the manufacturer for that make and model of car.

No modifications are permitted aside from:

Manufacturers air filter may be replaced with a performance filter or sock. The original air intake pipe must be retained.

The fuel pump may be replaced.

The exhaust catalyst (if required by law or manufactured after 31/12/1999) must be retained. The exhaust system is free after the manifold – whilst complying with the above.

Engine bay trims may be removed.

The ECU must be that fitted to the vehicle from the manufacturer, the internals and programming is free. No secondary ECU's are permitted.

Transmission

The transmission, including cases and internals must be completely standard as the vehicle left the factory. Mountings may be improved with stiffer bushes.

Suspension

Suspension may be updated but may not include remote reservoir units and must retain the manufactures style of unit and mounting points. Strut braces are permitted.



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Brakes

Brake pads, shoes and hoses are free but the manufacturer's caliper or drum must be retained for that model. The manufacturer's original handbrake must be retained and must comply with construction and use regulations. ABS may be removed.

Championship Stewards

The panel of Stewards for the championships will comprise three members, drawn from a list of five independent persons. Any appeal against their decisions must be made in accordance with section C6.1 to C6.6. of the 2019 Motorsport UK Competitor's Yearbook. The Championship Stewards are Steve Stringwell, John Trevethick, Roy Brader and Ian Howells.

Vehicle Eligibility

During any championship round, issues regarding vehicle / part eligibility will be taken in the first instance to the Championship Eligibility Scrutineer for onward transmission to the Championship Eligibility Group who will sit after each round to discuss any issues raised. The Group will make relevant recommendations to the Championship committee, who will inform registered contenders accordingly.

A prospective competitor may apply for a vehicle to be admitted to a specific Class direct to the Eligibility Scrutineer, where he/she can prove via newspaper, magazine or documentary evidence that the make and model of car competed in stage rallies.

The committee is not obliged to give a reason why a vehicle is not to be admitted to a specific class.

Tyres

Tyres manufacturers are free within the championship, but must comply with Motorsport UK 2019 Competitors' Year Book R49.10.3

Breach of Regulations

Any written reported breach of either these Championship Regulations or the 2019 Motorsport UK Competitors Yearbook by a Championship Contender will be considered by the Championship Stewards, who after giving all concerned the opportunity to be heard, will take appropriate action in accordance with Section G2.7 and G2.7.1 of the 2019 Motorsport UK Competitor's Yearbook. Note: In the event of a breach of Technical / Motorsport UK Regulations occurring on an event, this will be resolved in accordance with the provisions of the 2019 Motorsport UK Regulations and the outcome of any action will be reported to the Championship Stewards for possible further action as above.

The Championship Stewards may also report any matter to Motorsport UK, who may take further action, including increasing any penalties previously applied.

