**Foreword**

The Roger Albert Clark Rally Motor Club Ltd is very proud to be able to promote the MSA British Historic Rally Championship for its second year in 2017

I welcome Mintex once again as title sponsors and thank them for their support. The Mintex MSA British Historic Rally Championship will run at National ‘A’ status. We have maintained a similar balance between gravel and asphalt events and believe that we can offer some of the best events available. The gravel rallies have been chosen to offer competitors the best possible road conditions.

The Championship Registration fee is £75 per crew.

Members who wish to participate in both the BHRC and the new Fuchs Lubricants R.A.C. Historic Asphalt Championship will only be required to pay an additional fee of £25, this charge is to cover the cost of the championship stickers during the year.

Colin Heppenstall  
Roger Albert Clark Rally Motor Club

**Mintex MSA British Historic Rally Championship**

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
<th>Location</th>
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<tbody>
<tr>
<td>1)</td>
<td>19 February</td>
<td>Red Kite Stages</td>
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<td>2)</td>
<td>1 April</td>
<td>North Wales Stages</td>
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<td>3)</td>
<td>29 April</td>
<td>Pirelli Carlisle Rally</td>
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<td>4)</td>
<td>3 June</td>
<td>Severn Valley Stages</td>
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<tr>
<td>Reserve Event</td>
<td>9/10 June</td>
<td>Carlisle Stages</td>
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<td>5)</td>
<td>2 July</td>
<td>ALMC Stages</td>
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<td>6)</td>
<td>30 July</td>
<td>Harry Flatters</td>
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<td>7/8)</td>
<td>14-16 September</td>
<td>Rally Isle of Man</td>
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<td>9)</td>
<td>29-30 September</td>
<td>Trackrod Historic Cup</td>
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**Regulations – Mintex MSA British Historic Rally Championship**

Will be organised and administered by the Roger Albert Clark Rally Motor Club Ltd (RACRMC) and will incorporate the following class types:

- Category 1
- Category 2
- Category 3
- Category 4a
- Category 4b
- Category K (FIA Appendix K Class)
The Championship will be known as the "Mintex BHRC", all Classes will be for two-wheel drive vehicles only. It will be run for individual drivers and co-drivers, competing in eligible cars over eight designated National 'A' special stage rallies listed under the Championship Calendar. MSA Championship Permit No. 2017/017 has been issued.

All competitors must hold at least a 2017 National 'A' Rally Licence issued by the MSA, professional competitors or drivers holding a licence issued by any EU country, showing an EU Flag shall be entitled to take part and score points in the Championship. (for licences that do not show the EU Flag which have been issued by a foreign ASN, the licence holder will not be entitled to score championship points.)

All competitors must sign that they have read and agree to abide by the rules of the Championship Regulations. Acceptance of a championship entry is at the discretion of the Championship Committee, on behalf of the organisers. To be eligible to compete in the MSA British Historic Rally Championship, competitors must be fully paid up members of the RACRMC.

Championship points will be displayed on the Championship website (www.racrally.org) after each event and it is a championship contender’s responsibility to query the final championship points within seven days of the date of posting of the final results on the website at the close of the season. These regulations and any subsequent Official Bulletins supersede all others.

2. A committee comprising the following people and roles:

Colin Heppenstall (Championship Manager)  
John Cooper (Eligibility Scrutineer)  
Alan Walker  
(Competitor & MSA Historic Committee Representative)  
Nicola Heppenstall (Championship Administrator & CLO)  
Paul Lawrence (Media Manager)

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.

3. 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 2017 MSA Competitor’s Yearbook. The Championship Stewards are Steve Stringwell, John Trevethick, Roy Brader, Ian Howells and Mike Nicholson

4. Any written reported breach of either these Championship Regulations or the 2017 MSA 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 2017 MSA Competitor’s Yearbook. Note: In the event of a breach of Technical / MSA Regulations occurring on an event, this will be resolved in accordance with the provisions of the 2017 MSA 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 the MSA, who may take further action, including increasing any penalties previously applied.

5. 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. The registration fee will be £75.00 per crew, membership of the RACRMC Ltd is also required at a fee of £15 per person, if not already a member of the club, current membership expires on 31 December 2017. 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 I BAN: 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. Registrations for new crews will be accepted up to and including the last round of the Championship.

Competitors who wish to also register for the Fuchs Lubricants RAC Historic Asphalt Rally Championship will pay an additional registration fee of £25. This fee is to cover the cost of championship decals.

On the two events that are rounds of both the BHRC and Historic Asphalt Championship, the championship will issue a bulletin for crews that are registered
for both championships regarding preferences for sunstrips to be carried on these rounds, to still be eligible to score points for both championships.

6 Decals

(A) ‘Mintex’ Championship Sun Visor
(b) Official Event title decal
(c) Sub Sponsor Decal (20cmx42cm)
(d) Championship Door panel
(e) Roger Albert Clark Rally Motor Club Decal 20cmx20cm
(f) Mintex & Fuchs small sticker

Non compliance of the above will result in championship points not being allocated for that round.

The final positioning of the Championship decals can only be altered after agreement with the Championship Manager.

7. Championship Categories

Category 1
Cars first registered on or before 31st December 1967 complying with section R49 of the 2017 MSA Competitor Yearbook

Category 2
Cars first registered between the 1st January 1968 and the 31st December 1974 complying with section R49 of the 2017 MSA Competitor Yearbook

Category 3
Cars first registered between 1st January 1975 and 31st December 1981 complying with section R49 of the 2017 MSA Competitor Yearbook
Category 4a
Cars first registered between 1st January 1982 and 31st December 1985 complying with section R49 of the 2017 MSA Competitor Yearbook

Category 4b
Cars first registered between 1st January 1986 and 31st December 1990 complying with section R49 of the 2017 MSA Competitor Yearbook

Category K - FIA Appendix K Class
Cars first registered on or before 31st December 1985, complying with FIA Appendix K Classes, R49 of the 2017 MSA Competitor Yearbook, vehicles must be accompanied by a valid FIA Historic Technical Passport (FIA HTP)

8. An Eligibility Scrutineer has been appointed to the Championship John Cooper and a Deputy Eligibility Scrutineer Rob Harris. Any vehicle that has been, or is being used in the championship, can at any time, be either stripped or sealed for examination at the request of the Eligibility Scrutineer. All costs of stripping and rebuilding are to be borne by the competitor. Failure to agree to either the stripping or sealing or the breaking of a seal will result in a total loss of points accumulated in the championship up until the date of the failure, for both the driver and co-driver, or a greater penalty decided by the Stewards of the Championship.

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 working of this group and their term of engagement can be found on the Championship website. 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 Category 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 Category championship

For the avoidance of doubt, vehicles entered in Category 1 to 4b and Category K - FIA Appendix K, must comply with the MSA or FIA Historic Rules and regulations.

In all respects the specification, except MSA safety regulations, must comply with the specification as in the period for the Category applied for unless the committee has changed the vehicle specifications.
All championship entries must have and produce at all events those forms necessary for their Category:

(a) An FIA HTP or MSA HRVIF which must be carried in the car at all times on each round, where appropriate.
(b) Vehicle Registration Document (V5 or V5C).
(c) Valid MOT Certificate as appropriate
(d) An MSA Competition Car (Stage Rally) Log Book.
(e) Homologation papers (Category 3 and 4)

If the required papers are not in order (not correct or not produced) then Championship Points may not be allocated for that round IMPORTANT NOTE: The issue of these papers does not necessarily mean that your car complies with the Championship Regulations.

9. Tyres manufacturers are free within the championship, Category 1 to 4 must comply with MSA 2017 Competitors’ Year Book R49.10.3, FIA Appendix K Class must comply in accordance with FIA Appendix K.

Tyres may only be purchased from those companies who are partnering with the championship, these companies are: Pirelli, DMack, Kumho and Mr Tyre Motorsport, only contenders using these tyre brands are eligible to score championship points, if the competition vehicle used has a tyre that one of the above companies does not sell than the competitor must ask the Championship administrator for permission to purchase tyres from an alternate source. If these companies change during the year either companies being added to or deleted from the list the championship will issue a bulletin accordingly.

The Championship are trying to be equitable to all the suppliers, competitors and to the championship also.

10. The Mintex MSA British Historic Rally Championship will consist of five gravel forest rounds and four asphalt rounds, the Rally Isle of Man will be classed as a double header. To decide all overall and class results together with awards at the end of the season a contenders best six scores from the nine rounds will be counted or if the championship runs less than nine rounds as specified below:

<table>
<thead>
<tr>
<th>No. of events:</th>
<th>9</th>
<th>8</th>
<th>7</th>
<th>6</th>
<th>5</th>
<th>4</th>
<th>3</th>
<th>2</th>
<th>1</th>
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<tbody>
<tr>
<td>Scores to count:</td>
<td>6</td>
<td>6</td>
<td>5</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>1</td>
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The Championship are running a reserve event on 10 June at the Carlisle Stages Rally.
11. Class Structure within each Category:

Category 1 registered before 31.12.67:
  - Class B1 and B2 amalgamated
  - Class B2 {Cars up to 1000 cc.
    {Cars 1001 cc. to 1300 cc.
  - Class B3 Cars 1301 cc to 1600 cc excluding Twin Cam engined cars
  - Class B4 Cars over 1601 cc, including Twin Cam engined cars,
  - Class B5 Cars over 2000 cc including all Porsche 911s

Category 2 registered between 01.01.68 and 31.12.74:
  - Class C1 and C2 amalgamated
  - Class C2 {Cars up to 1300 cc.
    {Cars 1301 cc to 1600 cc including 2 valve twin cam engines
  - Class C3 Cars 1601 cc to 2000 cc.
  - Class C4 and C5 amalgamated
  - Class C5 Cars over 2000 cc including All Multi-valve Twin Cam engined cars

Category 3 registered between 01.01.75 and 31.12.81:
  - Class D1 and D2 amalgamated
  - Class D2 {Cars up to 1300 cc.
    {Cars 1301 cc to 1600 cc including 2 valve twin cam engines
  - Class D3 Cars 1601 cc to 2000 cc.
  - Class D4 Cars (including Twin Cam Multi-valve engined cars) over 2000 cc
  - Class D5 All other Twin Cam Multi-valve engined cars

Category 4a registered between 01.01.82 and 31.12.85
  - Class E1 Cars up to 1600 cc
  - Class E2 Cars over 1601 cc

Category 4b registered between 01.01.86 and 31.12.90
  - Class F1 Cars up to 1600 cc
  - Class F2 Cars over 1601 cc

Category K - FIA Appendix K Cars registered before 31.12.85:
  - Class G1 Cars up to 1600 cc.
  - Class G2 Cars over 1601 cc

No minimum number of starters is required in each class for Championship points to be awarded.

12. Points will be allocated on an individual basis to registered contenders, based on class, and overall finishing positions, as published in the final results of each round. No points will be awarded if the competing car does not carry the official...
championship decals, as specified in 6. In such an eventuality, the points scored by this competing crew will not be re-allocated.

If a round of the Championship chooses to run “Super Rally” or similar regulations, whereby competitors missing stages / controls are allowed to take penalties and remain in the overall classification, the Championship Co-ordinator shall not include such crews when allocating Championship Points at the end of the event.

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 starting points only if under 25% is run. Start points will be awarded at an ascending rate throughout the season i.e. 1 point for the first round started, 2 points for the second round started up to a maximum of 8 points for the last round of the championship. Rounds 7 and 8 (Isle of Man) will only receive one set of starting points but count as a double header for the remainder of the championship points.

The following points system will be used to ascertain Class winners for the championship, the number of points that will be awarded will be based on registered championship contenders, as listed in the individual event final results, and awarded as follows:

1st. Registered contender in each class receives 15 points
2nd. Registered contender in each class receives 14 points
3rd. Registered contender in each class receives 13 points
4th. Registered contender in each class receives 12 points
5th. Registered contender in each class receives 11 points
6th. Registered contender in each class receives 10 points
7th. Registered contender in each class receives 9 points
8th. Registered contender in each class receives 8 points
9th. Registered contender in each class receives 7 points
10th. Registered contender in each class receives 6 point
11th. Registered contender in each class receives 5 points
12th. Registered contender in each class receives 4 points
13th. Registered contender in each class receives 3 points
14th. Registered contender in each class receives 2 points
15th. Registered contender in each class receives 1 point

Additional points will be issued to ascertain Category winners for the championship, the number of points that will be awarded will be based on registered championship contenders, as listed in the individual event final results, and awarded as follows:

1st. Registered contender in each category receives 20 points
2nd. Registered contender in each category receives 18 points
3rd. Registered contender in each category receives 16 points
4th. Registered contender in each category receives 14 points
5th. Registered contender in each category receives 12 points
6th. Registered contender in each category receives 10 points
7th. Registered contender in each category receives 9 points
8th. Registered contender in each category receives 8 points
9th. Registered contender in each category receives 7 points
10th. Registered contender in each category receives 6 point
11th. Registered contender in each category receives 5 points
12th. Registered contender in each category receives 4 points
13th. Registered contender in each category receives 3 points
14th. Registered contender in each category receives 2 points
15th. Registered contender in each category receives 1 point

The overall Mintex MSA British Historic Rally Championship standings will be determined by overall finishing positions (among registered contenders) on each championship round.

1st. Registered contender in each rally receives 30 points
2nd. Registered contender in each rally receives 25 points
3rd. Registered contender in each rally receives 22 points
4th. Registered contender in each rally receives 20 points
5th. Registered contender in each rally receives 18 points
6th. Registered contender in each rally receives 16 points
7th. Registered contender in each rally receives 14 points
8th. Registered contender in each rally receives 13 points
9th. Registered contender in each rally receives 12 points
10th. Registered contender in each rally receives 11 point
11th. Registered contender in each rally receives 10 points
12th. Registered contender in each rally receives 9 points
13th. Registered contender in each rally receives 8 points
14th. Registered contender in each rally receives 7 points
15th. Registered contender in each rally receives 6 points
16th. Registered contender in each rally receives 5 points
17th. Registered contender in each rally receives 4 points
18th. Registered contender in each rally receives 3 points
19th. Registered contender in each rally receives 2 points
20th. All other Registered contenders finishing in each rally receives 1 point

Where points are being dropped towards the end of the season, with scoring rounds to count, the starting points for the respective round dropped will still be counted.

In the event of there being a point’s tie at the end of the championships, the following criteria will be used in the order below (considering only the scores to count Art. 9.2):
(a) The greater number of overall maximum scores,
(b) The greater number of overall second place scores,
(c) The greater number of overall third place scores,
(d) The greater number of overall fourth place scores,
(e) etc.,
(f) The highest overall finishing position on the last event in the championship.

13. The following Major Awards will be presented:

The crew who has the highest overall points score, based on event overall points scored will be awarded the MSA British Historic Rally Championship winner award for Driver & Co-driver, and will not be eligible for a Category or Class awards.

1ST Overall Category 1 awards to Driver & Co-driver
1ST Overall Category 2 awards to Driver & Co-driver
1ST Overall Category 3 awards to Driver & Co-driver
1ST Overall Category 4 awards to Driver & Co-driver
1ST Overall Category K awards to Driver & Co-driver

Awards will also be allocated to:
2nd overall in each Category to Driver & Co-driver
3rd overall in each Category to Driver & Co-driver

Class Awards
1st in Class
2nd in Class (Subject to 10 registered contenders)

If a crew has won a Category award are not eligible to win a Class award, a crew who has won a 1ST Overall Category award are not eligible to win the Challenge Awards.

1ST Overall Clubmans Challenge awards to Driver & Co-driver

Additional Awards shall be awarded as follows:
Most Entertaining Driver Under 25 Award Over 55 Award

On Each Championship Round:
- Spirit of the Rally product sponsored by Fuchs
- Best improvement on seeding product sponsored by Mintex (Questmead)

To be eligible to receive an award points must have been scored on a minimum of three rounds.

Additional Awards may be offered during the year, and these will be published in a Championship Bulletin.
14. The use of management cars or chase cars is prohibited on every round of the Championship. Servicing will only be permitted from properly identified service vehicles in Official Service Areas.

The Championship has appointed Rik and Kate Hinchliffe as Judges of Fact in relation to the use of management cars.

If the Championship Manager receives a report on the use of a management or chase car then the Championship may not allocate points to the offending contender for that specific round, whether or not a specific event takes action against a crew.

15. The use of subjective route notes 'Provided by an approved supplier' will be permitted on all gravel rounds. On the asphalt events, competitors will have the opportunity to make their own notes, subject to the terms specified by the event organisers.