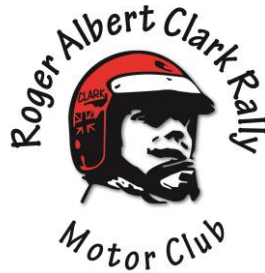




Historic Asphalt Rally Championship Regulations 2018



National B
Promoted by Roger Albert Clark Rally Motor Club Ltd



Foreword

The Roger Albert Clark Rally Motor Club Ltd is delighted to confirm renewed title sponsorship from Fuchs Lubricants for the third season of the Fuchs Lubricants RACRMC Historic Asphalt Rally Championship.

This is the UK's only high-profile all-asphalt championship for historic rally cars.

The Championship Registration fee is £75 per crew.

Colin Heppenstall
Roger Albert Clark Rally Motor Club

Fuchs Lubricants RACRMC Historic Asphalt Rally Championship

Round	Date	Event
1	3-4 March	Bovington Stages
2	20-21 April	Salamandre Rally, Belgium
3	3 June	Mini Epynt Stages
4	29 July	Harry Flatters, Epynt
5 & 6	13-15 September	Rally Isle of Man
7	12-13 October	Jersey Rally



Regulations – Fuchs Lubricants R.A.C Historic Asphalt Rally Championship

Will be organised and administered by the Roger Albert Clark Rally Motor Club Ltd 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 “Fuchs Lubricants RACRMC Historic Asphalt Rally Championship”, 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 six designated National ‘B’ special stage rallies listed under the Championship Calendar. The Rally Isle of Man will count as a double-header, rounds five and six. MSA Championship Permit No. 2018/xxx has been issued.

All competitors must hold ‘at least’ a 2018 National ‘B’ 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 RACRMC Rally Championship, competitors must be fully paid up members of the RACRMC.

Championship points will be displayed on the Championship website (www.racrmc.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) colin@racrallychamp.org

John Cooper (Eligibility Scrutineer) jccmstech@gmail.com

Alan Walker alan@wpcastings.co.uk



(Competitor & MSA Committee Representative)

Nicola Heppenstall (Championship Administrator & CLO) Nicola@racrallychamp.org

Paul Lawrence (Media Manager) paul@tfmpr.com

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 2018 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 2018 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 2018 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 2018. 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

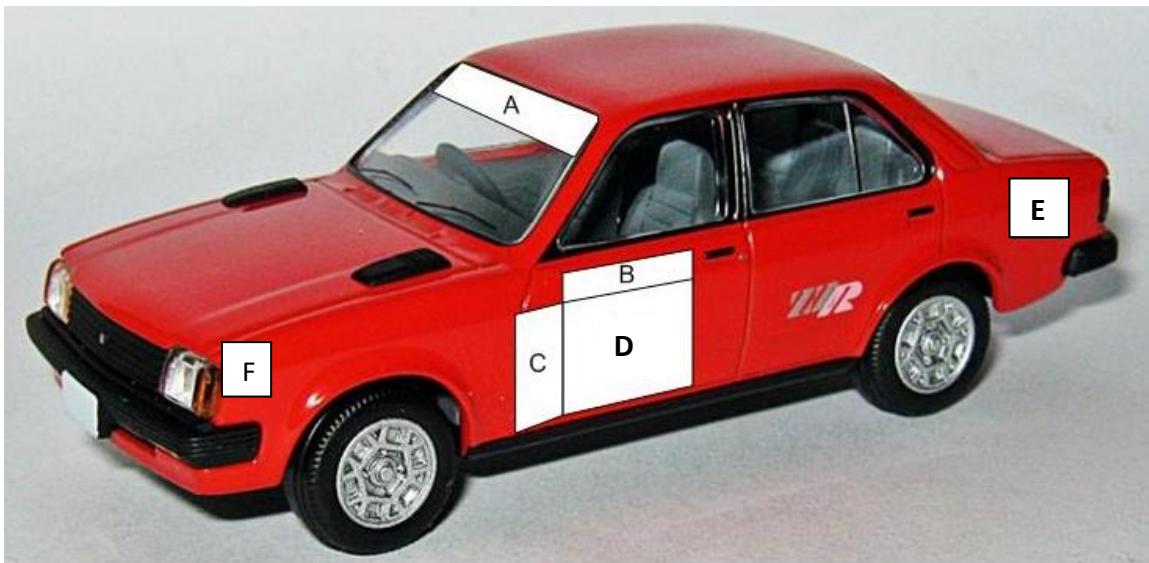


vehicle's eligibility and to allow their championship registration to be checked. A driver may register alternative co-drivers during the year at no additional cost. Points will not be awarded retrospectively. Registrations for new crews will be accepted up to and including the last round of the Championship.

Competitors who wish to also register for the MSA British Historic Rally Championship will pay an additional registration fee of £25. This fee is to cover the cost of championship decals and administration.

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) Fuchs Lubricants 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



Historic Stage Rally Cars are categorised in the following periods. A car will be dated by the specification presented and not necessarily by the date of build or registration:

Category 1

Cars of a specification valid on or before 1st January 1968 complying with section R49 of the 2018 MSA Competitor Yearbook

Category 2

Cars of a specification valid between the 1st January 1968 and the 31st December 1974 complying with section R49 of the 2018 MSA Competitor Yearbook

Category 3

Cars homologated in Groups 1, 2, 3 or 4 between 1 January 1975 and 31 December 1981. Cars in Category 3 must comply with their Homologation and complying with section R49 of the 2018 MSA Competitor Yearbook.

Category 4a

2 wheeled drive Cars homologated in Groups A, N and B between 1 January 1982 and 31 December 1985 excluding any cars that were regulated out by the FIA in period from rallies for safety reasons. Cars in Category 4 must comply with their Homologation forms and Appendix J of the 1985 FIA Yellow Book.

Cars homologated in Group B with an effective engine capacity exceeding 1600cc must have been issued with a valid FIA Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times.

Category 4b

2 wheeled drive Cars homologated in Groups A, N and B between 1 January 1986 and 31 December 1990 excluding any cars that were regulated out by the FIA in period from rallies for safety reasons.

Cars in Category 4b must comply with their Homologation forms and Appendix J of the 1990 FIA Yellow Book and must have been issued with a valid FIA Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times.

Category K - FIA Appendix K Class

Historic Rally Cars fully compliant with the current FIA Appendix K to the International Sporting Code. Cars must have been issued with a valid FIA. Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times. Vehicles are exempt from 46.1.3.

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 4b must comply with MSA 2018 Competitors' Year Book R49.10.3, FIA Appendix K Class must comply in accordance with FIA Appendix K.

10. The RACRMC Rally Championship 2018 will consist of seven asphalt rounds. To decide all overall and class results together with awards at the end of the season a contenders best five scores from the seven rounds will be counted or if the championship runs less than seven rounds as specified below :

No. of events:	7	6	5	4	3	2	1
Scores to count:	5	4	4	3	3	2	1

The Championship will not be running a reserve event.

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 Multi-valve Twin Cam engined cars) over 2000 cc
Class D5	All other Multi-valve Twin Cam 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 starts is required in each class for Championship points to be awarded.

11. Points will be allocated on an individual basis to registered contenders, based on class, category 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 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.

The following points system will be used to ascertain Class and 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 class receives 20 points
- 2nd. Registered contender in each class receives 18 points
- 3rd. Registered contender in each class receives 16 points
- 4th. Registered contender in each class receives 14 points
- 5th. Registered contender in each class receives 12 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 points
- 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

Bonus points will be awarded to registered contenders in each Category as follows:

1st. Registered contender in each Category receives 25 points

2nd. Registered contender in each Category receives 22 points

3rd. Registered contender in each Category receives 20 points

4th. Registered contender in each Category receives 18 points

5th. Registered contender in each Category receives 16 points

6th. Registered contender in each Category receives 14 points

7th. Registered contender in each Category receives 12 points

8th. Registered contender in each Category receives 10 points

9th. Registered contender in each Category receives 9 points

10th. Registered contender in each Category receives 8 point

11th. Registered contender in each Category receives 7 points

12th. Registered contender in each Category receives 6 points

13th. Registered contender in each Category receives 5 points

14th. Registered contender in each Category receives 4 points

15th. Registered contender in each Category receives 3 points

16th. Registered contender in each Category receives 2 points

17th. Registered contender in each Category receives 1 point

In the event of there being a points 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.

12. The following Major Awards will be presented:

The crew who has the highest overall points score will be awarded the Fuchs Lubricants RACRMC Historic Asphalt Rally Championship winner award for Driver & Co-driver.

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



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

Additional Awards may be offered during the year, and these will be published in a Championship Bulletin.

13. 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 will appoint 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.

14. On the events, competitors may have the opportunity to make their own notes, subject to the terms specified by the event organisers.

