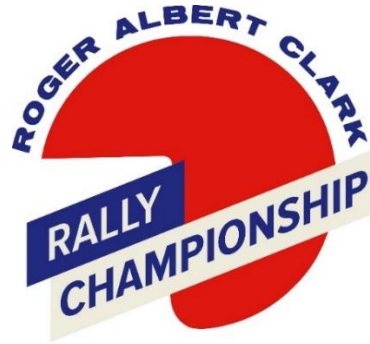


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Asphalt/Rally 2 Mixed Surface Rally Championship Regulations 2020



RS Interclub Stage Rally

Promoted by Roger Albert Clark Rally Motor Club Ltd



RACRMC Asphalt/Rally2 Mixed Surface
Rally Championship Regulations 2020

Foreword

The Roger Albert Clark Rally Motor Club Ltd is delighted to confirm the continued support from Fuchs Lubricants for the fifth season of the new combined Fuchs Lubricants RACRMC Asphalt/Rally 2 Mixed Surface Rally Championship.

The Championship is running three championships within one:

- i. Asphalt Championship
- ii. Gravel – Rally 2 Championship
- iii. Mixed Surface Championship

New for 2020 the Championship is going to the first English closed road event the Clacton Rally and will be joining the BHRC contenders on the Ulster Rally in August which will score 1.5 points for the event.

The championship has featured a tremendous variety of cars over the last three years and we hope that this will be a feature of the coming year. Anyone joining the championship is assured a warm welcome and some great competition across an excellent calendar.

The Championship Registration fee is £80 per crew.

Colin Heppenstall
Roger Albert Clark Rally Motor Club

Fuchs Lubricants RACRMC Asphalt/Rally 2 Mixed Surface Rally Championship

| Round | Date | Event | |
|-------|--------------|-----------------------|----------------------|
| 1 | 28 March | Rally North Wales | Gravel – Rally 2 |
| 2 | 25 April | Kielder Forest Rally | Gravel – Rally 2 |
| 3 | 25-26 April | Clacton Rally | Asphalt Closed Roads |
| 4 | 30-31 May | Jim Clark Rally | Asphalt Closed Roads |
| 5 | 14 June | Red Kite Rally | Gravel – Rally 2 |
| 6 | 28 July | Harry Flatters, Epynt | Asphalt Closed Roads |
| 7 | 21-22 August | Ulster Rally | Asphalt Closed Roads |
| 8 | 5 September | Woodpecker Rally | Gravel – Rally 2 |
| 9 | 6 September | Three Shires Stages | Asphalt Closed Roads |
| 10 | 24 October | Carlisle Stages | Gravel – Rally 2 |



Regulations

Fuchs Lubricants R.A.C Asphalt/Rally 2 Mixed Surface Rally Championship

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

- Historic Category 1
- Historic Category 2
- Historic Category 3
- Historic Category 4a
- Historic Category 4b
- Historic Category K (FIA Appendix K Class)
- One-Four Up to 1400cc
- Open 1401cc up to 2000cc (including FIA R2/R2T)
- Open-Plus 2001cc and over (including FIA R3/R3T)
- T14 Up to 1400cc Complying with Tyro specification
- T16 Up to 1600cc Complying with Tyro specification

The Championship will be known as "**Fuchs Lubricants R.A.C Asphalt/Rally 2 Mixed Surface 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 ten designated RS Interclub stage rallies listed under the Championship Calendar.

The Ulster Rally will score points multiplied by 1.5. Motorsport UK Championship Permit No. 2020/xxx has been issued.

All competitors must hold 'at least' a 2020 RS Interclub Stage Rally Licence issued by the Motorsport UK, 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 (Competitor & Motorsport UK Committee Representative) | alan@wpcastings.co.uk |
| Nicola Heppenstall (Championship Administrator & CLO) | Nicola@racrallychamp.org |
| Matt Cotton (Media Manager) | matt@mcrmotorsportmedia.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 Motorsport UK Competitor's Yearbook. The Championship Stewards are Steve Stringwell, John Trevethick, Roy Brader and Ian Howells

4. Any written reported breach of either these Championship Regulations or the 2020 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 2020 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 2020 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 the Motorsport UK, 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 £80.00 per



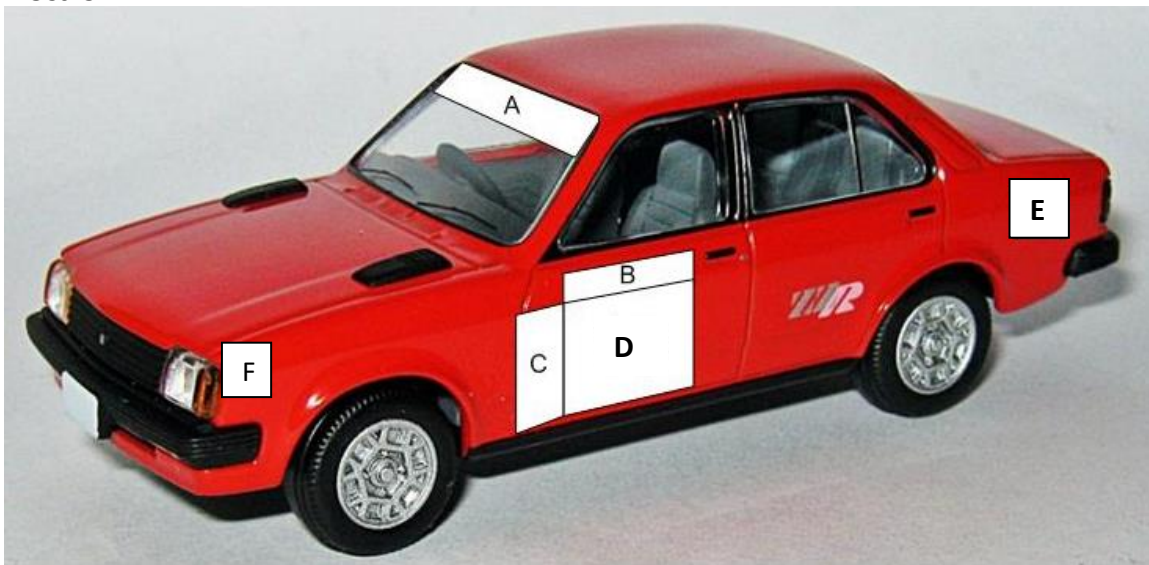
crew, membership of the RACRMC Ltd is also required at a fee of £15 per person, if not already a member of the club, current membership expires on 31 December 2021. Registrations will be accepted either in person, through the post or on championship rounds.

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 Motorsport UK British Historic Rally Championship will pay an additional registration fee of £40.

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 2020 Motorsport UK 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 2020 Motorsport UK 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 2020 Motorsport UK Competitor Yearbook.

Category 4a

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

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.

One-Four

Up to 1400cc complying with Motorsport UK Regulations

Open

1401cc up to 2000cc complying with Motorsport UK Regulations (including FIA R2/R2T)

Open-Plus

2001cc and over complying with Motorsport UK Regulations (including FIA R3/R3T)

T14

Up to 1400cc Complying with Motorsport UK Regulations and Tyro specification

T16

Up to 1600cc Complying with Motorsport UK Regulations and Tyro specification

Tyro Regulations for T14 / T16

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 Motorsport UK 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.

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.

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 Motorsport UK or FIA Historic Rules and regulations.

In all respects the specification, except Motorsport UK 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 Motorsport UK 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 Motorsport UK 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 Motorsport UK 2020 Competitors' Year Book R49.10.3, FIA Appendix K Class must comply in accordance with FIA Appendix K.

10. The RACRMC Rally Championship 2020 will consist of Five asphalt rounds and five gravel rounds.

The Asphalt Championship will consist of the best 4 out of five rounds

The Gravel – Rally 2 Championship will consist of the best 4 out of five rounds.

The Mixed Surface Championship will consist of the best 6 scores, at least two scores must be from both asphalt and gravel.



The Ulster Rally will be classed as a scoring round multiplied by 1.5 for the counting of Championship points.

The Championship will not be running a reserve event.

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 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 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 Asphalt Rally Championship, or the
Fuchs Lubricants RACRMC Gravel-Rally 2 Championship, or the
Fuch Lubricants RACRMC Mixed Surface Champiomnship
Winners will receive awards for Driver & Co-driver.

Additional awards will be given to:

1st and 2nd in each Category/Class for Driver and 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.

