

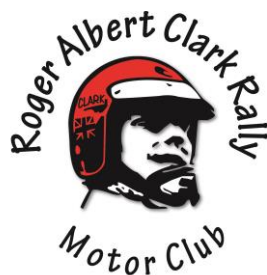
RALLY2

THE 2WD CHALLENGE

TYRO > ONE-FOUR > OPEN



Championship Regulations 2018



National B

Promoted by Roger Albert Clark Rally Motor Club Ltd



Outline

Promoted by the Roger Albert Clark Rally Motor Club, Rally 2 will follow the newly announced Rally 2WD format, which has been widely praised as a rejuvenation of rallying for the 2wd fraternity.

A low cost, exciting "Challenge" run by enthusiasts, the focus will be on enjoyment, camaraderie, and the benefit of having potentially first-class forest conditions thanks to the new format with a family-style atmosphere.

Classes are simple and ensure pretty much any 2wd car can take advantage of the format, with the chance of an extra achievement 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.

Rally North Wales, The Pirelli Carlisle Rally and the Red Kite Stages will run to the new Rally 2WD format whilst on the Carlisle Stages Rally 2 crews will cover 50% of the stage mileage first on the road and the Trackrod Cup offers the first stage first on the road with the remaining stages run to the traditional format. We have been assured that stages on these rounds will be chosen for their quality and should still provide the essence of the Rally 2WD ethos as it continues to grow.

We look forward to welcoming you to Rally North Wales in March 2018.

Championship committee

Comprising the following people and roles:

Colin Heppenstall (Championship Manager)

colin@racrallychamp.org

John Cooper (Eligibility Scrutineer)

jccmstech@gmail.com

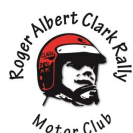
Matt Cotton (Championship Administrator & CLO)

matt@mcrmotorsportmedia.com

Bec Hinton (Championship Administrator & CLO)

bexhinton@hotmail.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.



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 at £15 per year for the period 1 January to 31 December.

Registration must be made by the end of signing on at the Carlisle Rally on 8th June 2018, by using the form on the website.

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

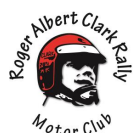
In order to be eligible for points, competitors must register prior to the start of the round on which they first intend to claim points. Registrations will still be taken during the round, but the competitor will not be eligible for points until the next round. Competitors will be required to sign-on 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:

24 th March 2018	Rally North Wales	Rally 2WD format
28 th April 2018	Pirelli Carlisle Rally	2WD first, all single use
8 th / 9 th June 2018	DMACK Carlisle Stages	Day one: 2WD format, day two: traditional
23 rd June 2018	Red Kite Stages	Rally 2WD format
29 th /30 th September	Trackrod Cup	Day one: 2WD format, day two: traditional

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 MSA British Historic Rally Championship and the Historic Asphalt Rally Championship.

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

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

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.

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 MSA Blue Book and to compete on smoother roads thanks to the Rally 2WD format, 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 uprated but may not include remote reservoir units and must retain the manufactures style of unit and mounting points. Strut braces are permitted.

Brakes

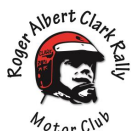
Brake pads, shoes and hoses are free but the manufacturer's caliper must be retained for that model. The manufacturer's original handbrake must be retained and must comply with construction and use regulations. ABS may be removed.

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 2017 MSA 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 MSA 2018 Competitors' Year Book R49.10.3

Breach of Regulations

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.