



# RRCR

**RALLY COMPETITION RULES**

**2025**



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*Hello*  
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**AMERICAN RALLY®**  
ASSOCIATION

**Rally Competition Rules**  
**American Rally Association**

2025 Edition  
Through ARA Bulletin 2025-7

ARA reserves the right, upon written application, to grant specific, limited exemptions to these regulations where it can be shown that the exemption is in the best interests of the sport or in the interest of safe conduct of the sport. Granted exemptions shall be communicated in writing by the ARA President or, in the case of an ARA National Championship event, the ARA President or the Competition Director and be included in the event's Supplementary Regulations or posted on the event's Official Notice Board.

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# **1. COMPETITION RULES FOR SPECIAL STAGE RALLIES**

These rules are the Rally Regulations (defined in the GCR 2) for Performance Rallies.

## **1.1 Competition Format**

In a special stage rally, a crew, consisting of driver and co-driver, follow a route that consists of some number of special stages, where the elapsed time for the crew to traverse the stage is recorded. These are connected by transits, service stops and control areas.

## **1.2 Instructions**

All instructions given to competitors that define the route shall be in writing.

The locations of all service stops and refuel points must be in the route instructions.

### **1.2.1 Stage Reconnaissance**

- a) In all ARA Rallies two pass Reconnaissance (Recce) may be available for all registered competitors. Participation in Reconnaissance is not compulsory. The organizers will provide a Reconnaissance Schedule indicating when each stage is open for reconnaissance. Reconnaissance is prohibited outside the designated times for a period of 90 days before the rally.

Note: In Force Majeure circumstances (e.g. weather, road conditions, road blockage, etc.), and two pass reconnaissance is not possible, the organizers will make the decision(s) whether or not the affected stage(s) will be used in the rally.

- b) The use of a rally competition vehicle is prohibited unless the event's Supplementary Regulations make provision for this to happen. All reconnaissance penalties are doubled where a rally competition vehicle is involved. If there is any question whether a recce vehicle is a rally competition vehicle, the Clerk of the Course will decide.
- c) Only one vehicle per entry is permitted. Competitors are allowed to double up in one vehicle if they wish. Only registered competitors shall take part in recce unless additional passengers are approved by the Competition Director.
- d) Reconnaissance is conducted on open, public roads. When a road designated as a stage for the rally is run in reverse, competitors can encounter recce traffic in both directions, otherwise crews must always drive in the direction of the special stage.
- e) The maximum speed for reconnaissance will be lower of:
  - 1) The posted legal speed limit.
  - 2) The speed specified by the organizer in the event's Supplementary Regulations or Route Book. Such organizer-specified speed may apply to all or part of a road.

Speeds 1-5 mph over the applicable maximum speed will result in a warning and not be considered an infraction under RCR 1.2.1.h below.

- f) Observation controls may be utilized during reconnaissance to ensure compliance with the regulations. Crews must stop at these controls if they come upon one.
- g) Only with the express authorization of the Clerk of the Course, may any person connected with an entered crew travel on or over the route of a special stage of the rally after the end of reconnaissance.

h) Infractions

Violation of RCR 1.2.1 will be penalized as follows:

- 1) First infraction within an event: \$200
- 2) Second infraction within an event: \$400 plus the first \$200 and loss of 5 points overall and loss of 5 points in each championship category the competitor is eligible for
- 3) Third infraction within an event: Exclusion from the rally plus the \$600 in fines and loss of points already accrued as well as forfeiture of all entry fees paid

Any infringements of the other Reconnaissance regulations, reckless driving, or excessive speeding will be reported, by the organizers, to the Steward(s) who may impose penalties as per GCR 7.4.

i) Multiple reconnaissance infractions within a championship season

If a competitor is penalized under 1.2.1 at multiple events within a season, the following penalties apply:

- 1) Second event within a season: Both the monetary and points penalty are doubled
- 2) Third event within a season: Triple the penalty and exclusion on the first event infraction

j) Although it is referred to as “two pass reconnaissance”, at the discretion of the event organizer, more than two passes of each stage may be permitted.

### 1.2.2 Course Notes

The event organizer may offer Course Notes in lieu of two pass reconnaissance. Such course notes will be from an approved ARA supplier. Such Course Notes will be prepared new for each time the event is run; organizers cannot re-use them from a previous running of the event and/or stage(s).

Where two pass reconnaissance is allowed, event organizers will have the option of providing Course Notes in addition to allowing two pass reconnaissance.

Where two pass reconnaissance is not allowed, event organizers will be required to make Course Notes available.

It is at the Event Organizers discretion how they recover the costs of providing Course Notes (i.e., whether they are included in the entry fee or they require payment of an additional fee).

Where Course Notes are provided, organizers must provide for all competitors to traverse all the stages as a route familiarization.

### 1.3 Special Stages

Special stages are portions of the route intended to test the skill of the driver and the performance and handling of the competition vehicle. They are subject to the following conditions.

Special stages will be identified in the route instructions with mileages for the Stage Start Control, the Flying Finish and the Stop control.

The starting interval for the first competitors in the starting order will be two minutes. The number of competitors with two minute start intervals will be that number of competitors that have been placed in the starting order through the Starting Order Draw that are also present and ready to go through the first MTC of the rally. The starting interval for the remaining competitors will be one minute.

At the discretion of the Clerk of the Course and with approval of the Steward(s), the starting interval may be increased by the same amount of time for all competitors due to conditions on the stage roads.

#### 1.3.1 Arrowing

Double and triple cautions are to be arrowed or marked with an appropriate sign. Additional arrowing may be used at the discretion of the organizer. Where arrowing is used, the system should be similar to the following:

##### a) Advance Warning Arrow

One large advance warning arrow is placed ahead of a junction. It is usually placed about 100 yards ahead of the junction, but this can be more if approach speeds are very high or less if there are two junctions close together.

##### b) Junction Arrow

Two large arrows are to be placed at the junction to form a gate. These will normally, but not necessarily, be on the approach road to the junction. The important thing is that the gate of arrows should be readily visible to the driver.

##### c) Post-junction Arrow

One small vertical arrow should be placed after the junction to confirm that the correct route has been taken. The small arrows may also be used on their own to indicate "straight on" at junctions where there is no chance of a competitor taking the wrong turn.

##### d) Unused Roads

Roads which are not to be used must be blocked or controlled as safely and completely as possible. A "no entry" sign and, if possible, an effective barricade or plastic tape must be placed across the road.

##### e) Caution Placement

Caution signs should be placed 50 to 100 yards before a hazard but this can be more if the approach speeds are very high or less if there are two hazards close together and should be readily visible to the driver.

f) Junction Angle

Angles of warning arrows and gate arrows should indicate the angle of the junction or bend, but using one of three basic angles – 45, 90 or 180 degrees.

1.3.2 Chicanes

a) Chicane Use

The use of artificial chicanes is permitted in rallies.

b) Chicane Type

Chicanes may be of three types:

- 1) Single element, designed to have the competitors leave the main road and then return, may be used at a delta or a road junction.
- 2) Multiple element, designed to have the competitors negotiate the elements without leaving the road. All multiple element chicanes during an event must be of a common design and construction materials. The design of the elements and the layout of these chicanes must be described in the event's Supplementary Regulations.
- 3) Virtual chicanes with a target minimum speed of 25 mph. The competitors must reach the target minimum speed, confirmed by an installed console, within the virtual chicane zone.

c) Chicane Marshals

Chicanes should be manned and the marshals are deemed judges of fact as to whether a competitor strikes a chicane element or not.

d) Chicane Entry

Entry for all chicanes shall be from the right so that the first chicane element shall be on the left side of the vehicle unless imprudent or impractical to do so.

e) Chicane Penalty

An element of a chicane is considered to have been struck by a competition vehicle if, after that vehicle passes that element, the element is moved from the position that it had been in before. What constitutes movement from its position is dependent on the event's design of the chicane element and shall be described in the event's Supplementary Regulations.

The penalty for striking an element of a chicane is as per RCR 6.2.

f) Chicane Caution

Caution signs should be placed before a chicane, as per RCR 1.3.1.a, on both sides of the road and the location, distance, and number of elements of the chicane must be identified in both event route book and organizer supplied course notes.

### 1.3.3 High Speed Stage Review

Any stage on which the median competitor exceeds an average speed of 65 mph during a rally is subject to a review by ARA to determine if the stage may be used in succeeding years.

The review will include a physical review of the stage, consideration of possible changes to the structure of the stage as well as consideration that the median competitor's 65 mph average speeds may be acceptable for the stage. Based upon the review's findings, the ARA may grant special status concerning that stage for succeeding years.

### 1.3.4 Maximum Stage Length

The maximum stage length on ARA rallies is 15 miles unless a sanction exception is granted.

## 1.4 Transits

Organizers are to indicate the legal speed limit for the first instruction of each transit coming off of a stage as well as when the legal speed changes upon entering a different road. This information is to be located in the clarifying information column of the route book.

### 1.4.1 Transit Time

The minimum time allowance for any transit is the time required to cover the distance at 20% below the posted speed limit(s) plus three minutes, or a total of five minutes, whichever is greater. If the transit includes a refuelling zone, then an additional five minutes must be included when determining the minimum time allowance.

### 1.4.2 Speeding on Transits

- a) Organizers may use radar or other means to detect speeding in transits.
- b) Competitors in excess of 20 mph over the legal limit may be disqualified.
- c) Organizers must use observation controls to inform any crew of a speeding violation.

## 1.5 Service Stops

The maximum special stage distance between service stops is 45 miles and service stops must be at least 20 minutes long.

~~Service stops must be at least 20 minutes long and must be located not more than 90 miles apart. Within the 90 miles, no more than 45 miles may be special stage.~~

## 1.6 Refuel Intervals

Refueling opportunities must not be located more than 110 miles apart. If the distance is more than 90 miles, no more than 30 miles may be special stage.

## 1.7 Advertising

If there are any limitations on permitted advertising in effect, they would be described in the branding guidelines posted at [www.americanrallyassociation.org/branding](http://www.americanrallyassociation.org/branding).

## **2. ELIGIBILITY OF CREW**

### **2.1 Crew**

#### **2.1.1 Definition**

A rally crew shall consist of those two persons nominated on the official entry form as Driver and Co-Driver. Unless otherwise stated, either member of the crew may drive during the rally.

#### **2.1.2 Passengers**

Passengers will not be allowed on rallies.

#### **2.1.3 Restricted Driver**

Restricted Drivers must use a vehicle conforming to the Restricted Driver Vehicle Requirements as detailed in RTR 3.7.

#### **2.1.4 Change of Crew**

~~During a national rally, no change of crew and/or vehicle as listed on the official entry form for the event is permitted and, further, the crew member listed on the entry form as driver shall operate the vehicle at all times while on special stages. Switching of duties during stages shall result in exclusion from the event, and the entry shall be recorded on the results as a DNF. Switching of duties during transits is permitted. Switching may also be permitted due to illness and if approved by the Senior Steward or the Competition Director. In these instances, the interchange of duties will only be permitted if the co-driver has a lower speed factor than the driver.~~

~~During a regional rally, the driver and co-driver may swap duties. The results will show driver and co-driver as entered.~~

#### **2.1.4 Type of Entrant**

A private entrant is defined, as one not receiving assistance from a manufacturer or distributor of the entered vehicle, outside that generally available to all competitors driving that make. A factory or works entrant is defined as one receiving assistance from the manufacturer or distributor of the entered vehicle, other than that generally available to all competitors.

## **2.2 Documentation**

### **2.2.1 Required Documentation**

The following is required for event entry. The documentation will be verified by the registrar if mandated by the event's Supplementary Regulations. Failure to provide the documentation may result in refusal of entry or exclusion:

- a) A valid motor vehicle operator license for any member of the competing crew who will be driving the competition vehicle on the public road sections of the event. Probationary licenses with special restrictions are not acceptable;
- b) For each crew member, an ARA Rally Competition License;
- c) Vehicle registration for the competition vehicle and any service vehicle;

- d) Third party liability insurance covering both the competition vehicle at the minimum levels of \$100,000/\$200,000/\$50,000.
- e) Written permission from a parent or guardian for participation in the rally for persons under 18 years of age. If the signatory is not present, the permission must be notarized.

#### 2.2.2 Documents Signed at Registration

Each member of the crew as well as the service crew must sign the sanction body insurance waiver. Under most circumstances, a band will be issued as proof that the waiver was signed. When a wristband is issued, it must be worn (around one's wrist) by the person who it was issued to.

### 2.3 Discipline

#### 2.3.1 Refusal of Entry

The Organizer of an ARA event has the right to refuse any entry. See GCR 4.13.

#### 2.3.2 Failure to Comply with Regulations

An entrant failing to comply with these regulations and/or with the event's Supplementary Regulations before the close of registration and technical inspection may be excluded by the Organizer as the result of an inquiry submitted according to GCR 8.2.a.

#### 2.3.3 Violation of Local Laws

A competitor may be penalized by the Steward(s) as described in the GCRs for being charged with an infraction of local or state traffic regulations and/or the criminal code occurring during an event, or for conduct which is unsportsmanlike or detrimental to the sport.

Refer to the GCRs for conditions under which ARA may reprimand, fine, exclude, suspend, or disqualify a person(s) or vehicles.

#### 2.3.4 Failure to be Present at Awards Presentation

At least one crew member (driver or co-driver) of the first overall and first in each championship category must be present for the scheduled awards presentation. Failure to do so will result in forfeiture of all awards and trophies won by that crew.

### 2.4 Competition Licenses

#### 2.4.1 Types

All license applicants must be a minimum of 14 years of age.

ARA licenses, privileges, and protections only apply to ARA sanctioned events.

##### a) Rally Competition

Valid to drive or co-drive at any level ARA event aside from International events. To be eligible to obtain a Rally license, the applicant must:

- 1) Be a member of the ARA

#### b) Single Event

A Single Event license, valid for use by a driver or co-driver, may be issued to a competitor subject to the following rules:

- 1) Valid only for the ARA specific event (or event weekend) shown on the application.
- 2) The applicant must be a member of the ARA.
- 3) If a Single Event license holder decides to compete in another event in the same calendar year, the license holder must upgrade to an Annual Rally Competition License. To apply for an upgrade, email [ARA@ARA-rally.com](mailto:ARA@ARA-rally.com) with the competition license number to be upgraded and pay the difference in fees.

#### c) Media License

The ARA may issue a Media License, valid for a specific event, for the purpose of gaining media exposure for rallying. The following rules apply:

- 1) This license is valid for co-driving duties only, unless otherwise approved by the Competition Director.
- 2) The applicant must be a bona fide media representative or have recognized PR/Media value.
- 3) Only one Media License will be issued to any one individual in one calendar year.
- 4) No championship points shall be awarded to either member of the crew or the manufacturer.

#### d) International

These licenses are issued by USAC and are for use in internationally listed rallies.

There are three types of International license:

- 1) Driver
- 2) Co-Driver
- 3) Entrant

The International Driver and International Co-Driver licenses are only valid when accompanied by a letter of authorization from USAC.

#### 2.4.2 Endorsements

Each competition license issued by ARA can be subject to endorsements. These may include, but are not limited to:

- Restricted Driver: One who has completed fewer than four special stage rallies as a Driver and has not yet been signed off by the ARA Competition Director. For the purposes of determining Restricted Driver status, a rally must meet the following criteria:
  - a) It must be sanctioned by ARA, NASA Rally Sport, CARS, or any other sanction body deemed acceptable by the ARA Competition Director.

- b) It must have a scheduled length of least 30 stage miles.
- c) When a national rally has multiple supporting regional rallies, only the national rally or the regional rallies count, not both.
- Novice: One who has completed fewer than two ARA sanctioned rallies. The rallies that count for this are the same as the Restricted Driver endorsement.
- Minor

#### 2.4.3 ARA Safety Protocol Test

- a) A knowledge-based test of the ARA safety procedures covered in the Novice Briefing must be passed by a Novice Competitor after completing two ARA sanctioned rallies to remove the Novice license endorsement.
- b) All ARA Rally Competition license holders are required to complete the ARA Safety Protocol test before renewing their license each year.

Details of the test procedures will be released in a yearly bulletin.

#### 2.4.4 Timeliness of License Application

Competition licenses must be applied for well in advance of the date for which they are required. Licenses applied for within one week of an event for which they are required will be subject to a surcharge.

#### 2.4.5 Competition Licenses Issued by Other Bodies

Competitors licensed by foreign ASNs, CARS, or National Auto Sport Association Rally Sport (NASA) may compete in ARA sanctioned events.

Each such licensed competitor, wishing to compete in a ARA sanctioned event must first register with ARA and purchase an ARA annual or single event competition license.

Note: All ARA license holders must have personal medical coverage in place for themselves and all crew members as primary medical coverage is not part of the general liability insurance package ARA has in place.

All ARA license holders must conform to ARA competitor and vehicle eligibility regulations.

### 2.5 Entries

#### 2.5.1 Receipt of Entry

Entries to events must be received by the registrar of each event by the date set by the Organizer.

#### 2.5.2 Press Package

In addition, each entrant for a rally listed on the National calendar shall include a "press" package conforming to designated outlines.

#### 2.5.3 Withdrawal

See GCR 4.9.

## **2.6 Car Numbers**

### **2.6.1 Assigned Car Numbers**

Crews will compete with a car number assigned to the driver. A competition license holder who intends to compete as a driver shall request a car number from ARA. The car number shall be displayed on the competition vehicle as described in the ARA Technical Rules.

### **2.6.2 Reserved Car Numbers**

Car numbers in the range 1-10 are reserved for drivers competing in the ARA National Championship. Subject to approval by the ARA Competition Director, these competitors may reserve numbers outside of that range.

### **2.6.3 Inactive Car Numbers**

If a driver who is assigned a car number does not compete in two calendar years in succession, unless reserved as described below, that car number may be assigned to another driver.

### **2.6.4 Reserving Car Numbers**

In order to reserve a car number a competitor must hold a current, valid ARA competition license and follow the steps outlined at the ARA web site.

### **3. TYPES OF ROUTE PRESENTATION**

#### **3.1 Route Book**

All rally organizers are to provide printed and bound route books with instructions presented as follows:

- a) The number of the page is to be written in the upper right-hand corner.
- b) The start of each stage must always be at the beginning of a new page.
- c) The time of first car scheduled is to be included for every control identified in the route book.
- d) Where the organizer wishes to produce a traditionally-sized route book, no more than 10 instructions per 8.5 x 11 in. page in vertical form are allowed. It is suggested that the route distance between the first instruction on the second or subsequent pages of a stage be no less than 0.3 mi. from the last instruction on the previous page.
- e) For reconnaissance or organizer supplied notes rallies and where the organizer wishes to produce a smaller sized route book (6.5 X 8.5 in. page in vertical page form), with no more than 6 instructions per page, the first instruction on the second or subsequent pages of a stage be no less than 0.3 mi from the last instruction on the previous page.
- f) For all organizer supplied route books, the back cover is to be a full sized OK/SOS with the OK on the outside. For the small sized route book, the back cover is to be folded so that, when assembled, the cover can easily be opened to its full 8.5 x 11 in. size.
- g) The page is to consist of vertical columns from left to right containing at least the elapsed time between specific points, the cumulative distance from Section or Leg start, the non-cumulative distance between instructions, a tulip diagram and other clarifying information (such as visible signs, etc.).
- h) Copy is to be clear black type on contrasting paper with stage instructions printed on white paper.
- i) If there is a closed circuit on the route, then a map of the course must be provided.

#### **3.2 Stage Notes**

There are two types of stage notes:

- a) Competitor generated pace notes are a detailed description of the stages prepared by the competitors during two-pass reconnaissance.
- b) Organizer supplied course notes per RCR 1.2.2 above are a detailed description of the stages prepared in advance by an individual or by other means. These notes are supplied to the competitors who are given an opportunity to do a minimum of a single pass reconnaissance / familiarization using the supplied notes.

### **3.3 Notification**

Events' Supplementary Regulations will identify the type of route presentation that will be used as well as details outlining the procedures to be followed including schedules for route familiarization or two pass recce, registration for recce and route reconnaissance.

### **3.4 Disclaimer**

Competitor generated pace notes or, organizer supplied notes and reconnaissance are not required to traverse the stages. All events will provide a route book to all competitors. Competitors must realize that the information contained in traditional route books, course notes and organizer supplied notes is a subjective matter, which cannot fully take into account the capabilities of the individual vehicles, the competitors or the prevailing conditions at the time of competition. The responsibility rests with the competitors to drive safely within their capabilities at all times. While effort is taken with the preparation and production of route book formats, no responsibility can be accepted for their accuracy. The event organizers, the author(s) of the route book and, if applicable, the author of organizer supplied formats, the ARA or any other party involved in the administration of a stage, disclaim any and all liability for any incidents alleged to have resulted from or to be connected in any matter to the use of these route book formats.

## **4. CONTROLS**

### **4.1 General**

Controls are used to record competitors' passage throughout the rally route.

#### **4.1.1 Bounds of Control Areas**

Except where specifically provided for elsewhere in this section, the beginning of the control area is marked by a warning sign on a yellow background. At some distance afterward, the position of the control is indicated by an identical sign on a red background. The end of the control area, some distance after that, is indicated by an End of Control sign (see RCR 4.2) on a beige background.

#### **4.1.2 Control Location Prohibition**

No controls, other than observation controls, may be placed in the following locations (meal, gas and service stops excepted):

- a) On a main thoroughfare (this is intended to include most paved roads and most numbered highways).
- b) Within a built-up area having a reduced maximum speed.
- c) Within 100 yards of a habitation unless the occupant has consented.

#### **4.1.3 Control Opening and Closing**

Controls will open at least 15 minutes before the due time of arrival of the first competition vehicle and close no sooner than 15 minutes after the maximum permitted lateness time of the last competition vehicle in order to allow for dead time and time outs. A control may be authorized to close at an earlier time by a person in the control-closing car if all competition vehicles still competing have checked in.

#### **4.1.4 Limitations on Crews in a Control**

- a) Crews may not repair or perform maintenance on their competition vehicle in a control area, except under conditions described in RCR 4.12.5. Any breach of this limitation is subject to penalty under RCR 6.4.6.
- b) Unless directed by a marshal or other rally official, crews may not reverse their competition vehicle in a control area.

#### **4.1.5 Time Spent in Control**

The stopping time within any control area must not exceed the time necessary for carrying out control operations.

#### **4.1.6 Check-in Time**

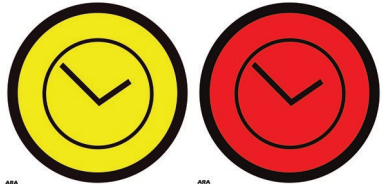

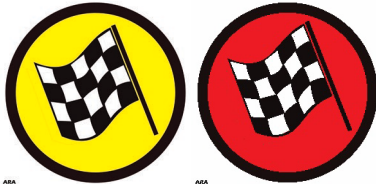

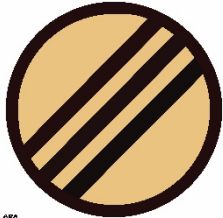




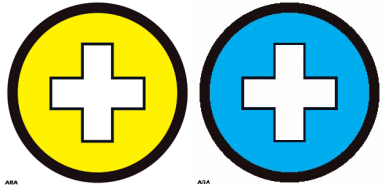


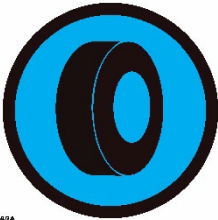

- a) The target check-in time is the responsibility of the crews alone, who may consult the official time at the control.
- b) The marshals may not give the crews any information about the target check-in time.

#### 4.1.7 Marshal Instructions

Crews are obliged to follow the instructions of the marshal in charge of any controls. Failure to do so will result in a penalty which may go as far as exclusion, at the discretion of the Steward(s).

## 4.2 Control Signs

The following signs are used to identify the control areas:

 <p>Time Control</p>	 <p>Stage Start</p>	 <p>Flying Finish</p>
 <p>Stop Control</p>	 <p>End of Control</p>	 <p>Passage Control</p>
 <p>Refuelling Zone</p>	 <p>End of Refuelling Zone</p>	 <p>Radio Point</p>
 <p><u>Medical Point</u></p>	 <p><u>Start of Virtual Chicane</u></p>	 <p><u>End of Virtual Chicane</u></p>
 <p><u>Tire Zone</u></p>	 <p><u>End of Tire Zone</u></p>	

### **4.3 Main Time Control**

The purpose of a Main Time Control (MTC) is to start or end a Leg of the rally. At the start of a Leg, crews check out of a MTC and, at the end of a Leg, crews check in to a MTC. After the MTC at the end of a Leg, crews may be released into a Parc Fermé until the next Leg or until released by the Chief Scrutineer.

The control area starts with a yellow Time Control sign, which is followed by a red Time Control sign, where check-in takes place, and ends with a beige End of Control sign.

#### **4.3.1 MTC At Start of Leg**

Crews shall present in order based on the final starting order for that leg and check out of these controls on their assigned ~~correct~~ minute.

Crews shall check out of these controls on their correct minute.

#### **4.3.2 MTC At End of Leg**

Early arrival is permitted and crews may check in early without penalty.

### **4.4 Arrival Time Control**

The purpose of an Arrival Time Control (ATC) is to record a crew's passage through a particular point along the rally route. It is usually combined with a Stage Start Control at the start of a stage, but may also be a standalone control, such as one to enter service.

The control area starts with a yellow Time Control sign, which is followed by a red Time Control sign, where check-in takes place, and, unless combined with a Stage Start Control (described in RCR 4.5), ends with a beige End of Control sign.

#### **4.4.1 Check-in Time**

At these controls, the marshals mark the check-in time on the time card. This is the time at which the marshal makes physical contact with the card. This still applies even if the competition vehicle can not enter the control area because of obstruction (e.g., insufficient space in the control area due to the number of vehicles previously checked in).

#### **4.4.2 Ideal Stage Start Time**

A stage start time at least three minutes after the arrival time should be assigned by the control marshal.

### **4.5 Stage Start Control**

The purpose of a Stage Start Control is mark the beginning of the timed portion of a special stage. It is located immediately following an ATC. The marshals will verify that the actual start time is correctly entered on the crew's time card. Each competition vehicle will start the special stage at the 00 second mark of its departure minute.

The control area starts with a yellow Time Control sign, which is followed by a red Time Control sign, where check-in takes place, which is followed by a red Stage Start sign, where the timed Special Stage starts, and ends with a beige End of Control sign.

#### **4.5.1 Crew Safety Equipment**

When the crew starts a special stage, their safety harnesses, head-and-neck restraints, and helmets shall be properly fastened. This equipment must be used whenever the competition vehicle is moving until the Stop Control sign is reached.

#### **4.6 Finish Control**

The purpose of a Finish Control is to record the time that the crew finished the timed portion of a special stage on the crew's time card. These controls are located following the flying finish of the special stages. The time will be recorded as the competition vehicle passes the flying finish position.

The control area starts with a yellow Flying Finish sign, which is followed by a red Flying Finish sign, where the timed Special Stage ends, which is followed by a red Stop Control sign, where check-in takes place, and ends with a beige End of Control sign.

#### **4.7 Observation Control**

The purpose of an Observation Control is to verify compliance with some aspect of these RCRs and/or the event's Supplementary Regulations.

The control area starts with a yellow Passage or Time Control sign, which is followed by a red Passage or Time Control sign, where check-in takes place, and ends with a beige End of Control sign.

##### **4.7.1 Location**

These controls will NOT be identified in the route book and may be located:

- a) Within or at the end of quiet zones for the purpose of verifying that vehicles comply with the Quiet Zone regulations in RCR 4.13.
- b) Anywhere along the rally route, for the purpose of inspecting competing vehicles for the presence of pace notes. (Events where pace notes are prohibited)
- c) Anywhere along the rally route, for the purpose of inspecting safety equipment and vehicle eligibility.
- d) Anywhere within a transit for the purposes of informing competitors of any violation of transit speed limits.
- e) Anywhere within a transit for the purpose of collecting data from event or ARA equipment (such as electronic tracker data) or replacing such equipment.
- f) Anywhere within the area (stages or transit roads) during reconnaissance with the purpose of monitoring crew activity for compliance with the regulations.

##### **4.7.2 Arrival Time at Next Control**

The time of arrival at the control following an observation control shall be calculated as if the observation control does not exist.

#### **4.8 Regrouping Control**

The purpose of a Regrouping Control is to reduce gaps in the running order. The assigned time of the first crew's exit from the Regrouping Control and not its duration

must be taken into account. ~~The Steward(s) may reseed individual crews for safety reasons.~~

The control area starts with a yellow Time Control sign, which is followed by a red Time Control sign, where check-in takes place, which is followed by a holding area for competition vehicles, which is followed by another red Time Control sign, where competition vehicles are released from the control, and ends with a beige End of Control sign. The control area may be combined with another control, such as a Time Control releasing competition vehicles from Service.

#### 4.8.1 Location

Regrouping areas may be set up along the route. Their entry and exit controls shall be subject to the general rules governing controls.

### 4.9 Technical Zone

The purpose of a Technical Zone (TZ) is to ensure continued compliance with the technical rules throughout the rally route. The locations will be specified in the itinerary and may be combined with a Regroup Control.

As in a Regrouping Control, the control area starts with a yellow Time Control sign, which is followed by a red Time Control sign, where check-in takes place, and ends with a beige End of Control sign or combined with another control, such as a Time Control releasing competition vehicles into Service.

### 4.10 Tire Fitting Zone

The purpose of a Tire Fitting Zone is a controlled area in which specific tire replacement activities may be performed. No other work on the vehicle is permitted. The locations will be specified in the itinerary and all crews must pass through the Tire Fitting Zone, even if tires are not changed.

The Tire Fitting Zone must have time controls at its entrance and exit with a defined zone between the controls. The target time within the zone shall be 15 minutes and may meet the eligibility of a service stop in section 1.5 but will require a sanction exemption.

### 4.11 Parc Exposé

#### 4.11.1 Time and Location of Parc Exposé

The event's Supplementary Regulations and/or route book shall specify the place and time of any Parc Exposé as well as the conditions for its operation. Unless otherwise noted in the Supplementary Regulations and/or route book, drivers and co-drivers are allowed to remain with their competition vehicles. Competitors and service crews are allowed to work on their competition vehicles.

#### 4.11.2 Penalty for Late Arrival

A Parc Exposé may be used before the start and restarts and, when used in these instances, the penalty for late arrival may only be financial. The penalty for late arrival to the start area Parc Exposé shall be \$100.

### 4.12 Parc Fermé

#### 4.12.1 Time and Location of Parc Fermé

The event's Supplementary Regulations and/or route book shall specify the place and time of any Parc Fermé. During the time of operation, surveillance is to be carried out by rally officials; these officials are responsible for its operation.

#### 4.12.2 After Entering Parc Fermé

As soon as each crew has parked their competition vehicle inside Parc Fermé, they must leave the Parc Fermé. They will be allowed to re-enter (or enter) the Parc Fermé 10 minutes before their starting time. The target starting time will appear on each crew's time card or route book. Any violations will result in a time penalty similar to early/late arrival at a time control. (Organizers may alter, for publicity purposes, requirements of having crews leave Parc Fermé. However, alterations must be explained in the event's Supplementary Regulations and/or route book.) If a regrouping park does not exceed 20 minutes, crews may remain in this regrouping park.

#### 4.12.3 Assistance Forbidden

Except where specifically provided for elsewhere in the regulations, while the vehicles are subject to Parc Fermé rules, any repair, assistance or refuelling is strictly forbidden, under penalty of exclusion. The competition vehicles shall be subject to the Parc Fermé rules:

- a) from the moment they enter a starting area (if one exists) or a regrouping area, until they leave it;
- b) from the moment they enter a control area until they leave it;
- c) from the moment they enter a refuelling zone until they leave it;
- d) from the moment they reach the end of the rally until the time for lodging an inquiry as per GCR 8.2.c has expired and/or the Steward(s) have authorized the opening of the Parc Fermé.

#### 4.12.4 Damaged Competition Vehicles

If the Clerk of the Course, Chief Scrutineer or the Steward(s) consider that the state of a competition vehicle has become so defective that the safety of normal road traffic might be affected, this vehicle must be repaired in the presence of an official.

The time needed for the repair must be considered as so many minutes late, so as to prevent a crew from trying to regain the time lost during such repairs, the penalty for which is 1 minute or fraction of a minute.

The crew will be given a new starting time after the repair if the time taken results in any delay beyond the originally scheduled start time.

#### 4.12.5 Repairs in Parc Fermé

By way of exception, and under the supervision of an authorized marshal or scrutineer, the crew may, while in the Parc Fermé, at the start, regrouping area or end of leg, change the windscreen or other windows with the possibility of outside help. If, in order to change the windscreen, it is necessary to straighten the bodywork and/or safety cage, the provisions described in RCR 4.12.4 above will apply.

These repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions set out in RCR 4.12.4 above.

#### **4.12.6 Late Arrival After Parc Fermé**

Any late arrival caused by the crew at the start of the rally or of a Leg or Section after release from a Parc Fermé, shall be penalized by 10 seconds for every minute or fraction of a minute late. Any crew reporting more than 15 minutes late shall not be allowed to start.

Since the crews have 15 minutes within which to report at the start of the rally, of a Leg or of a Section, if they report within these 15 minutes the exact starting time shall be entered on the time card. The prescribed minimum interval between competition vehicles must be respected.

#### **4.12.7 Pushing Vehicles**

Only the officials on duty and/or the members of the crew are authorized to push a competition vehicle into the entrance of or out of the exit of a Parc Fermé.

#### **4.12.8 External Starting Batteries**

Inside an overnight Parc Fermé, the engines may be started by means of an external battery. This battery must not then be taken aboard the competition vehicle.

### **4.13 Quiet Zone**

A Quiet Zone is a portion of the rally route where competitors must proceed under the following conditions:

- a) The maximum speed specified in the route book, speed limit, or emergency/tracking console, must be followed. The lowest speed between those must be respected.
- b) Auxiliary headlights may not be used.
- c) Excessive noise, such as anti-lag, is not permitted.

## **5. TIMING, SCORING AND CONTROL PROCEDURES**

### **5.1 General**

#### **5.1.1 Timing**

The standard timing system for stage rallies is described below. No other system is permitted unless specifically agreed to by ARA.

- a) All control clocks are to be synchronized with official rally time which, in turn, is to be displayed in the registration area.
- b) The timing minute is from 00 to 59 seconds. On transits, timing is to the preceding whole minute and on special stages to the nearest second and tenth of a second.
- c) Times are to be written on the competitors' time cards. Competitors must run according to the times on their time cards.
- d) At all controls, the time of arrival (in hours and minutes) is the time of departure unless a later time of departure is recorded on the time card by the control official.

### **5.2 Time Card**

At the start of the rally, each crew is to be given a time card on which the time allowed to cover the distance between two consecutive time controls shall appear. Several time cards may be issued together, bound in the form of a book, covering a Section or Leg of the rally. The time card (or time card book) shall be handed in at the final control of one Section and, if not the last Section, replaced by a new one before the start of the next Section.

#### **5.2.1 Conflicts**

When conflicts exist between times supplied by the organizer on the time card and in the route book and other event documents, the times on the time cards shall take priority.

#### **5.2.2 Crew Responsibility**

- a) Each crew is solely responsible for its time card. The crew alone is responsible for submitting the time card at the different controls and for the accuracy of the entries. The crew is responsible for any entries made on the time card.
- b) It is up to the crew to submit its time card to the marshals at the correct time, and to verify that the time is correctly entered.

#### **5.2.3 Official Time**

- a) Throughout the rally, the official rally time, usually official US Time, adjusted for the local time zone, will be available at the official notice board.
- b) Hours and minutes are to be shown thus: 00:01 - 24:00. Only the minutes which have elapsed will be counted.

#### 5.2.4 Presentation of Time Card

- a) The time card must be available for inspection on demand, especially at the controls where it must be presented personally by a member of the crew for entry of the time of passage through those controls.
- b) The appropriate marshal is the only person allowed to enter the time on the time card, by any available means.
- c) Any correction or amendment made to the time card will result in exclusion, unless such correction or amendment has been approved by the appropriate marshal or rally official.

#### 5.2.5 Record of Passage Through All Controls

The absence of a time entry on the time card for each time control entered, or the failure to hand in the time card at each control, including the final control, will result in exclusion.

#### 5.2.6 Timing Discrepancies

Any divergence between the times entered on the crew's time card and those entered on the official documents of the rally may form the subject of an inquiry.

### **5.3 Control Procedure**

#### 5.3.1 Start of Procedure

The check-in procedure normally begins at the moment the car passes the yellow start of control area sign. If the competition vehicle cannot pass the yellow start of control area sign into the control area because of an obstruction, the check-in procedure starts when one member of the crew proceeds to the control.

#### 5.3.2 No Stopping Before Control

Between the yellow start of control area sign and the red control sign, the crew are forbidden from stopping the competition vehicle for any reason unless the road is blocked by other competition vehicles already in the control area.

#### 5.3.3 Conditions for Check-in

The actual timing and entry of the time on the time card can only be carried out if the two crew members and the competition vehicle are in the control area and within the immediate vicinity of the control unless it is physically impossible, because of obstruction, for the vehicle to reach the control. In such circumstances, timing shall take place when a member of the crew presents their time card to the control marshal and the marshal touches the time card.

#### 5.3.4 Check-in Time

The check-in time corresponds to the exact moment at which one of the crew members hands the time card to the marshal.

### 5.3.5 Marking the Time Card

By any available means, the appropriate marshal marks on the card the actual time at which the card was handed in, and nothing else unless a sequencing number is being used for that event.

### 5.3.6 Log of Check-in

The marshal logs the car number and check-in time of every crew that checks in, or sufficient information to uniquely identify the competition vehicle.

### 5.3.7 Time Card Correction at Control

If a competitor believes that a marshal has misread the time, the competitor shall ask the marshal to recheck the time.

- a) If the marshal agrees that the time was misread, the marshal is to correct the time-in on the crew's time card with the correct time in and initial the time card near the corrected time. The marshal is also to note the corrected time-in on the control's log sheet.
- b) If the marshal does not agree that the time was misread, the competitor shall base calculations for the next check-in time on the time-in recorded on the time card. The marshal will verify that there was disagreement in the control's log sheet.

### 5.3.8 Clock Discrepancies

If a competitor doubts the accuracy of a marshal's clock, the competitor shall ask the marshal to record the check-in time requested by the crew in the control's log sheet. The marshal is to do so but is not to alter the time card. The competitor shall base the calculation on the check-in time recorded on the crew's time card.

### 5.3.9 Target Time Calculation

- a) The time out from the finish time control at the end of a special stage is normally the time of starting the stage plus the lateness time of the stage. However, if the time taken on the stage is longer than the lateness time for the stage, the time in hours and previous whole minutes shall be used:

Examples	A	B	C
Stage 1 start time	10:00	10:00	10:00
Stage 1 lateness time	(8)	(8)	(8)
Stage 1 finish time	10:05:28	10:08:32	10:12:10
Stage 1 penalty	5:28	8:32	12:10
Stage 1 time out	10:08	10:08	10:12

- b) The target check-in time for the next time control is the time obtained by adding the time allowed to complete portion of the route to the start time for that portion, these times being expressed to the minute.

Examples	A	B	C
Stage 1 time out	10:08	10:08	10:12
Transit time	0:22	0:22	0:22
Target time Stage 2 ATC	10:30	10:30	10:34

#### 5.3.10 Entering a Control Zone

The crew will not incur any penalty for arriving in the control zone during the minute preceding the target check-in minute. A member of the crew may enter the control area at any time in order to check the control clock/watch.

#### 5.3.11 Handing in During the Check-in Minute

The crew does not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check-in minute.

Example: A crew which is supposed to check in at a control at 18h58 shall be considered on time if the check-in takes place between 18h58:00 and 18h58:59.

#### 5.3.12 Check-in Penalties

Any difference between the actual check-in time and the target check-in time is penalized as follows:

- a) For late arrival: 10 seconds per minute or fraction of a minute
- b) For early arrival: 1 minute per minute or fraction of a minute.

#### 5.3.13 Early Entry

At the discretion of the Clerk of the Course, a crew which has entered a control early may be neutralized for the amount of time necessary for it to leave at the time originally envisaged.

#### 5.3.14 Early Check-in/Declared Time at Main Time Controls

At a Main Time Control located at the end of a Leg (the "final MTC"), crews may check-in early without incurring any penalty. The actual time of check in is to be recorded on the time card. Late arrival penalties per section 6.2 still apply.

#### 5.3.15 Observation of Check-in Procedure

If it is found that a crew has not observed the rules for the check-in procedure as defined above (especially by entering the control area more than a minute before the actual check-in time), the senior marshal at the control is to make this the subject of a written report to be given to the Clerk of the Course, who will consider what action to take.

#### 5.3.16 Missing Control

Should a control not be placed, the correct time of arrival at the next control shall be calculated using the arrival times and lateness and transit times as listed on the time card.

### 5.4 Timing Special Stages

#### 5.4.1 Procedure

When a time control is followed by a start control for a special stage, the following procedure will apply.

#### 5.4.2 Check-in Time

- a) At the arrival time control the marshal is to enter on the time card the check-in time of the crew and its provisional starting time for the start of the stage.
- b) If two or more crews check in on the same minute at a time control immediately prior to the start of a Special Stage, their provisional start times for that Special Stage should be in the order of their relative arrival times at the preceding time control. If the arrival times at the preceding time control are the same, then the times at the time control previous to that one should be taken into account and so on.
- c) There must be a minimum 3-minute gap between the Time Control and the Special Stage Start Control to allow the crew to prepare for the start, except as described in RCR 5.4.6 below.

#### 5.4.3 Proceed to Stage Start

Immediately after checking-in at the time control, the competing vehicle shall be driven to the start line of the special stage. The start marshal will check the time foreseen for the start of the stage on the time card. The marshal will then start the crew according to the procedure laid down (see RCR 5.12.3).

#### 5.4.4 Lateness Time

Each special stage will be assigned a lateness time (alternately referred to as a 'bogey time') used for the purpose of calculating the stage time out (see RCR 5.3.9) and determining when maximum permitted lateness (MPL) has been reached (see RCR 5.5).

#### 5.4.5 Target Time

There are no target times for special stages.

#### 5.4.6 Swapping in a Control

Two crews that are adjacent in the starting order may request to have their positions swapped between the Time Control and the Special Stage Start Control. The marshals should try to allow this, but might not be able to accommodate the request.

If two crews would like to swap places in a control, the following steps should take place:

- a) The first crew enters the control on their correct minute, checks in and requests a position swap.
- b) The second crew enters the control on their correct minute with their safety gear on, prepared to start the stage. If they are not prepared to start the stage, the position swap will not be allowed.
- c) The second crew will be started on the next available minute and the first crew will be started on the next available minute after that. As a result of the position swap, the second crew may be started less than 3 minutes after entering the Time Control.

## **5.5 Maximum Permitted Lateness**

### **5.5.1 Calculating Lateness**

The maximum permitted lateness for each leg of the rally is 30 minutes. One (1) minute of MPL will be accumulated for each minute of late arrival at time controls and for each minute taken in excess of the Lateness Time to traverse a special stage. MPL may not be reduced by early arrival at controls.

### **5.5.2 Actions Permitted by Marshals**

Marshals are not to attempt to judge whether a crew is within their maximum permitted earliness or lateness. The marshal should issue and record times for each crew who checks in.

## **5.6 Maximum Permitted Earliness**

Maximum Permitted Earliness (MPE) for each leg of the rally is 10 minutes. One minute of MPE will be accumulated for each minute of early arrival at time controls. MPE may not be reduced by late arrivals at controls.

## **5.7 Service Parks**

Service parks will be established in accordance with the following.

- a) Service parks are to be indicated in the rally itinerary and route book with a Time Control at the entrance and exit.
- b) The speed of all vehicles in the service parks may not exceed 15 mph.
- c) During the event, fuel in the service park must be stored in, or on the team's trailer or service vehicle or in the official refuelling area.

## **5.8 Refuelling**

Refuelling zones should be established immediately after the exit from a service park or regrouping control, but may be along any transit. The entry of a refuelling zone is marked by a blue Refuelling Zone sign and its exit marked by a blue End of Refuelling Zone sign. Alternatively, if the organizers allow refuelling at commercial gas stations along the rally route, those gas stations will be considered refuelling zones, however RCRs 5.8.2, 5.8.6, 5.8.7, and 5.8.9 do not apply.

### **5.8.1 Refuelling Only In Refuelling Zones**

Refuelling of the crew's vehicle is only permitted in the refuel zones designated along the rally route.

### **5.8.2 Only Refuelling in a Refuelling Zone**

Any action inside a refuelling zone, not directly involved in the refuelling of the competing vehicle, is prohibited. Aside from the activities directly related to refuelling the competition vehicle, refuelling zones are to be considered a Parc Fermé.

### **5.8.3 Refuelling Zone Speed Limit**

In all refuelling zones, a 5 mph speed limit will apply.

#### 5.8.4 Responsibility for Refuelling

The responsibility of refuelling is incumbent on the crew alone. Either the crew or any service crew member may fuel their competition vehicle.

#### 5.8.5 Engines Off

Engines must be switched off throughout the refuelling operation.

#### 5.8.6 Crew Remain Outside or Unbelted

Should the crew remain inside the competition vehicle during refuelling, the safety belts must be unfastened and the doors open.

#### 5.8.7 Pushing Out of the Refuel Zone

In the event of a breakdown, the competition vehicle concerned may be pushed outside of the zone without incurring a penalty.

#### 5.8.8 Refuelling Time Allowance

Crews should expect a minimum of a five minute time allowance for refuelling be included within the target time for the following transit.

#### 5.8.9 Prohibition on Electric Fuel Pump For Refuel

An electric fuel pump for fuel transfer is strictly prohibited.

### 5.9 Regrouping Controls

#### 5.9.1 Procedure

On their arrival at these regrouping controls, the crews will hand the appropriate marshal their time card. The crews will receive instructions on their starting time. They must then drive their competition vehicle immediately and directly to the holding area. Crews shall exit in the order they arrived and follow marshal instructions. They must present at the exit control as soon as the vehicle ahead in the order is released from the control. The organizers may give them a new set of time cards either at the entrance or at the exit of the holding area.

#### 5.9.2 Starting Order After a Regrouping Control

After regrouping, vehicles should start in the order in which they arrived at the Regrouping In Control. Otherwise, the starting order should follow the general classification drawn up according to RCR 9.2. The Steward(s) may reseed individual crews for safety reasons in all cases.

~~After regrouping, the starting order should follow the general classification drawn up according to RCR 9.2. Otherwise, vehicles should start in the order in which they arrived at the Regrouping In Control.~~

### 5.10 Technical Zones

#### 5.10.1 Procedures

- a) Compliance checks may include but are not limited to: weight, fuel, restrictor, and boost monitoring. The checks will be planned so they can easily be completed within the scheduled time.

- b) One service crew member per vehicle is permitted in the Technical Zone and must be present and ready upon vehicle entry into the Technical Zone.
- c) The tools required to remove components or gain access for compliance check may be brought by a service crew member.
- d) The service crew member may perform work on the vehicle to access components for compliance checks, as directed and under the supervision by Technical Zone personnel. All other Parc Fermé rules apply.
- e) The competition vehicle may not be released from the Technical Zone until the checks are performed. If the crew's assigned Regrouping Control Out time has passed and the checks have not been completed, the competition vehicle is required to stay in the Technical Zone until the checks have been completed. The Regrouping Control Out time, regardless of when then the car passes through the control, will not be adjusted and the crew will have less time in the subsequent segment, typically Service.

### **5.11 Tire Fitting Zones**

Any work within the Tire Fitting Zone may be performed by the crew (driver/co-driver) plus one service crew member per crew.

The only equipment allowed to be used must be onboard the competition vehicle with the addition of the following: 1 jack, up to 4 axle stands, 1 impact gun, socket for wheel nuts/bolts, and a torque wrench.

Teams are allowed to bring and install up to six (6) tires. Spare tires in the competition vehicle maybe changed or removed.

### **5.12 Special Stages**

#### **5.12.1 Special Stage Timing Precision**

Special stages are speed tests on roads with access controlled for the rally. For special stages timing will be completed to the second and tenth of a second. Competitors shall be notified of the units used to time special stages.

#### **5.12.2 Standing Start**

A special stage will commence from a standing start, with the competition vehicle placed on the starting line.

#### **5.12.3 Stage Start**

A special stage start will be given as follows:

- a) When the competition vehicle with its crew on board has stopped at the starting control, the marshal will enter the time scheduled for the start of the competing vehicle in question on the competitor's time card (hour and minute). The marshal will hand the time card back to the crew and will count down aloud: 30 - 15 - 10 and the last five seconds one by one.

Alternatively, this method may be replaced by an electronic countdown system, counting down by seconds and clearly visible to the crew from the start position. This system may be electronically coupled to a start line detection device that

records any situation where a competing vehicle leaves the start line ahead of the correct signal.

- b) When the last five seconds have elapsed, the starting signal shall be given whereupon the competing vehicle must start immediately and not delay the next crew's start.

#### 5.12.4 Delay of Stage Start

The start of a special stage may only be delayed in relation to the scheduled starting time by the marshal in a case of force majeure.

#### 5.12.5 Late Stage Start

In the event of a late start ascribable to the crew, the marshal will enter a new time, the penalty then being 1 minute per minute or fraction of a minute late.

#### 5.12.6 False/Jumped Start

A false start is defined as the wheels moving before the start signal has been given.

The false start penalty described in RCR 6.2 does not exclude heavier penalties being inflicted by the Steward(s), especially if the offense is repeated or is particularly egregious. For time calculation, the time the vehicle began moving will be used, as reported by the start marshal.

#### 5.12.7 Flying Finish

A special stage will end in a flying finish. Timing will be recorded at the flying finish line. The timekeepers must be positioned even with the flying finish line.

#### 5.12.8 Stop Control

Crews will report to the Stop Control to have their finishing time entered on their time card (hour, minute, and seconds or hour, minute, seconds and tenths of a second). If the timekeepers cannot give the exact finishing time to the marshals immediately, the latter will only mark the crew's time card and the time will be entered at the next neutralisation area or regrouping control.

#### 5.12.9 Stopping Before Stop Control

Crews must not stop between the red Flying Finish sign and the Stop Control sign, unless physically obstructed from reaching the Stop Control sign, on penalty of exclusion.

#### 5.12.10 Penalty For No Time *Card* Entry

If, through a fault of the crew, the time entry cannot be made, the following penalties shall be imposed:

- a) at the start: exclusion
- b) at the finish (Stop Point): 5-minute time penalty.

### **5.13 Route Obstruction / Loss of Stage Security**

#### 5.13.1 Competitor Obstruction

If a stopped competitor blocks the route for succeeding competitors (e.g., with a winch cable), that crew shall be subject to penalty under RCR 6.4.

#### 5.13.2 Breach of Stage Security

Competitors coming upon circumstances which have breached the security of the stage shall make all efforts to notify event officials of the situation through the next radio location or the finish control.

#### 5.13.3 Road Blockage

Competitors coming upon a completely impassable total road blockage shall make all efforts to ensure the safety of the area and follow the SOS procedures. After securing the scene, competitors are to make all efforts to clear the road blockage and send one competitor continue to the next radio point end of the stage. The first competitor to pass through shall notify event officials of the situation via the next radio point or control.

Competitors stopped due to a breach of stage security or a road blockage shall be scored as per RCR 5.14.

### 5.14 Interruption of a Special Stage

#### 5.14.1 Stage Stoppage

When a special stage has to be stopped for any reason whatsoever before the last crew has covered it, the organizer may establish a classification for the stage by allocating to each crew which has been affected by the interruption, the slowest time set before the stage was stopped or the fastest time set by a competing vehicle that has subsequently completed the stage after the blockage has been cleared if there was no time set before the stage was stopped. An organizer, for stage safety considerations or for the purpose of clearing the route, may instruct a crew to transit through any stage or to take an alternate route to rejoin the event. In the case of an alternate route being given, exclusion under RCR 6.7.1 does not apply.

#### 5.14.2 Minimum Number of Crews Through

This classification may be drawn up even if only one crew has been able to cover the stage in normal competitive conditions.

#### 5.14.3 Selecting A Scratch Time

Should the organizer(s) consider the slowest time set as abnormal, they may choose as the scratch time the one among four other slowest which seems the most suitable. Under special circumstances, another time that is deemed appropriate may be assigned.

#### 5.14.4 Crews Responsible May Not Benefit

No competitor responsible in total or in part for the interruption of a Special Stage may benefit from this measure. Provided that crew is able to proceed to the finish of that stage, that crew will be given the time it set for the stage if this is greater than the time awarded to the other competitors affected by the interruption. If the time is less than the time awarded to the other competitors, then that crew will be awarded the same time that was awarded to the other competitors.

#### 5.14.5 Removing Starting Order Gaps For Safety

In addition to the circumstances of RCR 5.9.1 above, the organizer may invoke RCR 5.14.1 to 5.14.4 if it is found:

- a) that the competition field has become divided by time;
- b) the course closing vehicle, comes upon a crew stopped in a transit or stage that would not be able to resume competition momentarily; and
- c) a crew, while still within Maximum Permitted Lateness, has not left a re-grouping control, a reseed or a service within 5 minutes of the previous last crew's time out.

### 5.15 Use of Safety Warning Devices

#### 5.15.1 When Used

In cases where a vehicle is stopped:

- a) One warning triangle must be placed at the same side of the road as the stopped vehicle, facing oncoming rally traffic, a sufficient distance from the stopped vehicle to give ample warning to oncoming competitors.
- b) If the vehicle is unable to continue the rally, ONE additional triangle must also be placed ON the vehicle.
- c) Competitors arriving at a location where a triangle is displayed and/or a stopped car warning is displayed on the emergency console (if applicable) shall SLOW to a reasonable speed and maintain that speed until they have passed the stopped vehicle. No scoring relief will be given.

Competitors are reminded that one triangle could indicate a complete route blockage.

#### 5.15.2 Display of SOS

In the event of an emergency, crews are expected to display the SOS symbol (inside back cover of the route book) and following crews are required to stop and render aid. An emergency includes, but is not limited to, injuries requiring immediate medical attention, uncontrolled fire, breach of stage security, or ~~total and~~ completely impassable road blockage.

The SOS switch on the emergency console must be activated as soon as possible (if applicable).

#### 5.15.3 No Triangle and SOS/OK Displayed

If both a triangle and a SOS/OK are not displayed, competitors arriving at a location where another competing vehicle has stopped, must stop until the safety of the occupants of the stopped vehicle has been ascertained and the set-up of the stopped vehicle's triangle has started. Vehicles stopping to comply with this rule may apply for scoring relief under RCR 5.15.5.

#### 5.15.4 Display of OK

If a crew is stopped in a stage but do not need medical attention, they must display the "OK" sign found on the reverse of the SOS, to following competing vehicles. The display must be visible to allow sufficient time to safely slow down or avoid the stopped car.

The OK switch on the emergency console must be activated as soon as possible (if applicable).

#### 5.15.5 Time Allowance for Providing Assistance

The Clerk of the Course, upon inquiry and only with the concurrence of the Steward(s), shall have the right to grant a time allowance to a competitor who has stopped to ascertain the need for assistance as per RCR 5.15.3.

#### 5.15.6 Stage Cancellation

Display of a SOS symbol on a stage may result in cancellation of the stage by the Clerk of the Course with the concurrence of the Steward(s). Crews that do not complete a cancelled stage will be scored as per RCR 5.14.

#### 5.15.7 Recovering Triangles

Competitors having displayed any triangles must recover them before continuing any further in the rally.

#### 5.15.8 Approved Alternative Displays

The OK/SOS sign must be the primary display in the case of a stopped vehicle. Should it not be possible to display the sign in any of the above situations, this may be replaced by an evident and clearly understandable hand and arm signal shown by the crew outside of the car, specifically:

- an arm and thumb up to indicate "OK"
- crossed arms above the head to indicate "SOS".

#### 5.15.9 SOS Procedures

In the event of an emergency or SOS display, the following procedures must be followed.

The first car at the scene of an SOS or emergency must stop and render aid to the best of their ability. They may also assist with displaying the SOS to following vehicles and setting up triangles.

The second car that arrives must collect pertinent information regarding the incident and proceed to the next radio point in the direction of stage traffic. The next radio point may be a Marshal point or timing control. Relay the relevant information to the radio operator and stay at that location until released by the radio operator.

All other cars that arrive to the scene of an incident must stay at the location, unless there is imminent danger. Ensure the roadway is kept clear for emergency vehicles to respond to the incident. Competitors may leave only after being released or escorted by an event official.

If the SOS is displayed and one or more competitors stop, it must not be rescinded and the SOS procedures must be followed.

#### 5.15.10 Conflict between Display and Emergency Console

If the OK/SOS sign displayed and the emergency console conflict with each other, approaching competitors must take the actions for the more severe level.

### **5.16 Slow Moving Vehicles**

The use of 4-way flashers is recommended for competitors who are able to proceed through the stage but are unable to maintain a reasonable speed.

### **5.17 Overtaking**

Any crew caught by another while on stage must make the necessary move to allow overtaking. This applies notably if one has lost time due to a technical failure or has gone off the road before restarting. If the cars are equipped with a car-to-car communication device, a request for overtaking may be received. The readiness to be overtaken should be shown by appropriate flashing indicators (e.g. left indicator means that the car being overtaken will stay to the left side of the road). The crew being overtaken shall make every effort to facilitate the overtaking maneuver, such as stopping in a safe place. The crews are responsible for ensuring that no danger is caused by overtaking. Failure to allow overtaking may be subject to penalty under RCR 6.4.

The Clerk of the Course, upon inquiry and only with the concurrence of the Steward(s), shall have the right to grant a time allowance to a competitor who has been prevented from overtaking.

## 6. ASSESSMENT OF PERFORMANCE

### 6.1 Start

#### 6.1.1 Initial Penalties

Each crew shall start the event with zero penalties.

#### 6.1.2 Determination of Winner

The entry with the lowest penalty (in minutes and seconds) at the finish shall be declared the winner.

### 6.2 Penalties

Penalties shall be assessed by the organizers as follows:

On special stages – Time taken

Each minute late at a time control or main time control – 10 seconds

Each minute early at a time control or main time control – 1 Minute

Making a false start to a special stage –

1<sup>st</sup> offence – 10 seconds

2<sup>nd</sup> offence – 1 minute

3<sup>rd</sup> offence – 3 minutes

Speeding in a service park – 2 Minutes per offense

Shortcutting a stage – stage lateness time

Striking a chicane – 15 seconds per element struck

Being towed on a Transit, other than by another competitor – 10 Minutes

Exceeding speed limit at Observation Controls:

1-5 mph over the limit = 0 seconds

6 mph = 30s

7 mph = 60s

8 mph = 90s

9 mph = 120s

10 mph = 150s

11 mph = 210s

12 mph = 270s

13 mph = 330s

14 mph = 390s

15 mph = 450s

16 mph = 570s

17 mph = 690s

18 mph = 810s

19 mph = 930s

20 mph = 1050s

Over 20 mph over the limit = disqualification

Virtual Chicane Penalties:

Lowest speed attained 1-9 mph above the target speed – 10 seconds

Lowest speed attained 10 mph or more above the target speed – 1 minute

No time penalty shall be assessed for infractions of a non-competitive or administrative nature.

### 6.3 Restart after Retirement

In rallies with more than one Leg, any crew that has failed to complete a Leg can restart from the start of the next Leg only if they confirm their intention to do so in writing to the Clerk of the Course no later than 60 minutes before the scheduled start of the next Leg. This written notice will include the reason for retirement (e.g., accident, technical problem, etc.) and state their willingness to have the competition vehicle scrutineered

again before restarting. Crews must complete the check-in procedure in at least one control to be eligible for restart after retirement.

This shall not apply where the crew or their competition vehicle has been excluded for breach of eligibility requirements, traffic infringement, or by decision of the stewards.

Any crew that has retired from a Section within the last Leg of the rally will not be classified.

#### 6.3.1 Restart Penalties

For all crews which restart, a time penalty will be applied. This time penalty will be as follows:

- a) For the first stage missed: 10 minutes. Each subsequent stage missed: 7 minutes.
- b) This time penalty will be added to the fastest time within the crew's entered class for each missed stage (or the lateness time for stages where there are no other remaining vehicles in that class), which shall include the stage on which the crew has retired.
- c) Should retirement occur after the last stage preceding a restart opportunity, the crew will be deemed to have missed that stage.

#### 6.3.2 Non-Competitive Entry

A crew may request to rejoin an event as a non-competitive entry within a Leg by submitting a rejoin request to the Clerk of the Course. The Clerk of the Course or designee will determine if the request will be granted. The crew will not be scored while a non-competitive entry and the competition vehicle must comply with the ARA Technical Rules to be considered for rejoining. A non-competitive entry may rejoin competition under 6.3 at the next available opportunity.

### 6.4 Improper Procedure Infractions

Improper Procedure Infractions must be reported in writing to the Clerk of the Course by marshals, judges of fact, or competitors. Upon confirmation of the infraction or when an infraction is recorded by a judge of fact; it will be referred to the Steward(s) for investigation. Steward(s) may impose any penalty specified in GCR section 7. ~~a penalty of 10 minutes will be applied for the first infraction and may result in a recommendation by the Clerk of the Course to the Steward(s) for a sentence of exclusion for a second violation during the event. Use of in-car video footage may be used by event or ARA officials to verify compliance with the regulations for use of safety warning devices (see RCR 5.14). For RCR 6.4.4 below, in addition to the 10 minute penalty applied to the crew, a \$500 fine will be assessed to the entrant by the Steward(s).~~

#### 6.4.1 Quiet Zone Violation

Serious violation of quiet zone regulations.

#### 6.4.2 Improper Use of Safety Equipment Violation

Failure to properly wear safety harness, driving suit, helmet, or head and neck restraint while traversing a special stage.

#### 6.4.3 Reversing Violation

Reversing in a control area (see RCR 4.1.4.b).

#### 6.4.4 Safety Device Use Violation

Violation of procedures described in RCR 5.15.

#### 6.4.5 Open Window Violation

Traversing a stage with window(s) open (more than 2 inches and without window net(s) in place.

#### 6.4.6 Service Violation

Service, as described in RCR 7.1.7, performed outside of a designated service location.

#### 6.4.7 Not Following The Rally Route

Crews are bound to follow the route as described in the route book and check in at all controls in the correct sequence in the direction of the rally route. It is prohibited to re-enter a control area.

### **6.5 Technical Rules Violations**

The ARA Technical Committee Chairman, any ARA official, the event's Chief Scrutineer, or their designate, may inspect any competition vehicle at any time during a rally. If the vehicle is found not to be in compliance with the ARA Technical Rules, the following penalties will be issued.

#### 6.5.1 Violations Found Before The Rally

Violations that were verified during technical inspection prior to the first MTC of the rally and noted on the inspection form then subsequently found to be out of compliance, not due to a verifiable incident with supporting documentation, shall be penalized as listed below:

- 1st violation – Exclusion from rally
- 2nd violation – Exclusion from rally and suspension of competition license for the remainder of the season
- 3rd violation and subsequent violations – Exclusion from rally, forfeiture of any earned championship points and revocation of competition license, not to be reissued by ARA

#### 6.5.2 Violations Found During Or After The Rally

Violations found during the course of the rally or at the post-event impound/inspection, that are not due to a verifiable incident with supporting documentation, shall be penalized as listed below.

- 1st violation within a championship season – Exclusion from rally

- 2nd violation within a championship season – Exclusion from rally
- 3rd violation within a championship season – Exclusion from rally, forfeiture of any earned championship points, revocation of competition license, not to be reissued by ARA

#### 6.5.3 Event Officials' Discretion

Event Officials are directed to use discretion in determining if any Technical Rule violation is either:

- deemed to have no effect on vehicle safety or performance (the ARA Competition Director, Chief Scrutineer and Stewards opinions should be considered) or
- caused by a verifiable incident with supporting documentation - If these conditions are met, the penalty must be a requirement of repair written in the vehicle log book.

#### 6.5.4 Loss of Position

Penalties that require a loss of position or multiple positions will be imposed regardless of the quantity of finishers in the championship category. As necessary positions will be added to their finishing position and the subsequent points will be issued. Overall category will be used as the basis for determining loss of position if it is the only category the competitor is eligible for at the Event.

#### 6.5.5 Assigning Loss of Position

The penalized competitor(s) will be given a time one tenth of a second slower than that of the competitor in the position ahead of the targeted placement due to the penalty. If there are no other finishers within their championship category, 10 minutes shall be added to their total time.

#### 6.5.6 Repair of Technical Rule Violations

Any Technical Rule violation must be repaired before the vehicle is entered in another ARA event.

### 6.6 Timing Errors

The organizer reserves the right, when scoring any time card, to correct whole-minute timing errors.

### 6.7 Finishing Qualifications

To qualify as a finisher, a crew shall check in at every control along the rally route and do so within the MPE and MPL on the final leg. If a crew missed one or more controls due to retiring but restarted under RCR 6.3, they will still be classified as a finisher, provided the other requirements are met.

#### 6.7.1 Exclusion

Failure of a competition vehicle to complete the entire route under its own power will result in exclusion, except as listed below.

#### 6.7.2 Exceptions

- a) By a ferry, the use of which is required by the route of the event.
- b) By outside means for the minimum distance necessary to extricate it from difficulty, or to clear the route for other competitors.
- c) By gravity.
- d) By the unaided efforts of its crew (including pushing out of a Parc Fermé).
- e) By official permission or instruction.
- f) For the purpose of facilitating re-start
- g) Being towed by another competitor.
- h) Being towed on a Transit, other than by another competitor (Subject to penalty under RCR 6.2)

In the case of (b), (c) or (d) above, any crew found to have delayed another crew by their action shall be excluded from the event.

#### 6.7.3 Exceeding MPL

Any lateness exceeding 30 minutes per Leg of the rally will result in the retirement of the crew by the Clerk of the Course. In calculating such lateness, the actual time and not the penalty time (as specified in RCR 6.2) shall apply.

- a) Early arrival shall under no circumstances permit crews to reduce the lateness counting towards exclusion. However, penalties for early arrival at a time control shall not be taken into consideration when calculating time counting towards exclusion for exceeding maximum lateness.
- b) The maximum MPL may be increased at any point by the Steward(s), upon the request of the Clerk of the Course. The crews concerned shall be informed of this decision as soon as possible.
- c) The enforcement for exceeding the maximum permitted lateness may only be announced at the end of a Section.
- d) The crew may restart under RCR 6.3, if applicable.

#### 6.7.4 Exceeding MPE

Any earliness exceeding 10 minutes per Leg of the rally will result in the exclusion of the crew by the Clerk of the Course. In calculating such earliness, the actual time and not the penalty time (as specified in RCR 6.2) shall apply.

- a) Exclusion for exceeding the maximum permitted earliness may only be announced at the end of a Section.

### 6.8 Serious Violation

The Clerk of the Course may request the Steward(s) to assess a fine, not exceeding the competitors' entry fee, or recommend exclusion by the Steward(s), to either or both of the crew members for any action not specified above, and in particular for being charged for a violation of any traffic regulation, for breach of regulations governing the behaviour of service crews or unsportsmanlike conduct.

## **6.9 Practicing/Pace Notes**

Practicing shall be deemed to include a wide range of actions including but not limited to: testing a competition vehicle, production or clarification of notes for a stage, and actions which annoy residents in the vicinity of the stage roads, rally headquarters or roads in between the two.

It is the intent of this rule that competitors, without legitimate business, shall not drive on stage roads prior to the scheduled reconnaissance or note familiarization as set out in the event schedule. An event Chairperson may grant permission to traverse specific portions of a route for familiarisation purposes, but it must be granted to all competitors.

### **6.9.1 Limitation on Practicing**

Practicing in the area of any event shall be banned for a period of 90 days prior to each rally. The penalty is exclusion from all rallies held in that area.

## **6.10 Payment of Fines**

See GCR 7.5, 7.6 and 7.7.

## **7. SERVICE CREWS**

### **7.1 General**

#### **7.1.1 Service Crew**

A service crew shall consist of individuals (service crew members) that are providing service for one or more competing crew.

#### **7.1.2 Service Crew Licensing**

Each service crew member must be licensed by ARA and sign a waiver before the providing service at an event. Current Annual Competition License holders do not need a service crew license to perform the duties of a Service Crew.

#### **7.1.3 Service Crew Registration**

Each service crew member must be registered with the event and associated with at least one competing crew and must sign the insurance waiver (See RCR 2.2.2). However, any registered service crew may service any competing vehicle.

#### **7.1.4 Service Crew Penalties**

Any misdemeanor or violation of the regulations by any service crew (or other individuals operating registered service vehicles) may result in penalties being assessed against their registered competing crews.

#### **7.1.5 Service Crew Packet**

Printed instructions for service crews must be provided at registration including locations of approved service areas, the expected arrival time of the first car and any restrictions on the movement of service crew members during the competition.

Service crews may be provided with the following as appropriate for the events:

- a) Markings for service vehicles.
- b) Service crew route instructions, which, if provided, the service crew must follow, including stopping at any controls along that route and observing all speed limits (either posted or included in the service crew instructions). Speed limits must be noted in the service crew route instructions.
- c) Additional information as required to ensure safe operation of the service areas.
- d) Directions for service crews to access the start and/or finish of all stages to be used when needed to recover their competition vehicle.
- e) Radio frequencies used by the event (when those frequencies are also provided to the competing crews).

#### **7.1.6 Service Area as Quiet Zone**

Service areas will be considered quiet zones and residents adjacent to such areas must be made aware of their operation.

#### 7.1.7 Service

- a) Service is defined as work carried out on the competing vehicle by any person other than the competing crew, or the use or receipt by the crew of any manufactured materials (solid or liquid), spare parts, tools or equipment other than those carried in the competing vehicle or in the vehicles of other competitors. Such materials carried in the competing vehicle, while on route, may not be left behind at any location to be used later during the rally.
- b) For competition vehicles waiting at the time control at the entrance to regroup or service parks or parked inside regroup, the passing of food, drink and information (data, road book, etc.) to or from the crew is permitted.

Competitors may, while on route (and outside of Parc Fermé conditions), offer both assistance and materials from their vehicle to other competitors seeking assistance. However, such gestures must be in a sporting nature and not planned in advance or contrived. Violations of the above will be considered illegal service (see RCR 6.4.6).

#### 7.1.8 Service Location

- a) All service shall be confined to official service parks.  
Work performed on the competition vehicle while it is in Parc Exposé is not considered service
- b) For a crew that has withdrawn from the rally and intends to restart that same rally, there is no restriction on where the vehicle may undergo service, except in control zones that are still in effect, in Parc Fermé or in any other area as specified by the organizers in the event's Supplementary Regulations.

#### 7.1.9 Fire Safety

- a) All Service Crews must have at least one fire extinguisher with a minimum UL rating of 40BC or two fire extinguishers with a minimum UL rating of 20BC each in their respective service area. The fire extinguisher shall be easily accessible and in an area visible to anyone within the teams' respective service spot.
- b) Where a fire service is not present, service crews must carry at least one fire extinguisher with a minimum UL rating of 10BC, other than the fire extinguisher on board the competition vehicle, to all refuelling zones.
- c) If requested by an official, evidence must be produced that fire extinguishers have been purchased or recharged within the preceding two years.

#### 7.1.10 Service Crews

Service crew members found outside the service area in the vicinity of event stages and/or off of the service route during competition may be considered to be performing illegal service and the crew(s) penalized per RCR 6.4.6.

## **8. RESULTS**

### **8.1 Posting Requirements**

#### **8.1.1 Informational Scores**

Section totals for any or all competitors may be posted at any time for public relations purposes and general information of competitors. Partial scores so posted should be considered informational.

#### **8.1.2 Provisional Scores**

Complete provisional scores (control-by-control) are to be posted at one time for all competitors. They should be posted not less than 30 minutes and not more than 90 minutes after the arrival of the last possible finisher, within 30 minutes of the time specified for posting the complete provisional scores in the event's Supplementary Regulations, or within 15 minutes of the completion of the final podium, whichever is later.

#### **8.1.3 Delayed Posting of Scores**

Failure to post complete scores before the latter time means that provisional results are to be mailed.

Complete scores may be posted at a later time for public relations purposes and general information of competitors, but they should be considered informational.

#### **8.1.4 Penalties**

The posted scores must show the penalties based on calculations from the time card(s) of each competitor.

### **8.2 Posting Scores**

The posting time and type (informational, provisional or final) of scores shall be noted on the scores by the Senior Steward when they are posted.

### **8.3 Revisions to Results**

Corrections to scores as a result of grievances should be made as soon as possible and are to be posted at the finish of the rally. The time of modifications should be noted adjacent to each total score modified.

### **8.4 Finalization of Results**

When the grievance proceedings have finished (see GCR 9), the results are final if all the following conditions have been met:

- a) The scores were posted within the time limits allowed.
- b) Any questions concerning proper class classification of any vehicle have been dealt with.
- c) No protest decisions have been deferred as in GCR 9.5.e.2.
- d) No appeals have been submitted.

## **8.5 Distribution of Results**

### **8.5.1 Timeliness**

Results must be sent by the Organizer by first class mail, e-mail or web-posting to all competitors and entrants within fifteen (15) days of the finish of the rally.

### **8.5.2 Sending Regional Results**

If the rally is a part of a regional championship, results must be sent by first class mail or electronically to the Steward(s), the regional championship scorer (if one has been appointed) and the ARA National Office.

### **8.5.3 Sending National Results**

If the rally is a part of the ARA National championship, results are to be sent by first class mail or electronically to the Steward(s), the ARA National Office, ARA Chairman the ARA Competition Director and the National scorer (if so appointed).

## **8.6 Publication of Results Subsequent to a Protest**

If a protest meeting is held as described under GCR 9.5 and if protests are considered, another set of provisional results are to be issued containing:

- a) The Stewards' decision on all protests considered.
- b) A complete set of scores (control-by-control) modified according to the decisions, if scores are modified. These sets of provisional results are to be sent by first class mail or electronically within fifteen (15) days of the protest meeting.

## **8.7 Delay by Appeal**

### **8.7.1 Appeal Results**

If an appeal meeting is held as described under GCR 10 and if results are modified, a set of results are to be issued containing:

- a) The appeal board's decisions on all appeals heard.
- b) A complete set of scores (control-by-control) modified according to the decision(s).

### **8.7.2 Timeliness**

This set of results should be declared final and are to be sent by first class mail or electronically to all persons within fifteen (15) days of the appeal meeting.

## **8.8 Provisional Results**

Previously issued provisional results may be declared final without change if:

- a) A protest meeting was held as described under GCR 9.5 and no protests were considered.
- b) An appeal meeting was held and the results were not modified by the decisions of the appeal board.
- c) The time limit of submission of appeals (see GCR 10.3) has expired and no appeals remain to be heard.

In this instance the Organizer should send by e-mail or first class mail to the persons described in notice stating that the provisional results as previously mailed are final as of a specific date and containing (in the case of (a) or (b) above) the decisions of the protest or appeal board. Such a notice should be mailed within fifteen (15) days of the date when results were declared final.

## **8.9 Distributed Results**

Distributed results must contain the following information:

- a) Name of the rally.
- b) Date of rally.
- c) Status of rally.
- d) Exact official mileage of rally, including transits and stages as well as the length of each stage.
- e) Finishing positions listed in order (overall, driver and vehicle classes), including total times.
- f) Make, model and class of all entered vehicles.
- g) Vehicle number.
- h) Full names of both crew members, event(s) entered and driver class.
- i) Time taken for each stage as well as time penalties incurred at any control.
- j) Any other penalties assessed against the crew.
- k) Complete list of prize winners, including any purse or tow money awarded.
- l) A statement as to the status of the results, i.e.:

Final.

Provisional due to scores not being posted according to GCR 8.2.

Provisional, containing a deferred protest decision.

Provisional, containing the decision(s) of a protest meeting held in accordance with GCR 9.5 and subject only to appeal.

Provisional due to an appeal or pending appeal.

Provisional, containing scores modified as a result of the decision of an appeal board.

## **8.10 Ties**

### **8.10.1**

Competitors having equal numbers of penalty points shall be considered tied. Subsequent positions shall be enumerated on the basis of the number of vehicles ahead.

### **8.10.2**

In ARA National Championship rallies, equal positions and championship points are to be awarded. A tie-breaker may be applied to the distribution of awards if specified in the event's Supplementary Regulations.

## **8.11 Revisions**

The Steward(s) should declare amendment(s) to the results as required to reflect decisions regarding the reclassification of competitors as a result of grievances.

### **8.12 Review by ARA**

All final results shall be reviewed by ARA for accuracy in regard to classing, scores, and penalties. This review will occur within seven days following the posting of the final results. Any changes to the results will be submitted by ARA to the Steward(s) for correction. Changes made are subject to protest or appeal under GCR Section 9 and 10.

## 9. ADMINISTRATION OF A RALLY

### 9.1 Starting Order

#### 9.1.1 Speed Factor List

The ARA shall maintain an ARA speed factor list. The ARA speed factor list will reflect each driver's speed factors for the previous 24 months.

#### 9.1.2 Determining Starting Order

- a) In determining the starting order, organizers will use the driver's ARA speed factor.
- b) Competitors without ARA speed factors shall be assigned a temporary ARA speed factor by the Competition Director, at his discretion, to reflect their demonstrated speed in previous stage events using any available event speed factors, previous event results and/or information supplied per RCR 9.1.5.
- c) The Competition Director may adjust a competitors' speed factor based on a change of class or relevant information.  
~~The Competition Director may adjust a competitors' speed factor downward to reflect a move to a significantly lower performing vehicle class.~~
- d) The final starting order shall be approved at the first meeting of the Stewards and posted thereafter. The timing of the posting of the approved initial starting order will be published in the event's Supplementary Regulations.

#### 9.1.3 Starting Order Draw

At National Championship and Super Regional events, the initial positions in the starting order shall be determined by a random draw based on the drivers' speed factors, called the Seeded Draw, held at a time and place published in the event's Supplementary Regulations. The list of drivers included in the Seeded Draw will be posted on the official notice board at the opening of registration and will consist of those entered drivers with an earned or assigned ARA speed factor of 95 or greater.

The procedure for determining the starting order will be as follows:

- a) At the Seeded Draw scheduled time and location each entered driver from the Seeded Draw group shall draw a number; the order of the draw will be by the drivers' speed factor. If multiple drivers have the same speed factor, a coin flip will determine their draw order.
  - 1. The number drawn will be for the order of selection of the driver's starting position;
  - 2. The driver who has drawn first choice shall be the first to select a starting position from those included in the draw. The driver who has drawn second choice shall select a starting position from the remaining available positions, and so on.
- b) All other drivers will start in order of their speed factor ranking unless the Clerk of the Course and Stewards make revisions in the interest of safety. Their start order determinations are final.

- c) Drivers unable to participate in the Seeded Draw may be represented by their entered co-driver or team manager. Should a driver be absent with no representative the Competition Director will draw and choose their starting position.
- d) Drivers not present or represented for the draw will be subject to a \$100 fine that must be paid to ARA before the start of the event.

#### 9.1.4 Insertion of Late Entries

Entries accepted after the starting order has been established shall be slotted into the order by the Clerk of the Course with the approval of the Steward(s) and with regards to the other provisions of these regulations.

#### 9.1.5 Competitor-provided Starting Order Information

- a) Competitors without ARA speed factors should supply information to the organizers and the Competition Director to aid in proper placement in the starting order.
- b) Competitors are responsible for stating their true starting order position qualifications when provided or requested. Providing false information may result in disciplinary action.

### 9.2 Re-Seed Order

After the initial start, the re-seed order shall be determined at each point where a re-seed is done based on each entry's provisional overall standing, based on stage times only. In the event of a tie, the re-seed order for those tied will be based on their original start order position; first to last.

The Clerk of the Course, after approval by the Steward(s), may place competitors in a different restart order than their scores would normally have entitled them. Such decisions are not grounds for inquiry.

### 9.3 Technical Inspection - Scrutineering

A technical inspection of all competition vehicles is to be held at the start of the rally. The technical inspection consists of a check on compliance with ARA safety requirements and vehicle class eligibility.

#### 9.3.1 Presentation at Scrutineering

Vehicles shall be clean inside and out, with all required series and event identification and advertising in place when presented for technical inspection.

#### 9.3.2 Refusal of Entry

If the scrutineer determines that a vehicle is not eligible to compete or is not eligible for the class declared by the entrant, then the scrutineer, with the approval of the Steward(s), has the right to refuse that vehicle from entering the event, or from entering in the declared class. Based on the reasons for this decision, the Competition Director may cause a hearing to be held at which time it should be decided whether any or all championship points gained by that vehicle prior to the date of failing to pass the inspection should all be allowed to stand, changed to another class or declared void.

#### 9.3.3 Technical Inspections During Event

Any ARA official (or their delegate) or the Chief Scrutineer may require inspections to verify compliance with ARA safety requirements and/or vehicle class eligibility at any point during a rally. Technical violations can be penalized under RCR 6.5. A breach of the Vehicle Safety Regulations (RTR 2.2) may result in the crew being removed from competition at the discretion of the ARA Technical Director or Chief Scrutineer.

#### 9.3.4 Dismantling of Vehicle

A thorough and detailed inspection, including (if necessary) dismantling the vehicle, may be made at the finish of any rally at the discretion of the Steward(s) and/or ARA or in the case of competitor inquiry or protest. In the event that dismantling is required, the procedure should be as follows:

- a) If the inspection, including (if necessary) dismantling the vehicle, is as a result of a competitor inquiry or protest the Senior Steward should determine and collect a deposit from the inquirer/protestor in cash.

Should the inquiry/protest be denied, the protestor shall lose the costs involved, even to paying more than the deposited amount. Should the protest be upheld, the inquirer/protestor shall have the deposit refunded, and the vehicle crew found in violation shall pay any and all costs in cash to the Senior Steward who shall remit such costs to the vendor of service and/or supply. Vehicles in violation shall be impounded until satisfaction has been assured in either case above.

- b) If the inspection, including (if necessary) dismantling the vehicle, is as a result of the decision of the Steward(s) and/or ARA, then the competitor is responsible for any and all costs.

Any decision resulting from such inspection/teardown should be subject to appeal only.

- c) Those persons permitted to attend such a detailed technical inspection are:

- 1) The crew of the vehicle being scrutinized
- 2) The mechanic(s) performing the dismantling
- 3) The Clerk of the Course or a designated representative, such as the Chief Scrutineer
- 4) ARA officials, such as the Steward(s) of the meeting or a member of the ARA Board
- 5) A representative of the protestor

#### 9.3.5 Series Equipment Installation and Return

- a) Required series equipment including, but not limited to, timing and tracking devices may be installed and verified at Scrutineering. All such equipment is the responsibility of the driver registered to the vehicle and must be returned to ARA no later than the finish of the event. Missing or destroyed equipment will be charged to the responsible driver, equal to the value of the equipment.
- b) ARA may supply boost monitoring equipment to ensure compliance with boost pressures stated in RTR Table A. If supplied, the monitor must be installed on the vehicle per the provided instructions and may not be removed during the competition unless directed by the Technical Director (or his delegate). Removal or

tampering with the boost monitoring equipment will be considered a technical rules violation and subject to penalty under RCR 6.5.

#### **9.4 Novice Briefing**

Stewards shall hold a special briefing for all Novices (as per RCR 2.4.2) before the start of the event. The time and location shall be detailed in the event's Supplementary Regulations.

#### **9.5 Introduction of Officials / Drivers' Meeting**

##### **9.5.1 Time of Meeting**

An introduction of officials is to be held at least 30 minutes before the start of the rally.

##### **9.5.2 Meeting Content**

The event officials, the Steward(s) and any other persons authorized to sign official documents are to be introduced. No information shall be given that has any pertinence to the running of the route; all such information is to be posted on the official notice board if not included in the route book.

##### **9.5.3 Competitor Questions**

Questions of a general nature or of clarification may be answered during the introduction. All other questions to the organizer should be written and posted on the official notice board along with the response of the organizer.

##### **9.5.4 Meeting Attendees**

At least one member of each competing crew must attend the Introduction of Officials and any Drivers' Meeting listed in the event's Supplementary Regulations or event schedule.

##### **9.5.5 Additional Driver's Meetings**

Organizers have the right to call an additional driver's meeting in cases of force majeure and with the approval of the Steward(s). Notice for such meetings will be posted on the official notice board and may also be communicated to all entrants by other means.

#### **9.5 Scoring**

A suitable number of persons not otherwise connected with the rally (unless as registrar, scrutineer or control opening or course-checking crews) are to be available as scorers. The scorers are to be informed before the start of the event of the contents of the event's Supplementary Regulations, the method of scoring to be used and the correct elapsed times between controls. At each point where scoring is to be done, a scoring area separate from the control and the competitors is to be arranged. The scorers are to be present before the due time of arrival of the first competing vehicle. The scorers are not to leave the finish of the rally until the grievance proceedings have finished.

#### **9.6 Podium Ceremonies**

At the conclusion of competition at a national championship event, separate podium ceremonies for the top three finishers in each championship category will be held. The

event may have other podium ceremonies of its choosing. (The participants in the podiums shall be as best judged by the organizers at the end of the event and before the official conclusion of the inquiry and scoring processes.) The podium ceremonies should commence as soon as possible after the arrival of the last vehicle at the finish control.