



2012 REGULATIONS (ONLINE VERSION)

Featuring



2012 MSA BRITISH RALLY CHAMPIONSHIP

Contents

General Principles	3
Officials... ..	3
Eligible Cars, Classes and Categories	4
Championships, Point Scoring & Calendars	6
Standard Documents and Schedules.....	11
Car Identification	11
Reconnaissance	12
Scrutineering Checks	13
Controls... ..	14
Special Stages	14
Parc Fermé.....	14
Starts and Restarts	14
Service.... ..	15
Results and Administrative Requirements after the Event	16
Fuel – Refuelling and Control	17
Tyres and Wheels.....	17
Mechanical Components.....	19
Environmental..... ..	23
Prizes..... ..	23
Penalties..... ..	24
Media and Promotion	24
Event Contacts	28
Previous Winners	29



2012 MSA British Rally Championship Sporting Regulations

These regulations must be read in conjunction with the FIA International Sporting code and its appendices ("the Code"), the FIA Regional Rally Championship Sporting Regulations to which all rounds of the 2012 MSA British Rally Championship adhere.

The main reference is the FIA Regional Rally Championship Sporting Regulations which have been amended here-in and therefore relevant articles are not repeated. Instead, articles within these regulations either supersede, or are an addition to, the relevant paragraphs within the FIA Regional Rally Championship Sporting Regulations.

Any reference to the "FIA" in the FIA Regional Rally Championship Sporting Regulations is applicable to the "MSA".

GENERAL PRINCIPLES

1. GENERAL CHAMPIONSHIP CONDITIONS

The MSA British Rally Championship (the Championship) is organised and promoted by UK Rally Limited and consists of a British Rally Championship title for Drivers and Co-drivers, a British Rally Championship for Manufacturers, a British Junior Championship and a Teams Cup. In addition, there are awards for each class. The Championship incorporates the Citroën Racing Trophy, the Fiesta Sport Trophy, the Twingo Renaultsport R1 & R2 Trophies UK and a Ladies Cup.

The Championship is governed in accordance with the provisions of the FIA International Sporting Code and its appendices (the Code); the FIA Regional Rally Championship Sporting Regulations; these Championship regulations and any subsequent bulletins.

Cumberland Sporting Car Club Limited will hold the MSA Championship Permit No 2012/5320

OFFICIALS

3. OFFICIALS & DELEGATES

3.1 STEWARDS

The Event Stewards shall be appointed in accordance with the MSA Yearbook.

3.2 FIA DELEGATES

Not Applicable

3.3 CHAMPIONSHIP OFFICIALS

Championship Office	MSA British Rally Championship Regus House Herons Way Chester Business Park Chester Cheshire CH4 9QR
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Championship Website:	www.rallybrc.co.uk
Championship Manager	Mark Taylor T: +44 (0) 7767 377600 E: marktaylor@rallybrc.co.uk
Championship Media Officer	Simon Slade T: +44 (0) 7966 153555 E: simonslade@rallybrc.co.uk
Championship Co-ordinator	Caroline Reid T: +44 (0) 7889 707275 E: carolinereid@rallybrc.co.uk
Technical Delegate	Rab McDonald T: +44 (0) 7774 692679 E: rabtmsa@scrutineer49.freemove.co.uk
Championship Scrutineers	Paul Loveridge (Assistant Technical Delegate and Fuel) E: paul.pj@btconnect.com Peter Clingan (Environmental, Noise and Tyres) E: peterclingan@aol.com

3.4 CHAMPIONSHIP STEWARDS

Championship Stewards will be appointed and notified ahead of the first round.

ELIGIBLE CARS, CLASSES AND CATEGORIES

4.1 SUMMARY

Only vehicles which are currently homologated by the FIA and those whose homologation has been extended within the time period specified within the International Sporting Code.

Only vehicles that comply with the class categories outlined in Article 4.2 are eligible to score championship points. Four wheel drive cars of any model, Group N4 and A7 Kit Variant cars are not authorised.

4.2 CLASS CATEGORIES

Two wheel drive only Group A, N and R cars shall enter the events in the following classes:

Class 10	FIA homologated Rally 1 category two-wheel-drive cars up to and including 1600cc. Eligible for the British Junior Rally Championship.
Class 9	FIA homologated Group N two-wheel-drive cars up to and including 1600cc.
Class 8	FIA homologated Group N two-wheel-drive cars above 1601cc up to and including 2000cc.
Class 7	FIA homologated Group A two-wheel-drive cars up to and including 1400cc, including Kit variant models.

Class 6	FIA homologated, Rally 2 category and Group A two-wheel-drive cars up to and including 1600cc.
Class 5	FIA homologated Rally 3 category two-wheel-drive cars, including Diesel's, Super 1600's and Group A cars (non kit) above 1601cc up to and including 2000.

Vehicle eligibility is at the discretion of the Championship Organisers who reserve the right of entry.

4.3 ONE MAKE SERIES

In addition, the following one-make series cars are also eligible under their existing FIA homologations and Series technical rules to run in class categories:

Class 10

Fiesta SportTrophy UK – Fiesta R1
Twingo Renaultsport R1 Trophy UK

Class 8

Fiesta SportTrophy UK – Fiesta ST

Class 6

Citroën Racing Trophy UK – C2 Max
Fiesta SportTrophy UK – Fiesta R2
Twingo Renaultsport R2 Trophy UK

Class 5

Citroën Racing Trophy UK – DS3

Other vehicles may be added under this article by way of a bulletin.

4.4 CLASS ELIGIBILITY

Class eligibility is at the discretion of the Championship Organisers.

4.5 CITROËN RACING TROPHY UK

4.5.1 Open to all models of homologated Citroën C2 R2 Max and DS3.

4.5.2 Citroën Racing Trophy competitors are restricted to using parts supplied by Citroën Racing via their appointed UK Agent.

4.5.3 The Championship may seal some mechanical items. The seals must not be broken without the express permission of the Eligibility Scrutineer.

4.5.4 The control tyre is Pirelli using the restrictions listed in Article 50.15

4.5.5 Additional technical restrictions may be advised and notified to each competitor at any time.

4.6 FIESTA SPORTTROPHY UK

4.6.1 Open to models of homologated Ford Fiesta ST (homologation no: N-5681), Fiesta R1 (homologation no: to be notified) and Fiesta R2 (homologation no: A5729) in accordance with FIA Regulations for Group N cars (Appendix J, Art. 251-254), and Group R cars (Appendix J, Art. 251-253 and 260)

4.6.2 Fiesta SportTrophy competitors are restricted to using competition parts supplied by M-Sport Limited only. These control items are listed in the commercial agreement.

- 4.6.3** The Championship may seal some mechanical items. The seals must not be broken without the express permission of the Eligibility Scrutineer.
- 4.6.4** The Eligibility Scrutineer reserves the right to change the car's ECU or other mechanical components at any time.
- 4.6.5** The control tyre is Pirelli using the restrictions listed in Article 50.15
- 4.6.6** Additional technical restrictions may be advised and notified to each competitor at any time.
- 4.7 TWINGO RENAULTSPORT R1 TROPHY UK**
- 4.7.1** Open to all models of homologated R1 Twingo (A5731 R1B)
- 4.7.2** Twingo Renaultsport Trophy UK competitors are restricted to using parts supplied by Monster Sport Europe.
- 4.7.3** The Championship may seal some mechanical items. The seals must not be broken without the express permission of the Eligibility Scrutineer.
- 4.7.4** The control tyre is Pirelli using the restrictions listed in Article 50.15
- 4.7.5** Additional technical restrictions may be advised and notified to each competitor at any time.
- 4.8 TWINGO RENAULTSPORT R2 TROPHY UK**
- 4.8.1** Open to all models of homologated R2 Twingo (A5731 R2)
- 4.8.2** This five round series commencing on round 2 of the MSA British Rally Championship.
- 4.8.3** Twingo Renaultsport R2 Trophy UK competitors are restricted to using parts supplied Monster Sport Europe.
- 4.8.4** The Championship may seal some mechanical items. The seals must not be broken without the express permission of the Eligibility Scrutineer.
- 4.8.5** The control tyre is Pirelli using the restrictions listed in Article 50.15.
- 4.8.6** Additional technical restrictions may be advised and notified to each competitor at any time.

CHAMPIONSHIPS, POINT SCORING & CALENDARS

5. THE CHAMPIONSHIP REQUIREMENTS

5.1 QUALIFICATION OF A RALLY

The Promoter of MSA British Rally Championship reserves the right to set the selection criteria and select qualifying rallies.

5.2 CHAMPIONSHIPS CRITERIA

5.2.1 The MSA British Rally Championship

- 5.2.1.1** Open to all registered drivers and co-drivers irrespective of class, competing in eligible vehicles. The driver and their appointed co-driver must be registered to be eligible to score points on each round.

5.2.2 The MSA British Manufacturers Rally Championship

5.2.2.1 Open only to registered car manufacturers and official importers who must be registered to be eligible to score points on each round.

5.2.2.2 The points awarded in final overall event classification using only the two highest placed registered manufacturer's make of cars, will count towards the MSA British Manufacturers Rally Championship using the point scoring system in Article 5.3

5.2.3 The MSA British Junior Rally Championship

5.2.3.1 Open to all registered drivers who were born on or after 1st January 1989 driving a car in Class 10 (Rally 1 cars) only.

5.2.4 The BRC Teams Cup

5.2.4.1 Open to registered motorsport and /commercial sponsored teams with eligible cars only. The team drivers and co-drivers must all be registered to be eligible to score points on each round.

5.2.4.2 All teams must hold an MSA International (Restricted National) Entrants licence or full International Entrants licence. Event entries must be submitted using this licence.

5.2.4.3 Registered teams can enter a maximum of two cars on each Championship rally.

5.2.4.4 Subsequent changes to any aspect of the team registration must be agreed in writing with the Championship Co-ordinator.

5.2.4.5 The highest placed nominated driver will score points for the team on each round.

5.2.4.6 The points awarded in final overall event classification using only the registered team entries, will count towards the BRC Teams Cup using the point scoring system in Article 5.3

5.2.5 The Classes

5.2.5.1 Open to registered drivers and co-drivers competing in eligible vehicles.

5.2.5.2 Classes with less than 5 (five) entrants may be amalgamated with the next higher class.

5.2.6 The Ladies Championship

5.2.6.1 Open to all registered female drivers in any class.

5.2.7 The Citroën Racing Trophy UK

5.2.7.1 Open to registered drivers and co-drivers competing in eligible vehicles.

5.2.7.2 All competitors must sign and abide by the commercial agreement issued by Citroën Racing or the officially appointed Citroën Racing UK agent.

5.2.8 The Fiesta SportTrophy UK

5.2.8.1 Open to registered drivers and co-drivers competing in eligible vehicles.

5.2.8.2 All competitors must sign and abide by the commercial agreement issued by M-Sport Limited.

5.2.9 Twingo Renaultsport R1 & R2 Trophies UK

5.2.9.1 Open to registered drivers and co-drivers competing in eligible vehicles.

5.2.9.2 All competitors must sign and abide by the commercial agreement issued by the Twingo Renaultsport Trophy UK.

5.3 CHAMPIONSHIP POINTS

5.3.1 Attribution of points

Points will be allocated to the highest placed registered driver and co-driver in overall finish classification taking into account their relative position in the general classification of that point scoring round and without taking into account the classification of the cars of non registered participants as follows:

Highest place - 20 points

Second highest - 18 points

Third highest - 16 points

Fourth highest - 15 points

and so on deleting one point per placing down to one single point for all finishers.

~~In the overall drivers and co-drivers championship, the junior championship and in each class category, an additional bonus point will be awarded to the crew that have set the fastest stage time, relevant to that category. This excludes stage times calculated under Re-Start rules. REMOVED DUE TO CONTRAVENTION WITH MSA YEARBOOK REGULATION 40.1.5~~

Points scored on the final round of the Championship will be increased by a factor of 1.5.

No points will be awarded retrospectively therefore competitors, manufacturers and teams cannot deduct, disclaim or transfer any points scored. Non-starts and non-finishes are counted as zero scores.

The points scoring system outlined above will be awarded to registered competitors in all categories, classes, cups and other awards.

5.3.2 Championship registration

Drivers, manufacturers and teams must register using the appropriate form, pay the correct fee and have been formally accepted by the Championship. Co-drivers details can be confirmed at a later date but must be registered by the Championship before any points can be allocated to the driver, manufacturer and team. It is the drivers and teams responsibility to ensure both members of the crew are registered with the Championship.

5.3.3 To permit some flexibility for co-drivers, the Championship provides a per rally registration fee (see Article 5.4.2)

5.3.4 All accepted registrations will be confirmed by a dated registration card. This will be deemed final in establishing a competitor's eligibility. A current list of all registered drivers and co-drivers will be located on the official notice board at each event.

5.3.5 Attribution to reduced points

Should it prove impossible to complete any round of the Championship in its entirety for any reason whatsoever, provided that the event organisers draw up a final official classification, points will be awarded normally.

5.3.6 The Championship organisers reserve the right to decline registrations without giving reason.

- 5.3.7** Drivers and co-drivers must ensure that at signing-on for each event in which they enter that they check and confirm that their entry and class category details are correct.
- 5.3.8** Registered competitors failing to display the Championship compulsory advertising correctly will be penalised with the loss of five Championship points.
- 5.3.9** Provisional Championship points will be published within seven days following the publication of final results of each qualifying rally. These points will become final seven days after the publication of final official classification results of the final Championship event or seven days after any outstanding protests, appeals or technical matters have been resolved.

5.4 REGISTRATION FEES

- 5.4.1** Championship (Joint Driver and Co-driver) competitors registration fee before 20th January 2012: £662.50 plus VAT (£795.00), after the 20th January 2012: £766.66 plus VAT (£920.00)

The registration fee includes:

- Entry for driver for overall championship and all classes (principal holder)
- Entry for the co-driver (co-driver can be changed at any time – see below)
- Presentation of the British champion driver and co-driver title will be held at the MSA Awards Ceremony in Pall Mall, London in January 2013
- Website profile for both driver and co-driver
- On Board Camera Licence for the Driver
- Membership of the International Rally Drivers Club for both crew members
- Entry fee to the BRC Sponsor day

- 5.4.2** Co-driver's per event registration fee: £40 plus VAT

- 5.4.3** Championship Manufacturer registration fee is £5500 plus VAT.

The registration fee includes:

- Registration and entry to the British Manufacturer's Rally Championship (principal holder)
- Eligibility for the manufacturer's make of car to score points toward this championship
- Presentation to the winning manufacturer, of the MSA British Manufacturers Rally Championship title, at the MSA Awards Ceremony in Pall Mall, London in Jan 2013
- Sole rights to accredit the winning manufacturer as British Champions throughout 2013
- Credits in television programmes relating to championship tables and on screen results
- Access to rights free TV footage, rushes and selection of photographic images
- As a registered manufacturer, your brand logo will be listed on the TV Winner Podium
- Full page website profile and links to manufacturer website
- Invitation to BRC Media and Sponsor days (February 2nd and July 22nd 2012)

- 5.4.4** Championship BRC Teams registration fee is £650 plus VAT.

The registration fee includes:

- Entry to the BRC Teams Cup (The David Metcalfe Memorial Trophy)
- TV credits, in championship tables and one results screen
- Dedicated prime location and larger service area space 10 x 10m per car
- Website profile and links to relevant websites
- Discount on BRC media packages, including on board cameras
- Invitation to attend Championship management meetings
- Invitation to BRC Media and Sponsor days

- 5.4.5** All fees are payable at the time of applying for registration.

5.4.6 Once registered in the Championship, Drivers, Co-drivers, Manufacturers and Teams may not disclaim or transfer points scored on any qualifying round.

5.5 MINIMUM PARTICIPATION REQUIREMENTS

Awards will only be presented to registered competitors and manufacturers/teams who have started a minimum of four (4) qualifying rallies.

5.6 NUMBER OF RESULTS FOR THE FINAL CHAMPIONSHIP CLASSIFICATION

5.6.1 For all categories, classes, cups and awards, other than the MSA British Manufacturers Rally Championship and the BRC Teams Cup, registered competitors will discount their single lowest score towards the final Championship classification.

5.6.2 All scores will count for the MSA British Manufacturers Rally Championship and the BRC Teams Cup.

5.6.3 Non-starts and non-finishes are counted as zero scores.

5.6.4 In the event of one or more Championship rounds being cancelled, the following table applies to the amount of competitor scores to count:

Rounds held	6	5	4	3	2	1
Scores to count	5	5	4	3	2	1

5.7 NUMBER OF CHAMPIONSHIP RALLIES

The Championship comprises a maximum of six qualifying rallies (see article 8.4).

5.8 REGISTRATION CLOSING DATE

5.8.1 Other than Co-drivers and the Citroën Racing Trophy, Fiesta Sport Trophy and Twingo Renaultsport R1 & R2 UK Trophies which shall all remain open, Championship registrations for all other overall categories and classes will close at the start of the fourth qualifying rally of the Championship.

6. DEAD HEAT IN A CHAMPIONSHIP

6.1 Irrespective of the class, cup or category, Championship ties will be decided in favour of the competitor or team with the greatest number of highest points scores, then second highest points scores, then third highest points scores and so on down to sixth place on the rounds which made up the competitor's final total.

6.2 Should Article 6.1 above not resolve a tie, it will be decided in favour of the competitor with the highest overall points allocation on the first event, then second event, and so on...

6.3 This tie-decider applies to the overall Championship and to all elements thereof.

7. CRITERIA FOR PRIORITY DRIVERS

7.1 Irrespective of any FIA Priority Seeding, the event organisers reserve the right to decide the starting order for the first leg and for any subsequent legs based upon the classification on the final stage of the previous leg, giving due consideration to any requirements stipulated by the event regulations. The event stewards may, at their own discretion, reposition entrants on the grounds of safety and expected performance.

8. EVENT CHARACTERISTICS

8.4 QUALIFYING RALLIES

Rallye Sunseeker International	24/25 February	Gravel
Bulldog International Rally North Wales	23/24 March	Gravel

Pirelli International Rally	27/28 April	Gravel
Jim Clark International Rally	1/2/3 June	Asphalt
Toddsleap International Rally NI	17/18 August	Asphalt
International Rally Yorkshire	28/29 September	Gravel

8.5 MEDIA AND SPONSORS

Media Day – 2 February 2012
Sponsors' Live Day – 22 July 2012

STANDARD DOCUMENTS AND SCHEDULES

9. GENERAL

9.1 Is not applicable.

9.4 CHAMPIONSHIP LOGO

The title of the MSA British Rally Championship to which the rally belongs and the official Championship logo must appear on the front cover of all event paperwork, booklets, bulletins and on the first page of the official results.

CAR IDENTIFICATION

11. COMPETITION NUMBERS

The FIA Regional Rally Championship Sporting Regulations are applicable unless stated below.

11.2 DOOR PANEL

Numerals will be white, 14 cm high and with a stroke width of 2cm.

11.3 REAR WINDOWS

Not Applicable

11.5 ROOF PANEL

Not Applicable

11.6 FRONT PLATE

One plate fitting into a rectangle which shall include the name of the rally and identify the car as a vehicle entered in the event.

12. RESTRICTIONS ON ADVERTISING

12.1 Competitors are allowed to affix any kind of advertising to their cars, provided that:

It is authorised by the national laws and the MSA regulations.

It is not likely to cause offence.

It is not political or religious nature.

It does not encroach upon the spaces reserved for plates and numbers.

It does not encroach upon the spaces reserved for Championship decals.

It does not interfere with the crew's vision through windows.

12.2 ORGANISER'S OPTIONAL ADVERTISING

Will be detailed in the Event regulations.

14. DOOR PLATES/COMPETITION NUMBERS/DRIVER'S NAMES

14.1 DRIVER AND CO-DRIVER NAMES REAR SIDE WINDOWS

The first initial(s) and surname of both driver and co-driver, followed by the national flags of the country of the ASN from which they have obtained their licences, must appear on the rear side window on both sides of the car, adjacent to the competition number. The names must be:

In white Helvetica.

In upper case for the initial(s) and first letter of each name with the remainder in lower case.

8cm high and with a stroke width of 1.0 cm.

The driver's name shall be the upper name on both sides of the car.

14.2 CHAMPIONSHIP WINDSCREEN DECAL

A compulsory decal will be supplied by the Championship, this is the only advertising permitted on the windscreen. Arrangements for single make series must be agreed via the Championship.

14.3 CHAMPIONSHIP SPONSORS DOOR PANEL

Two compulsory decals will be supplied by the Championship detailing all of the official partners to the Championship measuring a maximum of 25cm x 40cm which must be placed immediately below the door (competition number) panel, on the leading edge of each front door. These decals must not be cut, trimmed or modified in any way.

14.4 OFFICIAL TYRE SUPPLIER DECAL

Four decals will be supplied detailing the logo of the Official Tyre Supplier to the Championship measuring approx 12cm x 25cm which must be placed on the front and rear bumpers, one on each of the four corners of the car. These decals must not be cut, trimmed or modified in any way.

14.5 CHAMPIONSHIP ADVERTISING

See Article 68.

14.6 ORGANISER'S OBLIGATORY ADVERTISING

Will be detailed in the Event regulations.

RECONNAISSANCE

20.4 ILLEGAL RECONNAISSANCE

Any crew infringing these regulations or carrying out reconnaissance of the sections outside of the designated period notified by the event organisers shall be forbidden to start the rally, and the entry fee shall not be reimbursed. The crew will be reported to the Stewards and their ASN (The Motor Sports Association).

20.5 SCHEDULE

The schedule for reconnaissance is at the initiative of each event organiser but must be detailed in the event regulations.

20.6 CONVOY SYSTEM

Where a convoy system is the method used by event organisers, reconnaissance of special stages must commence in a seeded order for the top 15 cars detailed by the entry list. All other cars may proceed in convoy in any order given by the event organisers.

20.6 GRAVEL CARS

- 20.6.1** Gravel cars i.e. competitors' advance route survey vehicles are prohibited.
- 20.6.2** Other than during the period of reconnaissance, any car and/or occupants which can at the time, or later, be found to be associated with a competitor which are seen on any special stage route on the day of the event prior to the road being closed for competition will be deemed to be carrying out an advance route survey and have breached Article 20.6.1 and will not be eligible for scoring Championship points on that event.

SCRUTINEERING CHECKS

21. BEFORE THE START

21.2 IDENTIFICATION

Competitors will be issued with a Championship Vehicle Passport which will be used by scrutineers to identify cars and record information pertinent to the technical conformity and eligibility. See Article 56.5 for methods of identification and sealing of components.

The Championship Vehicle Passport must be kept in the car at all times.

21.3 PRESENTATION OF CARS

The entered car may be presented at scrutineering by a representative of the team.

21.4 SCRUTINEERING PROCESSES

21.4.1

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

21.4.2 The weight of the cars may be measured at any time during the event in accordance with Appendix J.

21.4.3 All competitors must ensure that their cars are fitted with a coupling to allow petroleum samples to be drained safely from their car's fuel system. Competitors must carry on board their cars the equipment, the coupling with a 1000mm length of hose attached so that they can conduct the operation of fuel sampling at any time.

21.4.4 Competitors and their team mechanics should be familiar with the operation of providing a fuel sample when requested by a scrutineer. It is the competitors / teams responsibility to provide the fuel sample. The scrutineers cannot be held responsible for any problems arising from this procedure.

21.4.5 Media recording device(s) and equipment must be fitted prior to scrutineering so it can be checked and logged by the scrutineer. A licence detailing authority must be presented at the same time. See Article 63.5

21.4.6 At the end of the event the number of cars to be scrutineered will normally be the first two cars in the general classification and a car classified as a finisher in any of the other Classes or Cups.

CONTROLS

28. EXCLUSION FOR LATENESS

- 28.1** Any lateness exceeding 15 minutes on the target time between two time controls or at the end of each section and/or Day of the rally will result in the competitor concerned being excluded by the clerk of the course. The crew may nevertheless re-start the rally under Article 39

SPECIAL STAGES

30. GENERAL

30.1 TIMING

Timing will be to the tenth of a second.

PARC FERME

36. RULES OF PARC FERMÉ

36.6 EARLY REMOVAL FROM PARC FERMÉ

The event organisers may authorise a competitor to remove their car from parc fermé before the declaration of final results provided that the competitor signs a declaration forfeiting their right to defend any protest regarding the eligibility of the car in question. Event organisers must make an appropriate reference in the supplementary regulations and produce a draft letter, which may be handed out at the final time control by the Competitor Relations Officer (CRO).

STARTS AND RESTARTS

39. START ORDERS AND INTERVALS

39.1 RESTART AFTER RETIREMENT

39.1.1

For the purposes of providing competitors with the opportunity to restart the next day of a qualifying rally, any crew which has retired from the leg/day may re-start the rally from the start of the next leg/day. However, the crew will be penalised with a 10-minute penalty added to the fastest time set by a competitor in the same class for each missed stage which shall include the special stage or super special stage on which the crew has retired. Should retirement occur after the last special stage or super special stage, the crew will nonetheless be deemed to have missed that last stage or super special stage and a penalty applied. Crews must complete the final leg/day to be classified as a finisher.

39.1.2

A crew which has failed to complete the first/second leg/day will be assumed to re-start the next leg/day. If the crew does not wish to re-start, the form declaring retirement issued from the event must be completed and lodged with the event organisers as soon as possible before the 'end of leg/day' Stewards' meeting.

39.1.3 Repairs in the case of a retirement and restart

Competitors restarting the next leg/day must present their cars to the scrutineer at the Parc Fermé out control at the start of the next leg/day at least 30 minutes before the start time of the first car. The car must retain its original shell and engine block as marked at pre-event scrutineering or recorded in the Championship Vehicle Passport.

39.1.4 Retirement on the final leg/day

Any crew which has retired from the final leg/day will not be classified as a finisher.

SERVICE

41. SERVICE PARKS

41.5 SERVICE BAYS

The standard space provided in a service park by the event organisers for each competing car must measure 8m x 8m or 10m x 10m for a Registered Team. The service vehicle, the car and other team equipment or vehicles must be confined to this area only. Where event organisers make allowance for a motor home, they are responsible for providing the team with additional service space adjacent.

41.6 Only one service vehicle per crew is permitted.

41.7 No other vehicle associated with the entrant will be allowed direct access to the service area unless permitted in the event regulations issued by the event organisers.

41.8 All "Service" and "Auxiliary" plates issued by the event organisers must be affixed to the front of the vehicle at all times during the rally. Any team/competitor who is reported to the event organisers for failing to display the plate affixed to the front of the vehicle will be fined £500.

41.9 REFUEL ONLY

Tyre changes are permitted in all service parks except those designated by the event organisers as "refuel only".

43. FLEXISERVICE – 45'

If required by events, will be detailed in their regulations.

44. REMOTE SERVICE ZONES (RSZ)

44.1 Event organisers may make provision for the use of remote service parks in order to extend the distance between main services. These may be used to make provision for refuel, change of tyres and to allow minor repairs to be carried out by the competitors and two of their mechanics. Judges of fact and officials must be used to observe these areas.

44.2 The remote service zone is only open to auxiliary vehicles (see Article 44.7). Auxiliary vehicles are permitted to enter the park 10 minutes prior to the due arrival time of their rally car and must vacate the space within 5 minutes of its departure, unless servicing subsequent team cars. Infringement of this regulation by the team will result in a fine being imposed by the stewards.

44.3 During remote service a maximum of only two mechanics and the driver and co-driver are allowed to carry out work on the car. The auxiliary vehicle can only carry spare wheels and tyres, a spare windscreen, spare bulbs and fuses, oils and fluids for replenishment, associated tools, axle stands, trolley jack and ground sheet.

44.4 The remote service zone allows a penalty free period of 10 minutes during which servicing of the rally car is permitted. Teams may only use either equipment and parts carried in the rally car or those items prescribed to be allowed in the auxiliary vehicle.

44.5 A ground sheet must be used throughout the duration of the service interval.

44.6 The remote service zone is strictly a no smoking area.

44.7 AUXILIARY VEHICLES

- 44.7.1** Event organisers are to notify crews in their event regulations if the use of auxiliary vehicles will be required/ permitted. The issue of rally plates for auxiliary vehicles may only be allowed if these vehicles are to be used for the sole purposes of servicing.
- 44.7.2** If space permits and only under authority given by the event organisers, an auxiliary vehicle may also be allowed access to the service park for transportation of equipment and personnel.
- 44.7.3** The vehicle used for auxiliary service must be a type designated by the manufacturer as a small van (no larger than MWB), MPV, 4x4, estate car/hatch or saloon car. The drivers of these vehicles and their associated staff must permit officials of both the event and championship access to inspect the internal contents at any time.
- 44.7.4** The auxiliary vehicle must follow the prescribed auxiliary service route at all times. Infringement of this penalty may incur a loss of all Championship points for that round.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

46. PROTESTS AND APPEALS

This complete section is governed by the Judicial Procedures of the MSA which is covered in detail in the MSA Yearbook, including procedure and fees.

47. RALLY PRIZE-GIVINGS

Registered competitors who fail to attend an event prize giving ceremony where they are required to collect an award, or who don't provide the event with a formal apology and an alternative representative to act on their behalf shall be subject to a Championship penalty which may result in the loss of points scored on that round.

48. ANNUAL PRIZE-GIVING

48.1 Any driver or co-driver winning Championship awards must be present at the annual prize giving ceremony.

48.2 The date and venue for the presentation of the 2012 Championship Awards ceremony will be notified to all registered competitors at a later date.

48.3 CHAMPIONSHIP AWARDS

The following awards will be presented at the Championship ceremony:

48.3.1 The MSA British Rally Championship

MSA British Rally Championship flags for first, second & third placed driver and co-driver

48.3.2 The MSA British Manufacturer Rally Championship

MSA British Rally Championship flag for the winning manufacturer

48.3.3 The MSA British Junior Rally Championship

MSA British Rally Championship flag

48.3.4 The BRC Teams Cup (David Metcalfe Memorial Trophy)

BRC Team Trophy for the winning team/principal

48.3.5 BRC Class Championships

BRC Trophies for first, second & third placed driver and co-driver

48.3.6 BRC Ladies Championship

BRC Trophy for first place to winning driver.

48.3.6 One Make series will make provision of their own awards detailed in their Commercial Agreements.

48.3.7 Additional awards may be notified.

FUEL – REFUELLING & CONTROL

49.1 LOCATION

49.1.1 Fuel will only be supplied to registered competitors via the official fuel supplier.

49.3 REFUELLING

49.3.1 Registered competitors may only use the fuel(s) supplied on each round via the official fuel supplier. The fuel(s) will be confirmed by bulletin before the start of the season.

49.3.2 The control fuels will be distributed on each round at the dedicated Refuel Zones (RZ) and must be used throughout the duration of the qualifying rally. No other method of refuelling or type of fuel may be used.

49.2.3 The onus remains with the competitor to pre-order their fuel requirements prior to each qualifying rally.

49.3.4 Samples may be taken at irregular intervals and at any time during the event by a scrutineer. Competitors must ensure that there is at least an extra 1 litre of fuel on board at all times for this purpose.

49.3.5 The official fuel supplier will make stock available to competitors for engine diagnostic, pre-event testing and other non championship rallies.

49.3.6 Exceptionally, the organisers may make provision for additional locations for refuelling only. These additional locations for refuelling shall only be set up along the route incorporating a designated refuel zone and procedures. In these areas any kind of servicing is prohibited – except refuelling of the car.

49.3.7 Vehicles authorised by the Championship to use alternative fuels cars must arrange for their own supply of fuel which must also be dispensed from the designated RZ.

TYRES AND WHEELS

50.7 HAND CUTTING

Hand cutting, and/or modification of the "GRAVEL" pattern tyre is prohibited.

Hand cutting of the "ASPHALT" pattern tyre is authorised, for reason of fairness this cannot be carried out by the Control Tyre Supplier.

50.8 STUDED TYRES

Strictly forbidden

50.10 AVAILABILITY OF TYRES

All tyres used in the Championship must only be supplied by the official tyre supplier. The control tyre supplier will make tyres available for testing and participation in non Championship events.

50.11 OFFICIAL TYRE SUPPLIER

Competitors must use the control tyres specifically supplied by Pirelli or their appointed Agent for the Championship. Tyres will be available prior to the first round for testing purposes and available for purchase and fitment at each event. Competitors must only use tyres purchased from Pirelli UK. All tyres will be branded/marked by Pirelli. Any competitor found using non Championship, unbranded/unmarked tyres will be excluded from the qualifying rally.

50.12 SIZES AND COMPOUNDS

The Control tyre sizes, compounds and tread patterns for each event in the championship will be published separately.

50.13 ORDERING

The onus remains with the competitor to pre-order their tyre requirements prior to all qualifying rallies.

50.14 FITMENT

The opening times for the Pirelli Tyre fitting service for each competitor will be published prior to each qualifying rally. Pirelli or the organisers will not be held responsible if competitor’s tyres are not fitted in time for the start of the rally.

Pirelli will not pre-allocate tyres for any competitor.

50.15 LIMITATIONS

Registered competitors are individually responsible for monitoring their own tyre usage throughout each qualifying round. Each tyre will be branded with a unique identification code and the bar code logged, identifying allocated tyres to each individual competitor.

Competitors must adhere to the following maximum limitation of tyres for each event:

		Class:	10/9	8/7/6	5
50.15.1	Rallye Sunseeker International		8	8	10
50.15.2	Bulldog International Rally North Wales (gravel)		8	10	12
50.15.3	Pirelli International Rally (gravel)		8	12	14
50.15.4	Jim Clark International Rally (asphalt)		10	14	16
50.15.5	Toddsleap International Rally NI (asphalt)		10	14	16
50.15.6	International Rally Yorkshire (gravel)		8	10	12

A "Joker" system will exist to provide an additional allocation of 4 (four) gravel tyres which can be redeemed at any time throughout the season. Other than Class 10, the number of wet pattern RE asphalt tyres permissible is free. Wet tyre options for Class 10 will be advised beforehand. The Championship reserves the right to amend the Joker tyre allocation at any time.

50.16 NOMINATION SYSTEM

The deadline for tyre nominations for each round will be published by the Championship.

Competitors must present to Pirelli the tyres they wish to nominate for that round. As a maximum, half (50%) of the total nominations can be made up of tyres carried over from previous rounds providing Pirelli are satisfied that the tyre is a control item and was purchased by the competitor for competition in the Championship, and deemed fit for purpose.

Pirelli will use a unique brand for that rally and use a triplicate log sheet to record the bar codes and list the number of the tyres allocated to the individual competitor for that rally.

One copy of the log sheet must be collected and retained by the competitor and kept in the rally car. The log sheet must be made available and may be inspected at any time by any qualifying rally or championship official.

Once allocated to a competitor, the use of those tyres by another competitor at any time throughout the duration of the qualifying rally is strictly forbidden.

50.17 TYRE MONITORING PROCEDURES

Competitors nominated tyres must be available for audit and accountable by the crew and service team members at any time throughout the duration of the qualifying rally.

Scrutineers will monitor tyre usage and competitor's cars and service pitches are subject to inspection at any time throughout the duration of the qualifying rally. A tyre that cannot be accounted for will incur a penalty of the loss of five championship points per item.

Competitors are responsible for ensuring that the spare wheel and boot/tailgate are secure and therefore may need to ensure that another team member is present at the tyre marking zone.

50.18 LIAISON SECTIONS

Where no special stage is involved a Pirelli tyre which is outside of the event allocation (non branded/marked) may be used on liaison sections from the start to the service park and from the service park to the parc fermé or the finish ceremony of the qualifying rally.

50.19 DEVICES

The use of any device for maintaining the performance of the tyre with an internal pressure equal to or less than atmospheric pressure is forbidden. The interior of the tyre (space between the rim and internal part of the tyre) must be filled only with air.

The use of tyre heating devices (tyre warmers) is prohibited.

50.20 PROMOTIONAL

When taking part in any Championship promotional or PR event, only Pirelli tyres may be fitted to the car.

Competitors must wear a Pirelli cloth badge on their race suit – see Article 67.1.

Drivers and co-drivers must wear Pirelli caps at the autograph sessions, start/finish ceremonies and media interviews (supplied by Pirelli). See Article 65.2

MECHANICAL COMPONENTS

51.3 TRANSMISSIONS

The restrictions apply to all drivers and entrants.

51.4 SEALING

The identity of mechanical parts that are required to be sealed must be recorded in the Championship Vehicle Passport.

51.5 ISSUE OF PASSPORTS

The initial issue of the Vehicle Passport will be done by the Championship scrutineers at scrutineering / initial sealing of the component parts. The Vehicle Passport must then be retained by the competitor/team and kept in the rally car at all times.

51.6 PREPARATION FOR SEALING

Competitors must pre-prepare their rally cars for Championship seals to be fitted by fitting the locking wire as outlined in the attached diagrams before presenting their cars to the Championship scrutineers. The locking wires will then be fitted by a unique BRC seal and recorded in the Vehicle Passport and in the Championship scrutineers master record.

51.6.1 Transmission components will be self-certified.

51.6.2 The process will involve the Competitor/Team declaring the seal numbers on each of the relevant components parts to the Championship scrutineers, by entering the details in the Championship Vehicle Passport and presenting the document at event scrutineering.

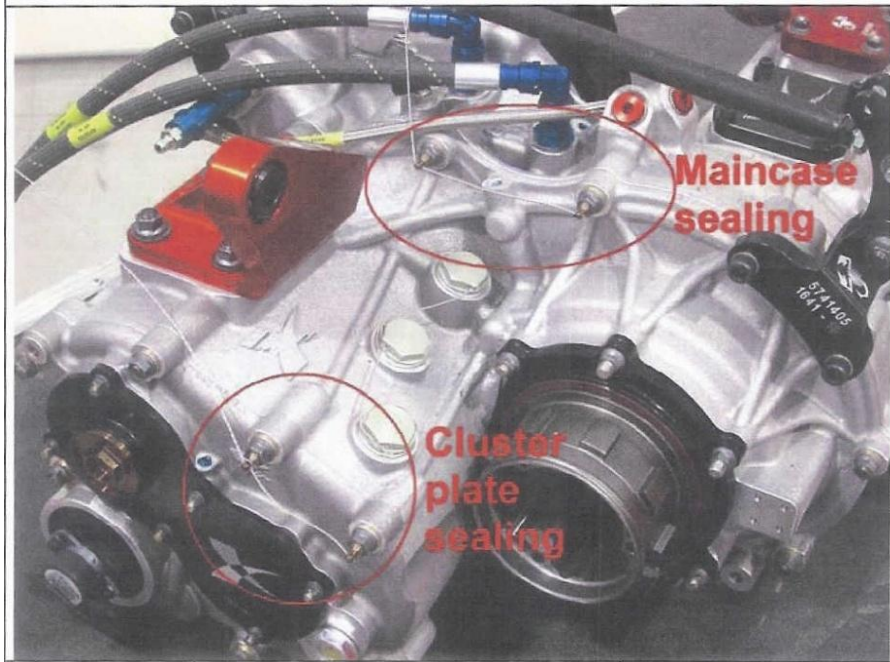
51.6.3 The Championship will issue only one Vehicle Passport to each registered driver. This document is an official record and must remain the same for the duration of the season. Vehicle passports MUST be carried in the competing car at all times.

51.6.4 The seals are to remain intact throughout the duration of the event and the Championship Scrutineers can check the seals at any time during the event to ensure they comply. Non-compliance will result in a penalty (Article 61) being applied.

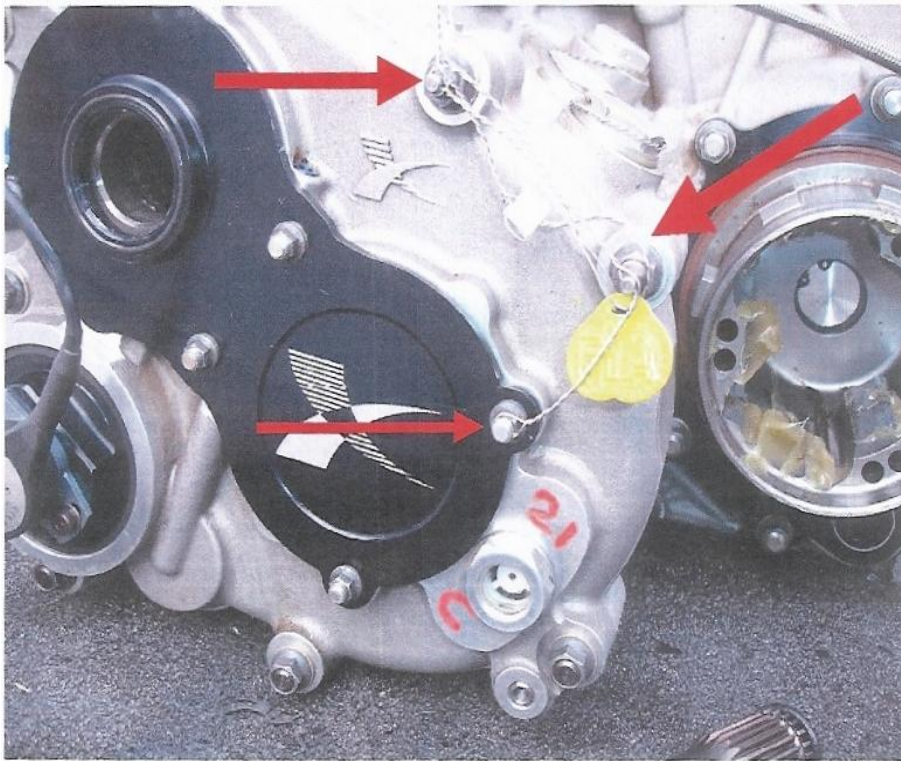
51.6.5 If additional seals are required, they will be issued by the Championship scrutineers at event scrutineering.

51.6.6 The following components will be sealed:

51.6.7 Gearbox (fitted to car) + 1 spare (all cars)



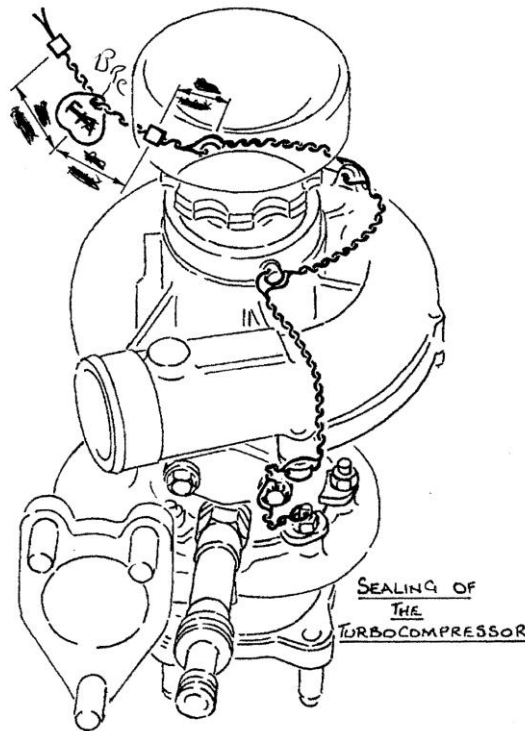
<p>1</p> <p>Maincase sealing</p>		<p>Lockwire pierced studs on maincase to seal cluster.</p>
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51.6.8 Turbochargers and spare turbochargers (those cars with one fitted)

2/ SEALING OF THE TURBOCOMPRESSOR (manufacturer + manufacturer team)

A) Compressor Side



51.6.9 ECUs (as required by one make series)

51.7 BREAKING OF SEALS

Competitors must seek permission from the Championship Technical Delegate to break a seal, or if they find a seal has been broken. This component must then be resealed at the earliest opportunity. The Championship Technical Delegate will record all occurrences of this nature.

52. ADDITIONAL CAR REQUIREMENTS

52.1 ON BOARD CAMERAS

52.1.3 To carry/fit an On-Board Camera on any round of the MSA British Rally Championship, all competitors must apply by completing an application form and submitting it to the Championship for approval.

52.1.4 The Licence Fee is included in the Championship registration fee.

52.1.5 On approval, the Championship will issue a Licence to the entrant (driver) which must be presented to the Championship Scrutineer at scrutineering.

52.1.6 The conditions of the licence must be strictly adhered too at all times and cannot be varied without the written permission of the Championship.

52.2 TRACKING SYSTEM

The event organisers reserve the right to fit a safety and results tracking system, details of such will be outlined in the event regulations.

ENVIRONMENTAL

53.1 ENVIRONMENTAL

53.1.1 It is mandatory for all competition cars on all Championship rounds to carry an environmental fuel and oil spillage kit. Approved spill kits are available for purchase on each event from the Noise / Environmental Scrutineer. Used spill kits are to be disposed of in accordance with the guidelines issued by the Championship Environmental Scrutineer.

53.1.2 When necessary as part of service (i.e. changing a fuel tank or pump), emptying and/or refilling is permitted in a service park provided that:

The work is carried out with the knowledge of the organiser.

Fire extinguisher with operator on stand-by to be provided by the competitor.

No other work is carried out on the car during the emptying and/or refilling operation.

A suitable safety perimeter is established around the car.

Only sufficient fuel is added to reach the next refuel zone.

53.1.3 It is mandatory for all competition cars on all Championship rounds to have Mud Flaps fitted behind each wheel. The mud flap material must be flexible with a minimum thickness of 4mm. The mud flap must extend to a minimum of 4cm either side of the tyre tread. The bottom of the mud flap must be no more than 8cm from the ground when the car is stopped with nobody on board.

54. SPARE

PRIZES

60. PIRELLI STAR DRIVER COMPETITION

60.1 The scheme will evaluate registered competitors taking part in all qualifying rallies of the Championship.

60.2 One driver will be selected as the "Pirelli Star Driver" from each of the six qualifying rallies. Drivers can only be selected on one occasion.

60.3 An automatic nomination will be awarded to the British Junior Rally Champion. Article 60.5 applies.

60.4 A panel of judges will be invited to each rally to provide evaluation of performance, assessment and declaration of the finalists. The Pirelli Star driver from each rally will be announced at the end of that event. The decision as to the winner of the Pirelli Star Driver will be final.

60.5 All selected Pirelli Star Drivers will take part in a final selection competition. Final entry to the final selection competition will be permitted providing the driver has entered a minimum of four rounds of the 2012 MSA British Rally Championship.

60.6 The Pirelli Star Driver Competition may include the following disciplines and key skills:

60.6.1 Performance on a special stage.

60.6.2 Knowledge of the FIA regulations

60.6.3 Fitness evaluation

60.6.4 Presentation and media skills

- 60.6.5** Final Interview
- 60.7** The Championship organisers reserve the right to change the selection criteria and final selection tests at any time.
- 60.8** The Championship reserves the right to select "wild card" entries that may not be championship registered.
- 60.9** The 2012 Pirelli BRC Star Driver Competition winner will receive funded support in 2013, the final details of which will be announced.

PENALTIES

61. BREACH OF CHAMPIONSHIP REGULATIONS

If a crew/manufacturer/team is found to Breach any aspect of these regulations then the Championship may impose any one or more of the following penalties as a condition of continued participation in the Championship:

- 61.1** a reprimand;
- 61.2** loss of prize money;
- 61.3** a fine; and/or
- 61.4** loss of Championship points
- 61.5** a penalty issued by the Stewards of the Championship.

MEDIA AND PROMOTION

62. COMPETITORS

62.1 The rallies comprising the MSA British Rally Championship (the "Championship") including all Championship registered competitors, entrants, manufacturers, teams, team members and persons associated with any of the aforesaid agree to be bound by these regulations and any additions, variations or amendments thereto.

62.2 In these regulations, the nomenclature definitions and abbreviations specified in the General Regulations and in the Sporting Regulations shall be adopted.

62.3 UK Rally Limited (the "Promoter") has the right to amend, vary or add to these regulations from time to time. Such amendments, variations and additions shall be notified by bulletin to all registered competitors by posting to the address detailed on the Championship registration form or by fax or e-mail to the fax number/e-mail address detailed on the Championship registration form, or by delivery to the competitor by hand.

63. TELEVISION

63.1 By entering the Championship, event organisers, competitors, entrants and manufacturer/teams are obliged to assist in the promotion of the Championship and in particular the television coverage.

63.2 All event organisers, competitors, entrants and manufacturer/teams are obliged to assist the appointed TV Production Company in the filming of the Championship events through the granting of interviews when requested and any other reasonable request of the TV Production Company.

63.3 Without prejudice to the generality of the above, drivers finishing first, second and third in each Championship event and the driver finishing first in each class must make themselves available immediately after the podium ceremony/prize giving for media

interviews in accordance with the requirements and directions of the Championship their PR personnel and/or event and/or the sponsor(s).

63.4 At the sole request of the Championship or appointed TV Production Company, any competitor may be required to carry an on-board camera and/or carry a championship logo affixed to the dashboard, in a visible position for the camera.

63.5 Competitors, manufacturers/teams and entrants who wish to carry on-board cameras must complete and return an application form to the Promoter to obtain the necessary licence. No other on-board video or film camera will be permitted without the written authority of the Promoter.

63.6 Any Championship competitor and/or anyone connected with a competitor or manufacturer/team is prohibited from trying to influence the editorial decisions of the TV Production Company in connection with the Championship as it is shown on television, or of otherwise interfering with television coverage.

63.7 Only the Promoter can authorise any filming of the Championship or any event of the Championship.

63.8 The advertising of tobacco products is not permitted in any shape or form in the Championship.

64 GUEST PASSENGERS RIDES

64.1 Competitors and/or manufacturer/team(s) are required to provide the Championship with an opportunity on the shakedown stage for one passenger seat ride, to an expected limit of three times throughout the season.

64.2 All competitors are also required to provide the Championship with an opportunity for two passenger seat runs at the BRC Sponsors Day.

65. PROMOTION AND PUBLICITY

65.1 Any Championship competitor may be requested to participate in any official Championship Promotional activity.

65.2 At all Championship events:

(a) Drivers and co-drivers wearing their driving overalls (with correctly fitted badges see Article 67.1) may be required to take part in any autograph session or event parade, should this be requested by the Promoter.

(b) Drivers and co-drivers to wear Pirelli caps at autograph sessions, start/finish ceremonies and all media interviews.

(c) The competitor/manufacturer/team is responsible for providing the rally car. The rally car must display the Championship decals (see Article 67.2). No other type of vehicle will be permitted to participate in the drivers' parade.

(d) The period of the Championship event shall include any pre event promotion, the event shakedown and pre start ceremonies.

65.3 Each registered Championship competitor and their car, must make themselves available free of charge, for Championship promotional purposes for a maximum of two further full days during a Championship year when required by the Promoter. This is in addition to the promotional/launch event.

65.4 Any driver in a position where they may win the Championship at the final event may

be required to attend at their own expense a media event staged between the penultimate and final events of the Championship. The date for this media event will be set after consultation with the competitor and/or nominated PR representatives of the teams entered for the Championship and will be notified in an official bulletin.

65.5 All award winners are required to attend the end-of-season Awards Evening, the date and venue of which will be advised. Failure to attend or nominate a representative to attend on their behalf will result in the Trophy not being issued and a 50% loss of any prize monies.

65.6 In completing a Championship registration form, each manufacturer/team, entrant and competitor agrees that the Championship title rights sponsor may use their activities and successes in motor sport for any advertising, publicity, public relations and merchandising purposes. The manufacturer/team, entrant and competitor also agree that in any advertising or promotion with which they are associated (relating to the Championship), the full title of the Championship (including the Championship sponsor's name) will be used at all times.

66. MERCHANDISING

66.1 All manufacturers/teams, entrants and competitors by virtue of entering the Championship hereby authorise the Promoter to use and license the use of images and representations of the teams' vehicles competing in the Championship including (in so far as the same appears on vehicles participating in the Championship) and, subject to specific agreement, the team's logo for the purpose of producing merchandise exploiting the reputation of the Championship.

66.2 The manufacturers/teams, entrants and competitors hereby authorise the Championship to use and license the use of images and representations of the driver and team paraphernalia including (in so far as the same appear on clothing worn by the driver or on team paraphernalia or on the cars driven by the competitor in the Championship) the logo, subject to specific agreement, and decals of all sponsors of the competitor and/or the entrant for the purpose of producing merchandise exploiting the reputation of the Championship.

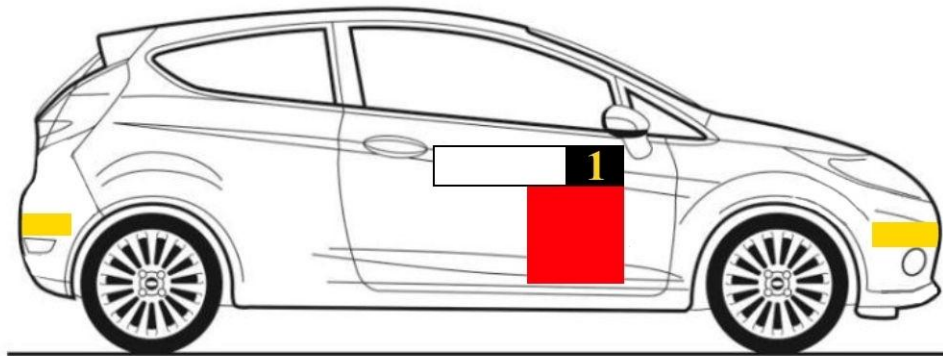
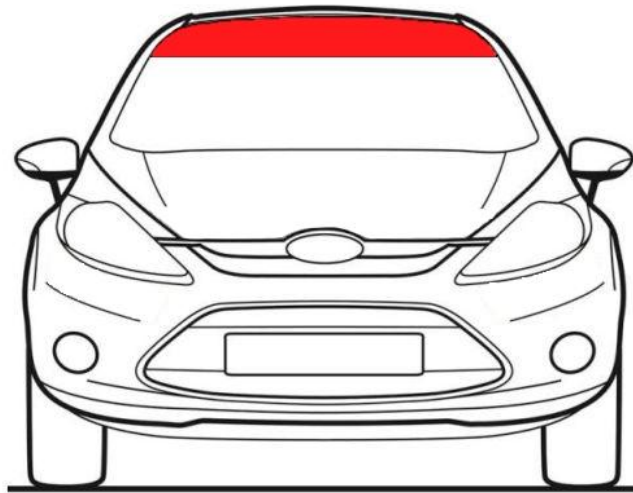
67. COMPULSORY ADVERTISING

67.1 All registered competitors must wear a BRC cloth badge and a Pirelli cloth badge, supplied by the Championship, on the right breast of their race suit, as shown below:



See Appendix L to the FIA International Sport Code, Chapter 3, Article 2, regarding the sewing of cloth badges onto race suits.

67.2 Competitor's cars must display the official Championship decals at all times during the event, this includes shakedown which are held within the timetable of the rally.



1. Event Plate – supplied by each rally organiser
2. Championship sponsor door panel
3. Championship windscreen decal
4. Championship Official Tyre supplier decals

67.3 The decals provided by the Championship must not be cut or altered in any way.

67.4 Competitors who have sponsor decals which conflict with the official associate partners of the Championship must seek approval from the Championship Co-ordinator prior to event. The final position, size and colours (if approved) will be at the discretion of the Championship.

68. ORGANISERS' AND COMPETITORS' OBLIGATION

68.1 Registered Championship competitors, manufacturers/teams and event organisers in the Championship are committed to acceptance of these Championship Commercial Regulations.

69 PENALTIES

69.1 The terms of these regulations are fundamental to the contract between the Promoter and the Championship competitor and/or the manufacturer/team. A breach of any of these regulations may render the competitor or the team ineligible for competition, in which case participation in the Championships will be entirely at the discretion of the Promoter.

The Promoter, as an alternative to excluding the competitor or manufacturer/team from the Championship, may impose any one or more of the following penalties as a condition of continued participation in the Championship:

- (a) a reprimand;
- (b) loss of championship points;
- (c) a fine; and/or
- (d) a penalty issued by the Stewards of the Championship subsequent to a tribunal.

69.2 In addition or in lieu of any such penalty, the Promoter may require the competitor and/or manufacturer/team and/or team member and/or person associated with the above to take such steps as may be reasonable to mitigate the damage to the reputation of the Championship.

69.3 Future participation in the Championship may not be permitted until any imposed fine pursuant to these regulations is paid in full.

Where, in the opinion of the Promoter, any competitor(s) and/or manufacturer/team(s) has gained an unfair advantage (whether inadvertently or not) from a breach of these regulations by its own actions or those of another Championship competitor or team, the Promoter may impose any one or more of the penalties set out in Article 61 above in order to remove or otherwise compensate for such advantage.

EVENT CONTACTS

Rallye Sunseeker International

Rick Smith e-mail: rick@xenogamy-plc.co.uk

Tel: +44 (0) 208 773 3404

Event website: www.rallyesunseeker.co.uk

Bulldog International Rally North Wales

Kevin Witton e-mail: Kevin.witton@widthwise.co.uk

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Event website: www.bulldog-rally.co.uk

Pirelli International Rally

Brian Kinghorn e-mail: bkinghorn@sprite5.co.uk

Tel: +44 (0) 7770 566146

Event website: www.pirelliinternationalrally.co.uk

Jim Clark International Rally

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Toddsleap International Rally NI

Drew Todd e-mail: dtodd@ulsterrally.com

Tel: +44 (0) 28 9146 8339

Event website: www.ulsterrally.com

International Rally Yorkshire

Rod Parkin e-mail: rod.parkin@ntlworld.com

Tel: +44 (0) 113 226 2422 fax: +44 (0) 113 226 2422

Event website: www.rallyyorkshire.co.uk

Previous Winners

RAC British Rally Championship

1958	Ron Gouldbourn	Stuart Turner	Triumph TR3A
1959	John Sprinzel	Stuart Turner	Austin Healey Sprite
1960	Bill Bengry	David Skeffington	Volkswagen 1200
1961	Bill Bengry	David Skeffington	Volkswagen 1500
1962	Tony Fisher	Brian Melia	Mini Cooper
1963	Tony Fisher	Brian Melia	Mini Cooper
1964	Eric Jackson	Ken Joseph	Ford Cortina GT
1965	Roger Clark	Jim Porter	Ford Cortina GT
1966	Roy Fidler	Alan Taylor	Triumph 2000
1967	Jim Bullough	Don Barrow	Ford Lotus Cortina
1968	Colin Malkin	John Brown	Hillman Rallye Imp
1969	John Bloxham	Richard Harper	Lancia Fulvia/Ford Escort TC
1970	Will Sparrow	Nigel Raeburn	Mini Cooper S
1971	Chris Sclater	Martin Holmes	Ford Escort RS1600
1972	Roger Clark	Jim Porter	Ford Escort RS1600
1973	Roger Clark	Jim Porter	Ford Escort RS1600
1974	Billy Coleman	Dan O'Sullivan	Ford Escort RS1600
1975	Roger Clark	Jim Porter	Ford Escort RS1800
1976	Ari Vatanen	Peter Bryant	Ford Escort RS1800
1977	Russell Brookes	John Brown	Ford Escort RS1800

RACMSA British Open Rally Championship

1978	Hannu Mikkola	Arne Hertz	Ford Escort RS1800
1979	Pentti Airikkala	Risto Virtanen	Vauxhall Chevette HS
1980	Ari Vatanen	David Richards	Ford Escort RS 1800
1981	Jimmy McRae	Ian Grindrod	Opel Ascona 400
1982	Jimmy McRae	Ian Grindrod	Opel Ascona 400
1983	Stig Blomqvist	Bjorn Cederberg	Audi Quattro
1984	Jimmy McRae	Mike Nicholson	Opel Manta 400
1985	Russell Brookes	Mike Broad	Opel Manta 400
1986	Mark Lovell	Roger Freeman	Ford RS200
1987	Jimmy McRae	Ian Grindrod	Ford Sierra RS Cosworth
1988	Jimmy McRae	Rob Arthur	Ford Sierra RS Cosworth
1989	David Llewellyn	Phil Short	Toyota Celica GT-Four

RACMSA British Rally Championship

1990	David Llewellyn	Phil Short	Toyota Celica GT-Four
1991	Colin McRae	Derek Ringer	Subaru Legacy
1992	Colin McRae	Derek Ringer	Subaru Legacy
1993	Richard Burns	Robert Reid	Subaru Legacy
1994	Malcolm Wilson	Bryan Thomas	Ford Escort Cosworth
1995	Alister McRae	David Senior	Nissan Sunny GTi
1996	Gwyndaf Evans	Howard Davies	Ford Escort RS2000
1997	Mark Higgins	Phillip Mills	Nissan Sunny GTi
1998	Martin Rowe	Derek Ringer	Renault Mégane Maxi

MSA British Rally Championship

1999	Tapio Laukkanen	Kaj Lindström	Renault Mégane Maxi
2000	Marko Ipatti	Bryan Thomas	Mitsubishi Lancer
2001	No Championship (Foot & Mouth)		
2002	Jonny Milner	Nicky Beech	Toyota Corolla WRC
2003	Jonny Milner	Nicky Beech	Toyota Corolla WRC
2003	David Higgins	Brian Murphy	Hyundai/Ford Focus WRC
2005	Mark Higgins	Bryan Thomas	Ford Focus WRC
2006	Mark Higgins	Rory Kennedy	Subaru Impreza
2007	Guy Wilks	Phil Pugh	Mitsubishi Lancer Evo 9
2008	Guy Wilks	Rory Kennedy	Mitsubishi Lancer Evo 9/ Subaru
2009	Keith Cronin	Greg Shinnors	Mitsubishi Lancer Evo 9
2010	Keith Cronin	Barry McNulty	Subaru Impreza N15
2011	David Bogie	Kevin Rae	Mitsubishi Lancer Evo 9