



General Competition Rules

2026



General Competition Rules
American Rally Association

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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. GENERAL PRINCIPLES

1.1 National Control of Competition

ARA is affiliated with United States Auto Club (USAC) and through USAC with the Automobile Competition Committee of the United States (ACCUS) which is the National Sporting Authority (ASN) for the United States as appointed by the International Automobile Federation (FIA).

ARA shall authorize, sanction and supervise rallysport activities and do any and all things which "in its judgement" are conducive to the well-being and conduct of rallysport events held under its permits.

1.2 ARA Rally General Competition Rules

ARA has established these Rally General Competition Rules, hereafter referred to as the GCRs.

1.3 Interpretation of Rules

ARA shall be empowered to decide any question concerning the interpretation of these GCRs subject to the right of appeal (if any) under these GCRs.

1.4 Exercise of the Powers of ARA

Judicial powers and functions, such as the hearing of protests, appeals, disciplinary hearings or an ARA ordered investigation, and including the penalty to be imposed for a breach of the ARA's Code of Conduct, the sporting regulations of ARA may be exercised by the ARA President, a Steward, a Stewarding group or other group (whose number shall be not less than three) so appointed.

The decisions of such groups shall be final and not subject to review except an appeal of a Stewards' decision as a result of a protest hearing. No member of a judicial board shall have taken part, except as a Steward, in the competition concerned about which a decision is to be given, or if he/she has already participated in a decision on the matter in question or if he/she is directly or indirectly concerned in such matter.

1.5 Notices

Any communications required under these GCRs to be sent to any entrant or competitor shall be sent to the postal or email address on the entry form or, if the competitor is the holder of a license issued by ARA, to the address on the license. Any communications to be sent to a Promoter or Organizer shall be sent to the address on the relevant application for an Organizing Permit. Any communications so sent shall be deemed to have reached the appellant.

1.6 Alteration of Rules and Regulations

ARA reserves to itself the right at any time and from time to time to alter these General Competition Rules or its Rally Regulations or to promulgate special rules in the form of a bulletin. Such alterations or additions will be published in the form of revised manuals or bulletins. Bulletins issued by ARA shall form a part of these GCRs or the Rally Regulations to which they apply, and are effective on the date issued until issuance of a new rule book unless amended or revoked earlier by ARA.

1.7 Application of these GCRs

These GCRs and the Rally Regulations shall govern all rallies sanctioned by ARA.

1.8 Order of Precedence in Application of Rules and Regulations

GCR 1.7 above specifies which regulations apply to the various types of rallies; the following defines the order of precedence of these rules and regulations.

- a) These Rally General Competition Rules including applicable bulletins;
- b) The Rally Regulations including applicable bulletins;
- c) ARA Bulletins;
- d) Series Supplementary Regulations (if applicable);
- e) Event Supplementary Regulations.

Where conflict arises between these documents, the superior (first mentioned) document shown in the above list shall apply, except that bulletins may modify superior documents. With the approval of the ARA Board or any other person so delegated, organizers may seek limited event exemptions to both these GCRs and the Rally Regulations. Such exemptions shall be specifically noted in the Event Supplementary Regulations.

1.9 Competition Vehicles

1.9.1 Dangerous Construction

The Steward(s) of the Event may exclude any competition vehicle the construction or condition of which is deemed to be dangerous. In events where a steward is not required, the organizer or event scrutineer shall have this right.

1.9.2 Suspension or Disqualification of a Particular Competition Vehicle

ARA may suspend or disqualify a particular competition vehicle due to a breach of these GCRs and/or the Rally Regulations by the entrant.

1.9.3 Advertisements on Competition Vehicles

Advertisements are permitted on competition vehicles in competition within the limits laid down in the current Rally Regulations. Name(s) of the entrant, driver(s), co-driver/navigator(s) and/or service crew may be inscribed on the automobile. These inscriptions shall not be considered advertising. No sign, label, lettering or other graphic image shall be so arranged as to make competition numbers or other identification illegible to officials or marshals at an event to the satisfaction of the Steward(s) of the Event.

2. TERMINOLOGY

The following descriptions are adopted for use in these GCRs, in the Rally Regulations, in all Event Supplementary Regulations and for general use.

ARA

American Rally Association. An organization which is a sanctioning body for rallying in the U.S.A.

ARA Affiliated Organization

Any organization in the USA which is affiliated with ARA.

ASN

A National Automobile Club or other National Body recognized by the FIA as holder of sporting authority in a country. In the U.S.A. this organization is ACCUS.

Category

The grouping of classes in which competitors are awarded championship points at eligible events.

Clerk Of The Course

The organizer(s) of an event will appoint a Clerk of the Course or equivalent (and one or more assistants) to be responsible for conducting all or part of the competition in accordance with ARA applicable regulations and the Event Supplementary Regulations.

Championship

A series of events in which competitors are eligible to score points toward end of season awards.

Club

Any body recognized by ARA as a club.

Co-driver

In a performance rally, the person normally charged with interpreting the route and timing instructions. Also known as the navigator.

Competition

A contest in which an automobile with crew, takes part and which is of a competitive nature.

Competition Vehicle

The race vehicle in which the competitors use to compete in a rallying event which has been deemed safe and in compliance with ARA technical requirements and specifications.

Competitor

A person who competes in any event, whether as a driver, or co-driver.

Course

The route to be followed by competitors in a competition.

Course Cars

Course cars include both course opening and course closing cars. These are official vehicles. Course opening includes, but not limited to Advance, 000, 00, and 0 which

verify the course is safe for competition. Course closing include but not limited to Safety Sweep, Sweep, Heavy Sweep, and Green Light. These follow the last competition car. Any cars behind the first course closing car are transiting the stage.

Crew

A crew is made up of two persons designated on the official entry form as Driver and Co-Driver.

Discipline

All ARA competitions are categorised by type of activity or "discipline" (e.g., performance rally, rallycross, rally-sprint, etc.).

Driver

A person nominated as the driver of a competition vehicle in any rally. This person is assumed to be the entrant unless otherwise stated during the entry process.

Duration Of A Rally

Any rally starts with the registration and/or scrutineering (including, if applicable, checks on the spare parts of the car) and ends after one of the following time limits, whichever is the later:

- a) The time limit for protests or appeals has passed and/or the end of any hearing.
- b) End of the administrative checking and post-event scrutineering carried out in accordance with the Rally Regulations.
- c) The end of the prize giving.

Entrant

A person or organization whose entry is accepted for any competition sanctioned by ARA.

Entry

Unless otherwise stated, for an Entry to be complete it must include the Entrant, Driver, Co-Driver, Competition Vehicle, and Class.

Event

A program of one or more competitions.

FIA

The Federation Internationale de l'Automobile (The International Federation of National Automobile Clubs).

Force Majeure

A condition or conditions over which the organizers have no control, yet plays a part in determining the outcome of a competition.

Grievance

An inquiry, protest, appeal, or similar action.

Leg

A leg is a major portion of a rally designated by the organizers as such in the Event Supplementary Regulations and/or the route book whereby it is necessary to complete the leg within maximum lateness.

License

A certificate of registration issued by ARA or an ASN or other sanctioning body for rallies, to any person wishing to take part in competitions.

National Event

A competition which is open only to competitors holding an appropriate license issued or recognized by ARA and conducted under the organizing permit issued by ARA and is on a national championship calendar.

Neutralization

Time during which the crews are stopped and held by the rally organizers for whatever reason.

Open Event

A competition in which competitors are comprised of members of any recognized motorsport organization or the public at large.

Organizer(s)

A person, persons or group approved by ARA and authorized to organize an event on their behalf. Where an organizer is appointed to act on behalf of promoters, such organizer shall take the place of such promoters for the purposes of these GCRs and shall be deemed to be the agent of the Promoters.

Organizing Permit

A document, granted solely by ARA, authorizing the organization and holding of a competition.

Parc Exposé

A location where competitors are required to display their competition vehicle for public viewing.

Parc Fermé

An area in which no repairs or outside assistance is possible, except in the cases expressly provided for by the Rally Regulations, the Event Supplementary Regulations or by special permission of the Steward(s) of the Event.

Performance Rally

Also known as Special Stage Rally. An event which takes place on both public and controlled roads. Results are mainly determined by the length of time taken to complete the stage portion of the event.

Program

A document prepared by the promoters and/or organizers of an event for the purpose of informing the participants and spectators about such a meeting.

Promoter(s)

Any person or body (other than organizers) proposing to hold or holding an event.

Rally Regulation

A set of regulations, in addition to these GCRs, which shall be issued from time to time by ARA to provide additional rules and regulations outside of these GCRs to further define specific types of rally events and how they are to be conducted. The Rally Competition Regulations (RCRs) are the Rally Regulations for Performance Rally.

Regional Event

A competition which is open only to competitors holding an appropriate license issued or recognized by ARA and conducted under the organizing permit issued by ARA and is on a regional championship calendar.

Regrouping

A stop scheduled by the organizers between 2 time controls to enable the schedule to be followed on the one hand, and on the other, to regroup the cars still in the rally and eliminate or reduce gaps in the running order. The stopping time may vary from car to car.

Restricted Competition

An event which is confined to persons having some particular qualification.

Sanctioned Event

Any event or competition authorized and approved by ARA and having the appropriate organizing permit if one is required by these GCRs or the Rally Regulations.

Section

All the parts of a rally between:

- a) The start and the first regrouping halt or service control.
- b) Two successive regrouping halts or service controls (or combination).
- c) The last regrouping halt or service control and the finish of the leg or the rally.

Service Crew

A person or persons registered by an entrant at an event to be able to perform service on a competition vehicle entered in the competition.

Speed Event

An event in which vehicles run individually (even though two or more may be in motion simultaneously) and in which the relative performance of the competitors is assessed by timing them over a given distance.

Stage

A portion of a performance rally route, run on controlled roads, which is used as a speed test.

Steward

ARA official charged with representing ARA at an event by enforcing these GCRs and all other regulations governing that event.

Supplementary Regulations

Regulations, drawn up by the organizers of a competition and approved by ARA, with the object of defining details of such competitions. They are supplementary to these GCRs and the Rally Regulations.

Team

A team consists of the Crew, Entrant, and Service Crew. A single member of the team may be designated as Team Manager or Crew Chief who may officially address an Organizer or Steward of the event on matters such as inquiries, protests, and appeals.

Technical Director

ARA official charged with technical matters relating to vehicle eligibility in ARA events as well as maintaining the applicable sections of the ARA national regulations.

Time Card

Card intended for the stamps and entry of times recorded at the different control points scheduled on the itinerary.

Transit

A portion of a performance rally route which may be run on public roads open to normal traffic.

USAC

United States Auto Club, a sanctioning body for auto racing competition.

3. COMPETITIONS IN GENERAL

3.1 Organization of Events

ARA-sanctioned events may officially be organized by any person/persons or group so approved by ARA

3.2 Sanctioned Event

Any event organized as per GCR 3.1 above and having an event insurance certificate satisfactory to all sanctioning requirements is an ARA sanctioned event and is open to entrants and ARA officials (subject to other provisions of these GCRs).

3.3 Required Approval

The name or emblem of ARA shall be associated only with events sanctioned by ARA. Organizers shall not distribute entry forms or Supplementary Regulations for an ARA event prior to obtaining an ARA sanction.

3.4 Knowledge of and Submission to the Rules

Every person, body, group of persons, etc., organizing a competition or taking part therein shall, by doing so or by and upon applying for an organizing permit or by and upon applying for a license from ARA or by and upon entering a competition, be deemed to have and recognize that they have:

- a) Made themselves acquainted with these GCRs;
- b) Submitted themselves without reserve to the consequences resulting from these GCRs and any subsequent alteration thereof;
- c) Renounced the right to have recourse to any arbitrator or tribunal not provided for in the GCRs;
- d) Agreed to exonerate and keep indemnified the Promoters, ARA and its subsidiaries, USAC, ACCUS, FIA, and their respective agents from and against all liability whatsoever to any such person or body or group of persons respectively in respect of, or in connection with any meeting, competition or event held under these GCRs, from whatever cause arising or alleged to arise and notwithstanding that the same may have been contributed to, or occasioned by, the negligence of the said bodies, their agents, officials, or representatives;
- e) In the case of entrants for and competitors in events, they shall be deemed to have agreed in the circumstances aforesaid to exonerate and keep indemnified all and any other competitors, or agents from and against all liability whatsoever to such entrants or competitors in connection with the driving of their competition vehicles or any other act, omission or occurrence during the course of a competition;
- f) Agreed as set out in sub-paragraphs (d) and (e) of this Rule with each and all the persons or bodies referred to in those sub-paragraphs and so that each and any of those persons or bodies shall be entitled to the benefit of such agreements.

3.5 Right of Observation

ARA reserves the right to designate individuals and/or ARA steward(s) to observe and evaluate any competition and/or any person officiating, working or participating in any competition.

3.6 Official Documents

For every competition of a championship series, the Promoters and/or Organizers are responsible for drawing up and publishing Supplementary Regulations.

3.7 Announcement to be made on all Official Documents

All Supplementary Regulations, programs, entry forms, results and advertisements relating to any competition shall bear in a conspicuous manner the following announcement: "Held under the General Competition Rules of ARA".

3.8 Authorization of Description

No event may be described as "International", "National", "Regional", "Championship" or given any title or status which is not authorized by ARA.

3.9 Postponement, Abandonment or Cancellation of a Competition

A meeting or competition forming part of an event shall not be postponed, abandoned or cancelled unless:

a) Provision for so doing is made in the Supplementary Regulations,

Or;

b) The Steward(s) of the Event have so ordered.

In the event of cancellation or postponement for more than twenty-four hours, entry fees shall be returned if so directed by ARA.

3.10 Advertising and Promotion of Events

All advertising or promotional material used in connection with competitions must state that the event is sanctioned by ARA and, if applicable, by the FIA.

Advertising material must be in good taste and must not be misleading or untruthful.

The words "International", "National", "Championship", etc., when used to describe an event or used in the title of an event must be approved by ARA.

Any competitor or other person or body advertising the results of a competition, a series, or a championship must state that the competition was sanctioned by ARA, the exact conditions of the performance referred to, the nature of the competition, the category and the class of competition vehicle, and the position or results obtained, or such additional information as ARA may require.

All advertisements that are published prior to the issuance of Official Results by the Promoter(s) or organizer(s) must contain the words "Subject to Official Confirmation".

The publication of an advertisement relating to the results of a competition that is drawn up in such a way that it could mislead the public, or the infraction of this Rule (whether by way of omission from or addition to the particulars required to be stated) shall render

the person(s) or body by whose authority or on whose behalf the advertisement is published or issued liable to the penalties provided by these GCRs and may entail the infliction of a penalty on the person(s) responsible for authorizing the advertisement.

Publication under this Rule shall be construed to mean any or all of the following:

- a) The airing of commercial message by means of radio, television film or electronic formats;
- b) The publication of printed advertisements in newspapers, magazines other periodicals or electronic formats;
- c) The publication of brochures, booklets, forms, signs or displays.

Competitors who allow their names or photographs to be used in connection with misleading advertising shall be liable to disciplinary action from ARA.

3.11 Commercial Rights

ARA is the sole holder of the commercial rights for visual images, and filming or recording of rallies run under its sanction.

Every person, body, group of persons, etc., organizing a competition or taking part therein shall by doing so or by and upon applying for an organizing permit or by and upon applying for a license from ARA or by and upon entering a competition, be deemed to have and recognize that they:

- a) Recognize that commercial rights from sanctioned events belong to ARA;
- b) Agree that ARA may release or use particulars concerning participants in any of the events including images of the participants for commercial purposes by ARA;
- c) Agree that ARA may access and use these images or film as part of its grievance and disciplinary proceedings as well as in determining violation/compliance of its sporting regulations.

Competitors may install in-car cameras and film/record their participation in the event subject to the above regulations.

4. ORGANIZATION OF EVENTS

4.1 Necessary Permission and Approval

No competition shall be held unless ARA has signified its approval by granting an organizing permit or has waived the necessity of a permit under its Regulations. ARA may attach conditions to the granting of a permit or decline to grant a permit or withdraw a permit without stating any reason.

4.2 Recognition of National and Local Authorities

A competition may be held either on the road or on the track or both, but no permit shall be granted by ARA or competition be held unless the promoters or organizers shall have first obtained such official permission as may be necessary from the relevant governmental or local authority. Competitions taking place on roads open to the public must conform to the traffic laws of the jurisdiction in which they take place. Any breach of such laws by a competitor during a competition shall be a breach of these GCRs and may be dealt with accordingly.

4.3 Application for an Organizing Permit

For every regional or national championship event, an application for an Organizing Permit shall be made in writing. The application must state:

- a) The name and address of the applicant;
- b) The body or person on whose behalf the application is made and the official position held by the applicant;
- c) The nature of the competition for which the permit is required;
- d) The date(s) and place(s) of the proposed competition;
- e) In the case of an application for a permit to hold a speed event on a track or circuit which is not already approved by USAC an application for approval of the track or circuit must be made to ARA and this application must be accompanied by a plan of the track or circuit to a scale of not less than 2.5 inches to the mile. This plan shall give details of the course and indicate the proposed position of spectators, fencing and other safety arrangements.

For complete details on application procedures, see the Rally Regulations.

4.4 Permit Fees

The scale of fees payable to ARA on granting of an organizing permit is laid down by ARA.

4.5 Supplementary Regulations

Competitions sanctioned by ARA must be run in compliance with the rules and provisions provided by ARA. However, organizers must provide for every event a set of Supplementary Regulations which need not repeat and may not, under any circumstances, conflict with these GCRs and the Rally Regulations unless approval for specific exemptions has been given as per GCR 1.8.

The Supplementary Regulations must contain the following information:

- a) The name and nature of the proposed competition(s);
- b) The name and address of the promoters and/or organizers;
- c) An announcement that the proposed competitions(s) will be "Held under the ARA General Competition Rules and the ARA Rally Regulations";
- d) The place, date and times of the event;
- e) The dates of opening and closing of entries and how and where they shall be made;
- f) The amount of the entry fee and any other fees (organizer supplied course notes);
- g) The names of the Steward(s) of the Event and other officials if available;
- h) All such other information and requirements as shall from time to time be specified in the relevant Rally Regulations.

4.6 Alteration of Supplementary Regulations

No alteration shall be made to the Supplementary Regulations after the commencement of the period for receiving entries unless:

- a) ARA and all competitors already entered agree to the alteration, or;
- b) The Steward(s) of the Event so decide for reasons of safety or force majeure, or;
- c) The Steward(s) of the Event may so authorize under exceptional circumstance.

4.7 Contents of Program

If a program, spectator guide or similar document is published, it shall contain the following information:

- a) A statement that the event is held under the General Competition Rules of ARA;
- b) The name of the Promoters and/or Organizers;
- c) The place and date of the event;
- d) A short description and schedule of the proposed competition;
- e) A description of the arrangements for spectators;
- f) Advertising space for ARA sponsors as mandated by ARA;

4.8 Entry

An entry made and accepted in accordance with these GCRs and any relevant Supplementary Regulations is a contract between an Entrant and the promoters or organizers by which the competitor agrees to take part in the competition entered unless prevented by force majeure and the organizers agree to comply with the conditions of entry provided that the competitor has made every effort to take part in the event. A breach of such contract may be treated as a breach of these GCRs.

4.9 Withdrawal

An entry may be withdrawn:

- a) without penalty, up to 14 days before the closing of entry;

- b) with \$100 of the entry fee in penalty, unless defined in the supplementary regulations, less than 14 days before the closing of entry;
- c) with up to 100% of the entry fee in penalty after the closing of entry (percentage at the organizer's discretion).

The withdrawal shall be made by telephone or electronic means. An entrant or competitor accepted to take part in a competition who withdraws other than in the above manner or who does not take part in that competition but takes part in another on the same day may be held in breach of these GCRs.

4.10 Contents of Entry Form

Entry forms shall contain the following:

- a) Space for the full names and address of entrants and competitors;
- b) Space for the signature of the entrant and competitors;
- c) The following statement or similar: "If an entrant or competitor is under the legal age of majority, this form must be countersigned by the appropriate parent or guardian.";
- d) A statement to the effect that the event is held under the General Competition Rules of ARA;
- e) Any other information required by the Supplementary Regulations to be stated on the form;
- f) Applicable series or event waivers to be signed or acknowledged.

4.11 Closing of Entries

The date(s) and time for the closing of entries shall be specified in the Supplementary Regulations for the event.

- a) Entrants may request changes after the close of entries and prior to the first Stewards Meeting as specified in the Supplementary Regulations for situations of hardship or force majeure. Any change to an entry after the close of entries must be approved by the Steward(s). Only the entered Driver or Co-Driver will be allowed to make this request.
- b) Incomplete entries at the time of closing of entries will be considered null and void and subject to entry fee forfeiture.

4.12 Entry Containing a False or Incorrect Statement

An entry which contains a false or incorrect statement shall be null and void and the entrant may be deemed guilty of a breach of these GCRs. The entrant may also be subject to entry fee forfeiture.

4.13 Refusal of an Entry

In the case of an entry for a competition being refused by the organizing committee, the latter must notify the applicant of such refusal stating the grounds for such a refusal. If an advance entry for any competition is refused, notification of such refusal shall be sent to the entrant by telephone, by electronic means and/or by mail at the address given on the entry form as soon as possible and at least five days before the event. If

notification is by telephone, it shall be confirmed by electronic means or by mail. In the case of late entries or entries received at the event, the entrant shall be notified of a refusal immediately upon the entry being received.

4.14 Conditional Acceptance of Entry

Supplementary Regulations may provide that entries may be accepted under certain clearly stated conditions. Conditional acceptance shall be notified to the entrant by letter, telephone or electronic means not later than the date following the closing of entries. If the number of entries exceeds the maximum number of competitors laid down in the Supplementary Regulations, those to be accepted shall be selected in the manner specified by the Supplementary Regulations. If no manner is specified, they shall be selected as the organizers shall decide.

4.15 Change of Entry

With approval of the organizers, a change of Entry is permitted up to the close of entries. Only the entered Driver or Co-driver is allowed to make such a request.

A change of Entry after the close of entries and prior to posting of the Final Start Order for the first control of the event may be approved by the Stewards, subject to GCR 4.11.

No change of Entry is permitted after the publication of the Final Start Order for the first control of the event.

4.16 Instructions to Competitors

Instructions to competitors may be issued to deal with particular points arising after the issue of the Supplementary Regulations, but if and so far as such instructions are contrary to these GCRs, other applicable regulations or the Supplementary regulations, they shall be null and void, unless authorized by the Steward(s) of the Event.

4.17 Insurance

It is a condition of Event Insurance provided by the ARA insurance policy that waivers in the form specified by the insurance company must be signed by all persons who participate in an event as a worker, official, competitor, service crew or who are permitted to enter areas normally closed to the public or spectators

4.18 Publication of Results

Either organizers of events or ARA on their behalf shall publish Official Results as detailed in the Rally Regulations.

4.19 Payment of Prize Money and Presentation of Awards

The organizers shall distribute all prize money to the entrants as promptly as possible after the official results of a competition shall have been arrived at, or within such period as ARA shall allow. Any awards shall be presented within a like period unless the Supplementary Regulations specify a particular date or occasion for presentation.

5. COMPETITORS

5.1 Licensing of Competitors

Every person who makes an entry for or who competes in an event held under ARA rules shall be in possession of a current, valid ARA competition license of the grade required for that type of event.

5.2 Grant of License

Application for and the granting of a license shall be governed by the conditions laid down in the current Rally Regulations. The holding of a license by an individual is a privilege and not a right. A license issued by ARA may, for sufficient cause, be withdrawn or suspended at any time.

An ARA issued license shall be suspended by failure to pay an ARA levied fine within the specified time period or by failure to pay outstanding fees to an event. Such suspension shall remain until all payments are received.

5.3 Right to Hold a License

The principle that will apply in all cases is that any applicant who qualifies for a license within these GCRs and the Rally Regulations shall be entitled to such a license.

5.4 Period of Validity of License

Licenses shall be valid from the date of issue to the end of the current calendar year, or such other date(s) ARA may specify.

5.5 License Fees

For a license to be granted by ARA, a fee shall be paid to ARA. License is not valid until paid in full.

5.6 Validity of License

- a) A competition license granted by ARA does not constitute a certificate of competency of the holder. No driver, though holder of such a license, who is suffering from any disability, permanent, temporary, or otherwise, which prejudicially affects the normal control of his/her facilities shall compete in any event. Provided that where a driver is suffering from a permanent disability, the nature of which he/she has declared to ARA who have nevertheless issued a license, such disability shall not debar the driver from competing in an event in compliance with any conditions endorsed on his/her license.
- b) If the holder of a license granted by ARA is, during the currency of such license, disqualified from holding a license to drive automobiles on the highways in any state, then his/her license granted under these GCRs shall become null and void and shall forthwith be returned to ARA. ARA may, upon application by the licensee, consider the circumstances under which the disqualification was ordered and, if it thinks fit, authorize the reissue of such competitor's competition license.

5.7 Production of License

A competitor at an event shall produce his/her license on demand to any official of that event.

5.8 Medical Responsibility of Driver

Any driver, co-driver, service crew, media, volunteer, or official who suffers injury or illness that affects his/her medical fitness to participate in events shall report this injury or illness immediately to the Chief of EMS who may order the suspension of competition privileges of ARA license holder or participation in the case of any other participant until the participant has been cleared by their physician. Any participant who suspects that another participant may have suffered an injury or illness is encouraged to bring this to the attention of the Chief of EMS who will decide the course of action. The nature of these decisions must not be taken lightly by the Chief of EMS as their decision may materially affect the results of the event and season. The decision of the Chief of EMS may not be subject to inquiry, protest, or appeal as the participant was suspended for their own safety as well as the safety of other participants and there is no way to re-run the event.

5.9 Assumed Name

If a license is requested in an assumed name, special application therefore shall be made to ARA which may, if it thinks fit, issue a license in such name. A person granted a license in an assumed name shall, so long as he/she holds a license in that name, not take part in any competition except under the name shown on the license.

5.10 Responsibility of Entrant, Competitors or Others

The entrant shall be responsible for all acts or omissions on the part of his/her competitors, or service crew, but each of these shall also be responsible for any infractions of these GCRs, Rally Regulations, Supplementary Regulations or instructions to competitors.

5.11 Alcoholic Beverages

Consumption of alcoholic beverages by any competitor, entrant, service crew member, event worker or official during any day's competition activities at an event is expressly forbidden. Each entrant or competitor shall be responsible for the conduct of his/her crew. Any competitor, crew member or official who has consumed any alcoholic beverage before the end of the day's competition activities shall not participate nor shall he/she be present or remain in any area likely to cause embarrassment to any competitor, crew member, organizer or official.

5.12 Narcotics and Dangerous Drugs

The use of any narcotic or dangerous drug by any competitor, service crew member, event worker or official prior to or during a ARA event, is specifically prohibited. The Steward(s) of the Event may prohibit any individual suspected of being under the influence of any narcotic or dangerous drug from competition in that event and further disciplinary action may be taken by ARA.

5.13 Competitor Review

ARA has the right to convene a court to review a competitor's conduct, car legality, competition record and/or other matters. Such a court shall have the power to invoke penalties as specified in these GCRs and may revoke licenses. The competitor shall have the right to appeal this court decision as specified in these GCRs

5.14 Conduct of Entrants, Competitors and Crew

Every entrant, competitor or crew member at an ARA sanctioned event shall be bound by the ARA Code of Conduct and shall conduct himself/herself according to the highest standards of behavior and sportsmanship, particularly in relationship with other competitors and officials, and in a manner that shall not be prejudicial to the reputation of ARA or to motorsports. Failure to do so may be treated as a breach of these GCRs.

6. OFFICIALS AND THEIR DUTIES

6.1 Officials

6.1.1 Event Officials

The staff of officials whose duty it is to direct and control the competition shall be:

- a) Chairperson/Chairman/Chair
- b) Clerk of the Course
- c) Chief of Emergency Services
- d) Chief of Controls
- e) Chief Scorer
- f) Chief Scrutineer
- g) Stage Captains
- h) Registrar
- i) Chief of Security (Safety Officer)
- j) Chief Radio Marshall (or Chief Communications Officer)
- k) Competitor Relations Officer
- l) Chief of Service

Event Officials may have assistants to whom any of their duties may be delegated.

6.1.2 ARA Officials

Those, when present at an ARA sanctioned event, who will be designated as an official and may have a supervisory role during the competition. These officials may have additional specific duties and authority at an event as outlined in these GCRs and/or the Rally Regulations.

- a) Steward(s) of the Event
- b) President
- c) USAC Officers
- d) ARA Directors

6.2 Stewards

6.2.1 Required Stewards

At least one ARA appointed Steward must be available for all or part of each ARA sanctioned performance rally competition.

6.2.2 Assignment

All Stewards are ARA officials and, as such, receive assignments from and report to the ARA Chief Steward.

6.2.3 Authority and Duties of the Stewards

The Steward(s) of the Event shall be responsible solely to ARA for enforcing compliance with the regulations governing the event.

The Steward(s) shall settle any claim which might arise during an event, under reserve of the right of appeal.

When ARA has appointed more than one Steward, the Stewards shall act as a committee and the Steward appointed as the Senior Steward shall act as chairman of that committee. The Senior Steward is, in particular, responsible for assigning stewarding duties, planning and holding meetings and for ensuring that the event report is prepared and submitted on time. When only one Steward has been appointed, that Steward shall prepare and submit the event report on time.

The Stewards of the Event have power in accordance with these GCRs to:

- a) Settle any protest or dispute arising during an event, subject to the right to appeal;
- b) Inflict penalties of reprimand, fine, time or exclusion;
- c) Prohibit from competing any competitor or any vehicle which they consider to be dangerous;
- d) Exclude from any one competition or from the event any competitor who, or any competition vehicle which, they consider as ineligible to take part therein, or whom they consider guilty of misbehavior or unfair practice;
- e) Penalize and/or order the removal from the rally and its precincts any competitor who refuses to obey the order of a ARA or Event official;
- f) In case of force majeure or for reasons of safety either postpone, abandon, or stop a competition or stage. If a stage is interrupted, the Steward(s) may order the stage to be scored as provided for in the Rally Regulations. If a competition is stopped, the Steward(s) may declare it "no contest" and arrange for it to be restarted or alternatively declare the stage cancelled or the event concluded and determine the results based on the positions of the competitors at that time;
- g) Render judgements or dispositions as required by the Rally Regulations.
- h) Appoint a temporary substitute or substitutes to replace any Steward not able to perform his/her duties;
- i) Enquire into allegations of reckless driving and, if appropriate, penalize the individual and/or refer the matter to ARA for hearing;
- j) Authorize amendments to the Supplementary Regulations for reasons of safety or force majeure;
- k) Accept or refuse any observation reported by a Judge of Fact;
- l) Authorize the change of crew or competition vehicle, where permitted by the Rally Regulations or amending documents;

- m) Authorize the modification of the position of the starting or finishing lines of a stage or the alteration of the schedule at the request of the organizer where necessary to ensure reasonable safety for competitors and spectators;
- n) Authorize the amendment of the results of a competition based on a correction by the Chief Scorer to take into account a penalty assessed against a competitor.
- o) Approve changes to an entry after the closing of entries and prior to the first Stewards Meeting as specified in the Supplementary Regulations.

6.2.4 Steward's Report

As soon as practicable after the conclusion of an event, the Senior Steward shall compile, sign and send a Steward's report to:

- a) The organizer;
- b) The ARA Office;

The report must give the results, together with particulars of all protests lodged, action taken thereon, and penalties imposed together with recommendations in respect of such cases. The report shall also contain the Steward's general comments on the organization of the event and the exercise of their own powers in relation thereto and any other observations as to the conduct of the event which they consider should be made to ARA.

The report shall also contain a copy of the senior steward's instructions to the organizer and details of all accidents in which personal injury or property damage are believed to have occurred, detailing names and addresses of those involved.

6.3 Judges of Fact

6.3.1 Persons at an event who are deemed to be judges of fact:

- a) Event Officials, as listed in GCR 6.1.1
- b) ARA Officials, as listed in GCR 6.1.2
- c) Stage Captains
- d) Observation Control Marshals
- e) Event Volunteers operating within their event duties
- f) ARA-supplied or -required timing, scoring, or tracking equipment

6.3.2 Judges of fact may perform one or more of the following:

- a) report violation of Parc Fermé rules, any false start, shortcutting a stage or striking a chicane to the organizer;
- b) report improper procedure infractions (refer to the appropriate Rally Regulations) to the organizer;
- c) report any violations at an Observation Control to the organizer;
- d) report some other fact of the same type as laid down in the Supplementary Regulations.

6.3.3 A protest may not be made against the decision of a Judge of Fact. His/her decision shall be accepted as final unless corrected as hereinafter provided.

6.3.4 A mistake by a Judge of Fact may be corrected by him/her with the concurrence of the Steward(s) of the Event.

6.3.5 At the close of an event, each Judge of Fact shall give to the Organizer, a report of his/her decisions.

6.4 Technical Director

The ARA Technical Director is appointed by the ARA President and reports directly to and works under the direction of the ARA President.

The Technical Director is responsible for the management of technical matters in terms of competitor personal safety and vehicle eligibility for ARA sanctioned rallies in respect to the following:

- a) Research and development of vehicle eligibility, including establishing future direction
- b) Co-ordination with event scrutineering teams to ensure uniform standards across the country
- c) Management of the technical rule change process

The ARA Technical Director has the authority to make a final decision regarding eligibility of a vehicle or vehicle component or system. Any decision made by the Technical Director while at an event under the control of a Steward(s), shall be subject to the protest and appeal processes set out in these regulations for that event, but shall be final upon conclusion of the event unless successfully protested or appealed.

7. PENALTIES

7.1 Breach of GCRs

Any of the following offenses, in addition to any other offenses specifically referred to previously or hereafter, shall be deemed to be a breach of these GCRs:

- a) Bribery or attempt to bribe anyone connected with the competition and the acceptance of, or offer to accept, a bribe;
- b) Any action having as its objective participation in the competition of a person or competition vehicle known to be ineligible;
- c) Any fraudulent proceeding or act prejudicial to the interests of ARA or of motorsports generally;
- d) Competing for, accepting, or offering to accept, or advertising an award, in the nature of a title or championship, in respect ARA sanctioned events unless such award is recognized by ARA;
- e) Reckless or dangerous driving;
- f) Failure to obey directions or orders of Event or ARA officials;
- g) Refusing to co-operate with, interfering with, or obstructing the actions of the Steward(s) of the Event or courts in the performance of their duties;
- h) Abusive language or behavior within the area under control of an ARA event organizer;
- i) Failure to honor a check payable to ARA or an ARA event organizer.

7.2 Penalties for Participation in Unauthorized Competition

This is a placeholder for a future section of the GCRs on this topic.

7.3 Penalties

Any promoter, organizer, official, competitor, entrant, or other person or organization committing a breach of:

- a) these GCRs,
- b) the ARA code of conduct,
- c) regulations applicable to an event,
- d) conditions attached to an organizing permit,
- e) instructions to competitors or
- f) Event Supplementary Regulations

May be penalized as hereinafter provided.

7.4 Imposition of Penalties

Penalties may only be assessed by the Steward(s) of the Event or other ARA appointed judicial body. The penalties which may be imposed are, in order of increasing severity, as follows:

- a) Reprimand (which may be verbal or written);
- b) Fine;

- c) Penalty of time;
- d) Exclusion from a competition or event;
- e) Loss of accrued points;
- f) Suspension;
- g) Disqualification;

7.5 Sentence of Reprimand or Fine

A reprimand or a fine may be imposed by ARA or by the Steward(s) of an Event. The maximum amount of a single fine is \$2,500. A fine may be inflicted on any entrant, competitor, assistant, or passenger who does not comply with the requirements of any regulation or with any instruction of the event officials.

7.6 Time Limit for Payment of Fines

Fines shall become due and payable seventy-two hours after being assessed. Any delay in making payment may entail suspension for the period during which a fine remains unpaid (See GCR 5.2).

7.7 Allocation of Proceeds or Fines

The proceeds from all fines, forfeited protest fees and appeal fees resulting from ARA events shall be remitted to the ARA Office.

7.8 Penalty of Time

A time penalty may be imposed by the Steward(s) of the Event on any competitor who does not comply with the requirements of any regulation or with any instruction of the event officials. If the penalty is assessed during the running of the competition written notice of the penalty must be posted on the Official Notice Board as soon as practical. Supplementary Regulations may specify the amount of penalty for certain infractions.

7.9 Sentence of Exclusion

A sentence of exclusion may be pronounced by the Steward(s) of an Event or by ARA and may be retroactive. Before imposing a sentence of exclusion, the Steward(s) of the Event or ARA, as the case may be, must summon the party concerned before them and afford him/her the opportunity of giving his/her own evidence. If the hearing is to be held at an event, officials must deliver written notice personally to the party concerned or the entrant. If the hearing is to be held at a later date, the summons may be delivered personally or by mail and must give reasonable notice and a reasonable opportunity for the party concerned to attend.

A person, body or automobile shall be liable to sentence of exclusion:

- a) If shown to have been forbidden by the proper authority to take part in the event, or;
- b) Having taken any part in any competition, if shown to have been ineligible to do so, to have been eliminated therefrom, or to have been forbidden by the proper authority to participate in the event;
- c) If considered by the Steward(s) of the Event or the officials to be guilty of misbehavior, unfair practice or a violation of regulations.

Any entry fee paid by or in respect of the person, body or automobile sentenced shall be forfeited to the organizers or promoters.

7.10 Loss of Accrued Points

Loss of accrued points may be imposed by ARA. Such loss may be recommended by the Steward(s) of the Event or other ARA court.

7.11 Sentence of Suspension

- a) A sentence of National Suspension may only be pronounced by ARA and shall be reserved for grave offenses.
- b) A person, body, automobile or make of automobile shall be subject to suspension when, for a certain period, forbidden by the proper authority to take part in any competition within the territory of ARA, in the case of a sentence of National Suspension, or within any country represented on the FIA, in the case of International Suspension.
- c) Suspension shall render void any entry made for a competition taking place during such suspension and any entry fee paid or payable shall be forfeited to the organizers or promoters.
- d) Where a sentence of National Suspension relates to a competitor or driver, who holds an ARA license, he/she shall immediately send his/her license to ARA. The license shall be retained by ARA until the suspension expires. For competitors at ARA events who are suspended, they shall be banned from competing in any ARA event for the duration of the suspension and ARA will notify the issuing authority of their competition license of their suspension and the reasons thereof.
- e) Delay in handing in a license in accordance with paragraph (d) of this rule shall automatically result in the extension of the suspension by a period equal to the delay.
- f) Before imposing a sentence of suspension, the party concerned must be summoned either personally, in writing, or by mail giving reasonable notice and reasonable opportunity to attend a hearing at which he/she will be afforded the opportunity of presenting his/her own evidence or calling witnesses in defence or mitigation.

7.12 Sentence of Disqualification

- a) A sentence of National Disqualification may be pronounced by ARA and shall be reserved for exceptionally grave offenses.
- b) A person, body, automobile, or make of automobile shall be subject to disqualification when expressly forbidden by the proper authority to take part in any ARA competition whatsoever.
- c) Where the sentence of disqualification relates to a competitor or driver, he/she shall immediately return his/her license to ARA.
- d) Disqualification shall render void any previous entry made for any competition and any entry fee paid or payable shall be forfeited to the promoters or organizers.

- e) Before imposing a sentence of disqualification, the party concerned must be summoned to a hearing either personally, in writing, or by mail giving reasonable notice and reasonable opportunity to attend a hearing at which he/she will be afforded the opportunity of presenting his/her own evidence or calling witnesses in defence or mitigation.

7.13 Statement of Reasons for Suspension or Disqualification

In notifying sentences of suspension or disqualification to USAC, ACCUS or other sanctioning bodies, reasons for inflicting such a penalty may be given.

7.14 Suspension or Disqualification of Competition Vehicles

A sentence of suspension or disqualification may be pronounced on either a particular automobile or on a make of automobile.

7.15 Loss of Award

Any competitor who may be excluded, is suspended or disqualified in any competition shall thereby forfeit all rights to awards in that competition.

7.16 Amendment of Placings and Awards

In cases of exclusion, suspension or disqualification, the Steward(s) of the Event or the body imposing the penalty shall declare the resulting amendment to the placings and awards and they shall decide whether the next competitor in order (after those placed) shall be advanced.

7.17 Publication of Penalty

- a) ARA, USAC and ACCUS shall have the right to publish or cause to be published a notice stating that it has penalized any person, body, automobile or make of automobile and, if it so desires, the reasons therefore.
- b) The person(s) or body referred to in such notice shall have no right of action against ARA, USAC or ACCUS, another sanctioning body or against any person publishing or printing the notice and may incur disqualification if such action is taken.

7.18 Remission of Sentence

ARA shall have the right to remit the unexpired term of a sentence of National Suspension or Disqualification inflicted under these GCRs on such conditions (if any) as it may think fit.

8. INQUIRIES

8.1 Submitted to Steward of the Event

A Steward of the Event or an official appointed for the purpose shall be available at the start and finish of the event to receive inquiries. He/she shall also be available at the end of any leg of the rally to receive inquiries. Inquiries shall be processed according to the appropriate regulations for the event.

8.2 Time Limits for Submission of Inquiries

Time limits for submission of inquiries are:

- a) Any inquiry by a competitor concerning eligibility of other entrants or their vehicles must be submitted within 30 minutes of the close of registration or scrutineering, whichever is later;
- b) Any inquiry by a competitor concerning the accuracy of a marshal's watch must be submitted within 30 minutes of the competitor's time in at the finish of the rally;
- c) Any inquiry from a competitor concerning a mistake or irregularity occurring during the rally or which only becomes evident during the rally, must be submitted within 30 minutes of the competitor's time in at the finish of the rally;
- d) Any inquiry from a competitor concerning calculations of a score must be submitted within 30 minutes of the time the score was posted or modified;
- e) The senior steward may grant an extension to a competitor's allowable time to submit an inquiry in order to make it physically possible for the competitor to submit the inquiry.

8.3 Type of Inquiries

- a) Written Inquiries
 - 1) All written inquiries shall be submitted on grievance forms obtained from the steward or official appointed for that purpose or inquiry form posted on the notice board.
 - 2) All written inquiries must refer to the pertinent section of the appropriate regulations.

8.4 Replies to Inquiries

- a) The organizer's reply to an inquiry must be submitted to the steward before the due time of arrival of the first car at the finish of the rally or within 30 minutes of the time the inquiry was posted, whichever is later and must contain the reason(s) for their decision(s). The steward will immediately post the organizers response on the official notice board with the time annotated.
- b) The organizer's reply to an inquiry shall state specifically what changes are to be made to the scores as a result of the inquiry. The organizer shall obtain one copy of the reply and give it to the scorer.

- c) The senior steward may grant an extension to the organizer's allowable time to reply to an inquiry in order to make it physically possible for the organizer to prepare the reply.
- d) If the senior steward believes that sufficient extension has been granted to the organizer's allowable time limit to reply to an inquiry or if the inquirer so requests, the senior steward shall retrieve the inquiry from the organizer, mark it "void", mark the time on it and post it. (It should be noted that in so doing, the steward voids the competitor's opportunity to have the inquiry answered by the organizer.)

9. PROTESTS

9.1 Right to Protest

- a) The right to protest lies with any competitor or driver who may consider himself/herself aggrieved by any decision, act or omission of a promoter, organizer, official, competitor, driver or other person connected with any competition in which he/she is or has been taking part, except that there shall be no right to protest against refusal of entry.
- b) Nothing in this Rule shall affect or prejudice the right and duty of any official acting in his/her official capacity to take such action as he/she may deem proper in any circumstances, regardless of whether a protest has been lodged.
- c) Protests against decisions of Judges of Fact in the exercise of their duties will not be admitted.

9.2 Submission of a Protest

Every protest shall be in writing and signed by the competitor making the protest. It must be accompanied by the stipulated protest fee. Unless otherwise decided by the Steward(s) of the Event for special reasons, the protest fee shall normally be forfeit if the protest is not upheld.

- a) If the reply to an inquiry is unsatisfactory to a competitor or if the inquiry is marked "void", the competitor may submit a protest concerning the same matter as the inquiry within 30 minutes after his/her time in at the finish of the rally or within 30 minutes after the time the reply was posted or the inquiry marked "void", whichever is later.
- b) If the scores are not posted at the finish, a competitor who believes that an error has been made in the calculation of a score may submit a protest concerning the error by mail. A full statement of the protest shall be sent by mail to ARA with a copy to the organizer so that it will be received by ARA in time for the protest meeting as listed in the provisional results. The appropriate fee will be collected following the submission by ARA before the protest meeting.
- c) If the Steward's decision on a protest considered at the finish of the rally is deferred, a competitor who believes that an error has been made in the revision of a score as a result of the deferred decision may enter a protest concerning the error by mail as described in section (b) above.
- d) If the decision of an Appeal Board modifies scores, a competitor who believes that an error has been made in the revision of a score as a result of that decision, may enter a protest concerning the error by mail as described in section (b) above.

9.3 Adjudication of Protests

Any protest arising out of an event shall be adjudicated by the Steward(s) subject to the rights of appeal provided in these GCRs.

9.4 Hearing of Protests

The hearing of a protest shall take place as soon as practical after lodging of the protest. All parties concerned shall be given adequate notice by the Steward(s) of any protest. They shall be entitled to call witnesses, but shall state their case personally (in the case of a company, by an officer of that company) unless prior consent has been granted by the Steward(s) to representation by another person. If the concerned persons or their representatives fail to attend the hearing, judgement may go by default. Before giving a judgement in default of appearance, the Steward(s) must be satisfied himself that the party concerned is aware of the time, date and place of hearing or has been summoned to appear. In the case of an equality of votes in a panel of Stewards, the Senior Steward shall cast the deciding vote. If judgement cannot be given immediately after hearing of the parties, they must be advised of the time and place at which the decision will be given. Judgement of the Steward(s) shall be written and copies made available to interested parties and to ARA. The judgement shall state concisely the decision of the Steward(s) and the reasons therefore.

9.5 Protest Meetings

- a) If any protest is submitted as specified in GCR 9.2(a), a protest meeting must be held at the finish of the rally.
- b) Upon receiving the protest, the Steward(s) shall verify that the protest has been properly submitted and then post it. Within 30 minutes of the posting of the protest, a notice detailing the time and location of the protest meeting shall be posted.
- c) The protest meeting shall not be held sooner than 24 hours after the notice of protest meeting is posted, except by agreement of all parties.
- d) During the protest meeting, all persons wishing to present evidence shall be allowed to do so.
- e) Following the protest meeting, the Steward(s) shall prepare a reply and post it.
 - 1) If the Steward(s) has reached a decision, the reply shall contain the decision and shall state specifically what changes are to be made to the scores as a result of the decision. The organizer shall obtain a copy of the decision and give it to the scorers;
 - 2) If the Steward(s) wishes to obtain further evidence (e.g., on the route), the reply shall state that the decision has been deferred.
- f) Any decision deferred as above must be presented or sent by first class mail or electronic means to the organizer within 48 hours after the finish of the rally for inclusion in the provisional results and shall state specifically what changes are to be made to the scores as a result of the decision.
- g) If the scores were not posted according to the Rally Regulations or if a protest decision was deferred or if the decision of an Appeal Board has modified the scores, the date of a protest meeting to hear protests submitted by mail shall be included in the provisional results. The meeting shall be held at least 15 days after the mailing of the provisional results and shall be closed (i.e. only the stewards shall attend).

- h) At the protest meeting, the Steward(s) shall first verify that each protest received was properly submitted with the fee and then rule on it. The decision of the Steward(s) shall be sent by mail or presented to the organizer within 24 hours after the meeting and shall state specifically what changes are to be made to the scores as a result of the decisions. The organizer shall then issue another set of provisional results.

9.6 Distribution of Prizes

- a) The distribution of prizes shall not commence until the results are final or unless the award winners will not be affected by any pending protests or appeals.
- b) Where a protest is lodged, the distribution of a prize must, if the entitlement to the prize may be affected by the decision of the stewards, be withheld until the protest has been adjudicated and either the results of any possible appeal arising out of such adjudication are known or the time limit for notice of appeal has expired without notice of appeal having been given. The list of awards insofar as it relates to such a prize must be declared to be provisional.
- c) If after the distribution of prizes a decision is made pursuant to these GCRs which affects the results of a competition, any competitor to whom a prize has been awarded but who is adjudged to be ineligible therefore shall return such prize to the Promoters or Organizers on demand.

9.7 Re-run

Neither the Steward(s) nor ARA shall have the power to order a competition to be re-run.

9.8 Judgement

All parties concerned shall be bound by the decision given subject only to appeal as provided in these GCRs.

9.9 Ill-founded and Vexatious Protests

- a) If a protest is adjudged not to be well-founded, the protest fee will be forfeited.
- b) If it is proved to the satisfaction of the Steward(s) that the author of the protest has acted in bad faith, he/she may be further penalized.

9.10 Steward(s)

- a) The term Steward(s) used in connection with Protests shall mean a suitably qualified person who has been named to such position by ARA.
- b) It is not interpreted by these GCRs that the Steward(s) must be present for the whole of the event, but he/she must be present at the time and place (or places) designated for the hearing of protests. Steward(s) who sits in judgement of protests must not have acted in any official capacity at the event, where executive power (other than as a Steward) was a part of his/her office.
- c) The number of Stewards that shall judge a protest is as follows:
 - 1) Three Stewards for a National or International event.

- 2) One or three Stewards for a Regional or local event.

The above requirements are notwithstanding that a greater or lesser number of Stewards may have been present for all or part of an event.

9.11 Protest Fees

- a) The protest fee shall be:
 - 1) International rallies \$1000.
 - 2) National rallies \$250.
 - 3) Regional and local rallies \$100.
- b) The protest fee must be held by the Steward(s) until the time limit for appeal has expired.
- c) Costs may be assessed by the Steward(s) against the protestor, the protestee and/or the organizer.

10. APPEALS

10.1 Right of Appeal

- a) Any person (or body) shall have a right of appeal against a sentence or other decision pronounced on them by the Steward(s). They must however, under pain of forfeiture of their right to appeal, notify the Steward(s) in writing within 30 minutes of the announcement of their decision to appeal. (For the time limits within which appeals must be made and the method by which to appeal see GCRs 10.3 and 10.5)
- b) An appeal from a decision of the Steward(s) shall be heard and judgement shall be given thereon by an Appeal Board.

10.2 Jurisdiction of the Appeal Board

- a) No members of an Appeal Board may sit on a hearing who may have taken part as competitors, officials, Organizers, promoters, or sponsors in the competition concerning which a decision is to be given, or may have already participated in a decision on the affair in question or who may have been directly or indirectly concerned in the matter under consideration.
- b) Except as provided for in the International Sporting Code, an Appeal Board shall constitute a final court of appeal empowered to settle finally any dispute arising out of or in connection with the control of an ARA sanctioned event.

10.3 Time Limits for Notices of Appeal

- a) Where an appeal arises from a decision of the Steward(s), notice of intention to appeal must be given, in writing, to the Steward(s) along with the appropriate deposit payable to ARA within thirty minutes of the announcement of their decision. The appeal proper must be lodged within 48 hours of the posting of.
- b) When an appeal is made to ARA from any other judicial proceeding, the appeal proper must be lodged within 48 hours of the posting of.
- c) Such appeals may be lodged by electronic means, directly to the Competition Director and Senior Steward of the event.

10.4 Effect of Giving Notice of Appeal

Notice of appeal shall not affect the validity or operation of any decision, penalty or sentence appealed against. However, the Steward(s) of the Event, if notified of intention to appeal his/her decision, may at his/her discretion permit the competitor to continue in a competition if the matter arises during the course of an event and his/her decision on this point is not appealable. In any event the Steward(s) shall order awards which may be affected by the outcome of the appeal to be withheld pending the decision of the court of appeal.

10.5 Form of Appeal

- a) All appeals shall be in writing, specifying briefly the decision appealed against and the grounds of appeal, and shall be signed by the applicant or his/her authorized representative. The appeal shall state the address to which communications may be

sent and shall be accompanied by the appropriate deposit except where the appeal fee has to be paid to the Steward(s) in accordance with GCR 10.3(a) above.

- b) Appeals arising out of National or International events shall be sent to the ARA National Office

10.6 Hearing of Appeal

The Appeal Board will be selected by the President of ARA or their designee. Appeal Boards shall be made up of three persons with one of them serving as the chair. All three shall have the right of vote.

All parties concerned shall be given adequate notice of the hearing of any appeal and they shall be entitled to call witnesses. The hearing may proceed to judgement in default of appearance by any party or witness.

The parties concerned shall state their cases personally (in the case of a company, by an officer of that company) unless consent has been given to representation by advocates. The hearing of an appeal must take place within thirty days of the notice of intent to appeal (or appeal itself, if no intent to appeal exists) unless postponed by the Board because of unusual circumstance.

The appeal may be held via a conference call or in person dependent upon the distances involved by the parties or for other reasons. The decision as to the method to be used rests with the ARA President. Such decision shall be final and not subject to protest or appeal. No reason need be given for such decision.

10.7 Judgement of Appeal

The Appeal Board may decide that the penalty or other decision appealed against may be waived, mitigated, increased or a fresh penalty imposed, but they shall not order any competition to be re-run.

Judgements shall be written and made available to all the interested parties and ARA. A concise statement as to the decision and the reasons therefore must be stated.

10.8 Order as to Appeal Fees and Costs

When giving judgement on appeal, the Appeal Board shall make such order as to the return or forfeiture of deposits and as to costs as they may think fit.

10.9 Publication of Judgement

ARA shall have the right to publish or cause to be published a judgement on appeal and to state the names of all the parties interested. The persons or bodies referred to in such a notice shall have no right of action against ARA or against any person printing or publishing the said notice.

10.10 Appeal Fees

- a) The appeal fee shall be:
 - 1) International rallies \$2000.
 - 2) National rallies \$500.
 - 3) Regional and local rallies \$200.

- b) The appeal fee must be sent to ARA to be held until after the results of the appeal.
- c) Costs may be assessed by the Appeal Board.



Rally Competition Rules

ARA
AMERICAN RALLY
ASSOCIATION.

2026



Rally Competition Rules
American Rally Association

2026 Edition
Through 2026-8

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.

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.

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 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 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 or Arrival Time Control (ATC) 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 30 45 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 by the Clerk of the Course or when all expected cars have passed through the control ~~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).

4.1.8 Organizer Instructions

Crews are obliged to allow the event organizers or personnel to move their competition car for subsequent competition of the stage or transit road. Failure to do so will result in a penalty at the discretion of the Steward(s) under RCR 6.4.

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>Medical Point</p>	 <p>Start of Virtual Chicane</p>	 <p>End of Virtual Chicane</p>
 <p>Tire Zone</p>	 <p>End of Tire Zone</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 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 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.

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 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 –

1st offence – 10 seconds

2nd offence – 1 minute

3rd 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. Any penalties incurred as an NCE will be added to the team's score. A non-competitive entry may rejoin competition under RCR 6.3 at the next available opportunity. The Clerk of the Course may revoke an NCE status at any time.

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. Such penalties may be subject to protest.

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.

6.4.8 Failure to Follow Marshal Instructions

Crews are bound to follow marshal instructions (see RCR 4.1.7).

6.4.9 Failure to Follow Organizer Instructions

Crews are bound to follow organizer instructions (see RCR 4.1.8).

6.4.10 Competition vehicle deemed not roadworthy

Any car deemed to be in violation of RTR 2.2.1 will not be allowed to compete until the issue is resolved to the satisfaction of the Chief Scrutineer.

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.
- 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.

Rally Technical Rules



2026



Photos by Lorne Trezies @cruciblemedialabs @Melemedia
Designed by James Veatch III

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American Rally Association

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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. COMPETITOR PERSONAL SAFETY EQUIPMENT

1.1 Helmets

1.1.1 Helmet Standards

Only helmets meeting one of the following standards will be accepted for competition in any performance rally and must be worn by all competitors when travelling on special stages:

- FIA Standards - 8860-2010, 8859-2015, 8860-2018, or 8859-2024
- Snell Foundation certification – SA 2015, EA 2016, SA 2020, or SA2025

Note: SA 2015 expires December 31, 2026.

For helmets with dual FIA/SA certification, the later expiration date shall take precedence.

1.1.2 Scrutineering Failure

Helmets that do not pass Scrutineering will be confiscated and returned after the event. Helmets may fail Scrutineering due to non-compliance with the above standards or for not being in good condition as evidenced by cracks, frays, punctures or other defects.

1.1.3 Helmet Modifications and Attachments

A helmet cannot be modified from its specification as designed. Drilling holes or attaching (permanent or temporary) non-homologated accessories is not permitted. Specifically, cameras may not be mounted to any part of the helmet, unless approved by the ARA or homologated by the manufacturer. The ARA will maintain an approved list of cameras and mounting options. Adding or modifying intercoms or audio systems is allowed as long as modifications to the structure or padding of the helmet is minimal.

Care shall be given to follow manufacturer instructions for any painting or decorating of a helmet.

1.2 Frontal Head Restraint

1.2.1 Frontal Head Restraint Standards

Each competitor must wear a Frontal Head Restraint system (FHR) which meets the following standards:

- HANS® system: HANS devices shall be approved according to FIA standards 8858- 2002 or 8858-2010. Consult the FIA Technical List n° 29 to see which HANS devices are approved by the FIA.
- Hybrid® system: Hybrid devices shall be approved according to FIA Standard 8858- 2010. Consult the FIA Technical List n° 29 to see which Hybrid devices are approved by the FIA.
- Other systems certified to SFI 38.1: Such devices must bear a SFI 38.1 conformance label that is less than five years old.

1.2.2 Tethers

Tethers for FIA Certified devices must be FIA approved. The Frontal Head Restraint system should be considered as an ensemble which involves the seat, the harnesses, the frontal head restraint unit, its tethers, and helmet. For more details, "Guide for the use of HANS in International Motor Sport" published by the FIA Institute for Motor Sport Safety, can be found on www.fia.com under the heading FIA Sport – Regulations – Drivers' Equipment.

1.3 Driving Suits

1.3.1 Standards

All competitors shall wear at all times during the event, a one- or two-piece driving suit conforming to:

- FIA Standard 8856-2000 or 8856-2018
- FIA 1986 Standard
- SFI 3.2A/5 or 3.4/5 Specification
- SFI 3.2A/1 Specification with approved fire resistant underwear (FIA Standard 8856-2000 or SFI 3.3 Specification)

Suits that have had their homologation withdrawn may not be worn.

1.3.2 Usage

No other garments worn over driving suits are acceptable on special stages. The suit and applicable undergarments shall be presented at technical inspection in a clean and presentable condition. Driving suits must effectively cover the body from the neck to the ankles and wrists and be in good condition, free of defects, holes, cracks, frays, etc.

1.3.3 Garments

Garments manufactured of synthetic materials (such as nylon, polyester, etc) are not permitted to be worn under the driving suits during competition, unless the material is flame-resistant. Undergarments meeting SFI Spec 3.3, FIA 8856-2000, or FIA 8856-2018 are recommended to be worn.

1.3.4 Footwear

All competitors must wear shoes and socks while on stage. The shoes must cover the entire foot and be of leather or approved fireproof material. Socks may not be manufactured of synthetic fiber except for Nomex or similar fire resistant material.

2. ELIGIBILITY OF VEHICLES AND EQUIPMENT

These regulations shall apply to vehicles competing in rallies which contain special stages. Vehicles must comply with these regulations at all times during the competition.

2.1 Definitions

The following definitions shall apply to all vehicles and sections addressed in these Rally Technical Rules.

Chassis

The overall structure of the car around which are assembled the mechanical components and the bodywork including any structural part of the said structure.

Exterior bodywork

All the entirely suspended parts of the car licked by the airstream.

Fascia

The front body work forward of the front wheel openings and front hood cut line that integrates with the fenders.

Front Air Dam

The lowest 100mm of the front fascia/bumper/fender forward of the wheel openings.

Front Bumper

The front fascia furthest-forward projection between the headlights.

Front Fender

The body side forward of the front door front cut line and outboard of the hood side cut line.

Front Bumper

The front fascia furthest-forward projection between the headlights.

Front Fender

The body side forward of the front door front cut line and outboard of the hood side cut line.

Generation

A generation is a model's particular design offered during a specific year or number of consecutive years. After producing an original model (e.g., First Generation: 1993-2001 Subaru Impreza, 1976-1979 Mitsubishi Lancer, 1998-2005 Ford Focus, etc.) manufacturers may develop significant changes or totally redesign the original model after producing it for a number of years. They classify this new/next design as the next generation of that model (e.g., 2nd. Generation: 2002-2007 Subaru Impreza, 1979-1987 Lancer, 2005-2011 Ford Focus, etc.).

Hood

The bodywork forward of the base of the windshield between the front fenders and behind the front fascia.

Interior bodywork

Cockpit and trunk.

Manufacturer

An automobile business currently or previously engaged in the manufacture and selling of vehicles for road use by the general public. "One off", kit builders, or custom builders do not qualify as a manufacturer.

Model

A model is a basic manufacturer's designation (e.g., Subaru Impreza, Volkswagen Golf, Ford Focus, Mitsubishi Lancer, etc.).

Model variant

A model may exist in several variants as to bodywork (i.e.: 2 door sedan, 4 door sedan, coupe, station wagon etc.) or with regard to mechanical components (e.g., WRX, WRX STI, etc.).

Original equipment (OEM)

Original equipment is defined as all items of standard or optional equipment that could have been ordered with any particular bodywork variant of the model, installed on the factory production line, and delivered through a dealer or manufacturer. This does not include special orders, "one-offs" or pre-production vehicles. Dealer installed options, except as required by manufacturer directives (no matter how common), are not included in this definition.

Plan View

Outline of vehicle as seen from directly overhead.

Production (Based)

A vehicle or components produced by a Manufacturer for public road use.

Radiator Opening

A recess and opening in the fascia or front bumper allowing air to access the forward-most engine compartment heat exchangers.

Rear Diffuser

Any underbody bodywork element rear of the centerline of the rear wheels.

Rear Fender

The body side rearward of the rear most door cut line and below the lower edge of the visible part of rear side window and rear window to where it meets the rear bumper.

Vehicle Weight

The real weight of the car without the occupants or their worn safety gear and only one (1) spare wheel. Vehicles may be weighed at any point during an event.

Wheel

The complete rim and tire as combined.

2.2 Vehicle Safety Regulations

2.2.1 Roadworthiness

All competing vehicles must be roadworthy and, the following items in particular must be adequate and functioning properly:

- Brakes

- Horn
- Windshield wipers
- All legally required exterior lights
- Tires, including all spares
- Exhaust system
- Catalytic Converter (if required)

Violation not immediately remedied to the Chief Scrutineer's satisfaction will be referred to the Stewards for consideration under 6.4.10.

2.2.2 Roll Over Protection

- a) Roll cages are mandatory for all vehicles.
- b) Specific roll over protection is subject to the approval of the scrutineer at each event.
- c) Basic design considerations
 - 1) The basic purpose of the roll over protection is to prevent serious body-shell deformation, and so reduce the risk of injury to occupants, in the case of a collision or of a car turning over. The essential features of safety cages are sound construction designed to suit the particular vehicle, adequate mountings and a close fit to the body-shell. The safety cage must not unduly impede the entry or exit of the driver and co-driver.
 - 2) All new vehicles with log books issued after January 1, 2009 must be fitted with a safety cage built to FIA Article 253 specifications or be FIA homologated under the latest international regulations and accompanied by original certification documentation. See www.fia.com, under Sport, Regulations, International Sporting Code and Appendices, Appendix J International Sporting Code, documents Appendix J Articles 253 and 253.8.
 - a) New constructions of cages without windscreen supports, regardless of homologation or certification, when Art. 253-15 "dimension A" exceeds 200mm, will not be accepted for log booking.
 - b) Each roll cage foot may be welded directly to the primary structure of the vehicle.
 - c) Alternate material to CDS (Cold Drawn Seamless): Although FIA Article 253.8.3.3 specifies the safety cage material as CDS (Cold Drawn Seamless), DOM (Drawn-Over-Mandrel) tubing may be used as an alternate material in respect to the following: main roll bar, front roll bar, lateral roll bars, lateral half roll bars, their connections (drawings 253-1-3) and one continuous door bar per side will be at least 1.75"x 0.095". All other parts of the safety cage will be at least 1.5" x 0.095".
 - d) Alternate material to CDS (Cold Drawn Seamless): Although FIA Article 253.8.3.3 specifies the safety cage material as CDS, DOCOL R8 tubing may also be used as an alternate material in respect to the following: main roll bar, front roll bar, lateral roll bars, lateral half roll bars, their connections (drawings 253-1-3) and one continuous door bar per side will be at least

1.75" x 0.083". Diagonal members 253-7, additional door bars, windscreen supports 253-15, roof X 253-12, or diagonals 253-13, or 253-14 will be at least 1.5" x 0.083. If a transverse bar 253-29 is used, it will be at least 1.75" x 0.065". All other parts of the safety cage will be at least 1.5" x 0.065".

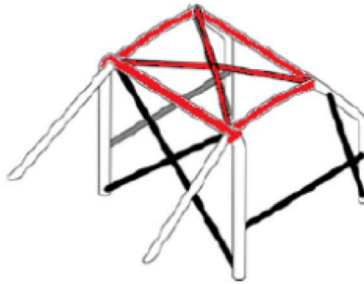
- 3) Existing log-booked rally vehicles that have roll cages built to 2006 Rally America roll cage specifications will remain valid for competition use until further notice.

Existing log booked rally vehicles with non-homologated roll cages built to the 2006 Rally America rules are subject to the following additional requirements:

- i. A sill bar and at least one more door bar is required on each side.
 - ii. Diagonals to each corner of the top of the main hoop, whether in the plane of the main hoop or the rear stays are required.
 - iii. A windscreen support from front cage foot (within 4 inches) to within 6 inches of the transverse windshield bar is required on each side.
 - iv. Minimum size for these added elements is 1.5" x 0.095".
- 4) All roll cages must be fully welded at all joints. Cages with bolt together design members will not be allowed regardless of homologation status.

2.2.3 Protective Padding

All tubing forward of and including the main hoop in the roofline must be padded. Any other tubing which may contact the helmet while seated must also be be padded. Padding must comply with FIA Standard 8857 2001, type A (see technical list n° 23 "Roll Cage Padding Homologated by the FIA") or SFI 45.1 Specification. See example below:



2.2.4 Batteries

- a) Batteries must be securely mounted and attached to the primary structure of the vehicle.
- b) If removed from the original location, all wet-cell lead-acid batteries shall be mounted inside covered, non-conductive boxes and equipped with leak proof caps.
- c) The hot terminal shall be insulated in all vehicles.
- d) Lithium batteries must be equipped with a battery management system.

2.2.5 Master Electrical Disconnect Switch

- a) A spark-proof master electrical disconnect switch with the capability of disconnecting all electrical circuits shall be mounted in the passenger compartment. (The integrity of a fuel injection computer may be protected by supplementary wiring.)
- b) The location of the master electrical disconnect switch shall be that which makes it easily operable by either crew member or by persons outside the vehicle through either front door and shall be marked with a label showing a red spark in a white-edged blue triangle with a base length of at least 4 inches.
- c) The switch must effectively shut down all systems including alternator and engine.

2.2.6 Windows

- a) The windshield shall be laminated safety glass.
- b) The competitor must be able to describe to the satisfaction of the Chief Scrutineer the ability to escape from the car with the doors closed. For vehicles equipped with glass side windows one or more window-breakers must be accessible to the driver and co-driver.
- ~~e) Windows in the driver and co-driver doors must not be rolled down more than 1 inch during stages.~~
- c) Window safety nets must be used in lieu of having windows rolled-up during stages. All window nets must meet FIA article 253 or SFI 27.1 certification.
- d) The use of translucent and colorless anti-shatter films is highly recommended in side and rear windows. The use of silvered or tinted anti-shatter films is also permitted. In all cases, the maximum tint shall be 50%.
- e) All windows, except the forward windshield, may be replaced with polycarbonate material of at least 3mm thickness. However, competitors must be able to display to the satisfaction of the Chief Scrutineer that the mounting of the substitute windows will allow both emergency escape from inside the car and access by rescue from the outside of the car.

2.2.7 Mud flaps

Required on all rear wheels and driving wheels.

2.2.8 Fuel, fuel tanks and lines

- a) Only unleaded fuels are allowed. Leaded fuel and lead additives are expressly prohibited.
- b) All fuel tanks and cells must be securely mounted to vehicle. Any fuel tank or fuel cell surface exposed on the bottom of the vehicle shall be equipped with a shield designed to prevent puncture or damage from stones, debris, and abrasion.

A fuel-resistant and fire-retardant plate or shield is required between the passenger compartment and the compartment(s) or area(s) in which the fuel tank, filler tube and fuel pump are located.

- c) The original fuel tank may be used provided it remains in the OEM location secured by original systems.
- d) The original fuel tank may only be replaced by an FIA- or SFI-approved fuel cell provided that:
 - i) The original fuel tank is removed.
 - ii) The fuel cell is properly vented to outside the vehicle from the compartment in which it is located.
 - iii) Should the fuel cell and its filler be located in the luggage compartment, an outlet must be provided for fuel spilled in the compartment.
 - iv) Where fuel cells are installed in the passenger compartment of vehicles such as "hatchback" variants, RTR 2.2.8.b above applies if the fuel cell filler is located in the passenger compartment.
 - v) There is no restriction on the size of the fuel tank.
- e) Supplementary fuel tanks are not permitted.
- f) If fuel lines are routed through the passenger compartment, they shall be in compliance with the following:
 - i) Shall incorporate a metallic casing. (If the metallic casing is not exterior to the line, a verifiable sample must be presented at Scrutineering or be shown to comply with FIA Appendix J Art. 253.3.)
 - ii) Shall have a minimum of 200 psi rating. If fuel lines are routed through the passenger compartment by the manufacturer, they must be in compliance with this section.
 - iii) Shall not be mounted where it could be possibly crushed between a roll cage element and the body shell.
- g) Fuel pumps shall be isolated from the driver/co-driver by a fireproof metal bulkhead.
- h) All the fuel pumps must only operate when the engine is running, except during the starting process.
- i) All entrants in O4WD and RC2 classes at all ARA National Championship events shall run the official fuel specified by ARA. The fuel supplier and specification will be announced by a bulletin before the start of each season. Entrants should pre order fuel to make sure they have an adequate supply of the fuel available at the event. Entrants should make sure whatever containers they use to transport fuel have been thoroughly cleaned prior to being used to avoid any problems during fuel testing.

Fuel will be tested for; color, specific gravity, dielectric constant, reagents, and tested by any other method deemed appropriate by the Technical Director.

The fuel supplier may also conduct additional analysis on their own or at the request of the Technical Director.

The use of any fuel other than the approved fuel is strictly prohibited. Additives are not allowed. Fuel may be checked at any time during the event.

2.2.9 Towing eyes

Towing eyes shall be attached to the front and rear of the vehicle and painted in yellow, red or orange. If under the car, the location shall be identified by a fluorescent arrow. It is highly recommended the tow points be rated to double the car weight, since it may be used to recover the vehicle.

2.2.10 Loose articles

All articles, which could be dangerous if left loose, must be securely restrained.

2.2.11 Door panels

Inside front door panels or edge trim are required to provide protection from metal edges.

2.2.12 Roofs

Movable metal sunroofs and/or roof panels must be fixed in the closed position. Sunroofs and/or roof panels of any other material must be replaced with metal of equivalent strength of the roof panel and must be fixed in the closed position by welding or steel fasteners.

OEM roof panels made of non-metallic material, such as carbon fiber, may be submitted to the ARA Technical Director for consideration. The panels will only be considered if originally offered on the year, make, and model by the OEM.

2.2.13 Supplemental & Passive Restraints

Airbags and their associated equipment must be disabled or removed during competition in order to eliminate the possibility of the airbag inflating accidentally. It is recommended that passive restraint systems be disabled.

2.2.14 Ground Clearance

All parts of the vehicle, other than the tires, must have a minimum of 2 inches clearance from a level road surface.

2.2.15 Power Door Locks

For all classes, power door locks must be rendered inoperative.

2.2.16 Steering Locking Device

For all classes, steering locking devices must be rendered inoperative.

2.2.17 Exhaust System

- a) The allowable sound level is 105 dB, on the A scale, as measured 18" from either side of the exhaust outlet at an angle of 45 degrees from and at the same height of the exhaust outlet. The engine shall be running at a minimum of 2500 RPM. The area within a 50' radius shall be on level ground and clear of man-made obstructions. Any anti-lag system should be turned off.

- b) Unless a car was manufactured before a catalytic converter was required in the U.S.A., then a functioning catalytic converter must be retained or installed. (Burden of proof that a catalytic converter is not required for a particular vehicle rests with the competitor and should be furnished to the ARA Competition Director so that an exemption waiver may be added to the Vehicle Log Book.)

2.2.18 Engine Covers

Engine covers shall be fixed closed accessible from the outside and accessible without the use of tools. Other fastening devices (inside or outside) shall be rendered inoperative, except for the secondary catch, which may be retained.

2.2.19 Parking Brake

The parking brake must be able to hold the vehicle from moving, with the parking brake set and no occupants in the vehicle, by locking a minimum of two wheels on a horizontal surface with 50kg of force applied to the front or rear tow point. Parking brake can be a traditional inner drum arrangement, hydraulic line lock type arrangement or a lock on the handbrake mechanism.

2.3 Vehicle Safety Equipment

2.3.1 Seats

- a) The use of hinged-back and OEM seats is prohibited.
- b) All the occupants' seats must be homologated by FIA Standards 8855-1999 or 8862-2009, or be specifically designed for motor racing. All non-FIA seats are subject to acceptance by the Chief Scrutineer.

2.3.2 Seat Mounting

Seats must be securely attached to the structure of the vehicle in such a manner as to prevent the movement of the seat in case of an accident. Seats may not be mounted with sliders.

2.3.3 Safety Harness

- a) A five-, six- or seven-point unmodified safety harness of proprietary manufacture, meeting the specifications below, shall be fitted for both crew members.
- b) All harness systems must be capable of being released through one latch.
- c) The harness shall be worn at all times when the car is in motion on a special stage and on all transits when legally required in the State being driven in.
- d) Safety harness will meet one of the following standards:
 - FIA Standard 8853/98 or 8853/2016 and currently appear as valid on the current respective FIA Technical List at www.FIA.com
 - SFI 16.1 Specification and display a manufacturer appearing on the current respective list of SFI 16.1 manufacturers at www.SFIfoundation.com
 - SFI 16.5 Specification and display a manufacturer appearing on the current respective list of SFI 16.1 manufacturers at www.SFIfoundation.com

- e) Safety harnesses may not be used after their expiration date. For harnesses with dual FIA/SFI certification, the later expiration date shall take precedence.
- f) It is not permitted to mix parts of seat belts. Only complete sets may be used.
- g) The material of all straps shall be in new or perfect condition.
- h) The belts must be equipped with turnbuckle, push button or latch/link release systems.

2.3.4 Safety Harness Installation

- a) The locations of the safety harness anchorage points must be as shown in the SFI Seatbelt Installation Guide (available from www.sifoundation.com), section 6.2 (Installation) of FIA Appendix J, Article 253, or the harness manufacturer's instructions. If the manufacturer's instructions are used, they must be provided upon demand at scrutineering.
- b) It is prohibited for the seat belts to be anchored to the seats or their supports.
- c) If the manufacturer provides for safety wiring the locking bale to prevent accidental unfastening of the belts from their anchorage points, then it shall be necessary for the all such components to be safety wired.
- d) The straps may be attached by looping or by screws, but in the latter case an insert must be welded for each mounting point. These inserts will be positioned in the reinforcement tube and the straps will be attached to them using bolts of M12 8.8 or 7/16 inch UNF specification.
- e) For each new anchorage point created, a steel reinforcement plate with a surface area of at least 6 square inches and a thickness of at least 1/8 inch must be used.
- f) The effectiveness and longevity of safety belts are directly related to the manner in which they are installed, used and maintained. The belts must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight. They must also be replaced if metal parts or buckles are bent, deformed or rusted. Any harness which does not function perfectly must be replaced.

2.3.5 Fire extinguishers

- a) All competition vehicles must be equipped with all of the following:
 - i) An "on-board" system that uses either manual or automatic activation.
 - 1) All bottles will be secured using a metal strap and have a fill gauge that is visible for Scrutineering. Activation point for the fire system must be located within easy reach of the driver and co-driver when seated.
 - 2) All such systems will be installed and serviced in accordance with the manufacturer's instructions and with nozzles discharging in both the engine compartment and passenger cockpit.

Installed system must meet one of the following standards:

- SFI Spec 17.1 and display a manufacturer appearing on the current respective list of SFI Spec 17.1 manufacturers at sfifoundation.com
 - FIA 8865-2015
 - Currently listed as homologated for Rally on Technical List n° 16 of the FIA website (fia.com)
- 3) The fire system cylinder shall be securely fastened, in such a manner that it can be checked during a technical inspection and may be removed periodically for weighing.
 - 4) All on-board systems shall be identified with 2 circle “E” decals one at the release location and the second on the outside bodywork in line with or as near to the release location as possible.
- ii) Two hand held fire extinguishers with a minimum UL rating of 10 BC each or one hand held extinguisher with a minimum UL rating of 20BC.
- 1) All bottles will be secured using a metal strap and have a fill gauge that is visible for scrutineering.
 - 2) Each must be installed to be easily accessible. During installation, consideration must be given to quick release and security of attachment.
 - 3) One fire extinguisher must be located within easy reach of the driver or co-driver when seated.
 - 4) The following are considered equivalent substitutes for one 10-B:C hand held extinguisher:
- Minimum quantity of extinguishant:
- | | |
|--------------|------------|
| • AFFF | 2.4 liters |
| • FX G-TEC | 2.0 kg |
| • Viro3 | 2.0 kg |
| • Novec 1230 | 2.0 kg |
| • 4Fire | 2.0 liters |
- b) The unit must bear certification, from a certified fire extinguisher inspector, that it has been serviced annually or per the FIA/SFI requirements. All extinguishers shall be equipped with a visible indication of the state of charge. All extinguishers shall be approved for vehicular use by the DOT, U.S. Coast Guard, SFI or FIA.
 - c) A fire extinguisher label must be placed on the outside of the vehicle, on a non-glass surface, at the nearest point of access to a fire extinguisher.

2.3.6 First Aid Kit

- a) A comprehensive first aid kit shall be carried in the passenger compartment.
- b) The first aid kit must be easily accessible, clearly identified and the complete kit easily/quickly removable by hand. It is recommended that the first aid kit be accessible from both sides of the car and from the seated position.
- c) A first-aid kit label must be placed on the outside of the vehicle, on a non-glass surface, at the nearest point of access to a first-aid kit.

2.3.7 Warning Devices

Three self-supporting, light-reflecting, daylight-visible triangular warning devices of a minimum size of 12 inches per side shall be carried in the vehicle. One of these must be located within easy reach of the driver or co-driver when seated.

Warning devices must be permanently marked with crew's assigned car number.

2.3.8 Tow Rope

All vehicles must carry a tow rope or winch with cable. All parts of the tow rope must be within the competition vehicle at all times while the tow rope is not in use.

2.3.9 Camera and Camera Mounts

Camera mounts and their attachment to the vehicle shall be of a safe and secure design which would prevent either driver from being able to strike any part of the mount. As well, the camera shall be secured at a minimum of two different points.

2.3.10 Belt Cutters/Glass Breakers

One or more belt cutters and glass breakers must be carried in the vehicle within reach of both driver and co-driver while safety harnesses are being worn. The seat belt cutter must be designed specifically for cutting seat belts.

2.3.11 Spill Kit

All vehicles in ARA events must carry a spill kit consisting of at least: a minimum of 2 - 15" x 19" (standard) absorbent pads, 1 - 3" x 48" hydrocarbon absorbent sock, and a 13 gallon plastic bag. All items will be contained in a heavy duty plastic bag that is re-sealable.

3. GENERAL REGULATIONS

3.1 Bodywork

3.1.1 Production-based

- a) Must be a production-based chassis.
- b) Other than allowances within the rules, the bodywork must be original in appearance to OEM.
- c) All vehicle measurements will be done in whole millimeters +/- 1%. Any digits to the right of the decimal will be dropped.
- d) Competitor must declare vehicle year, make, model, and variant for dimensions used.
- e) Front door openings shall remain unmodified
 - Including width of chassis, height of opening, and length of opening
 - Measured at pinch weld of opening
- f) Rear luggage opening shall remain unmodified
 - Including location, size, and shape
 - Measured at pinch weld of opening
- g) Windshield base and angle must remain in OEM position and angle
- h) Bumpers and fascias are to be made from rigid materials
- i) Detachable decorative elements (trim, mesh, etc.) may be replaced with a flat surface following the form of the part.
- j) Vents for cabin cooling or cabin airflow are permitted provided they intend to serve no other purpose.
- k) Additional openings in the engine cover are permitted but must be covered by wire mesh. Louvers and trim surrounding these openings cannot extend more than 15mm above the hood surface.

3.1.2 Factory Floor Pan and Firewall

A factory floor pan and firewall must be retained. Modifications for alternate components is allowed.

3.1.3 Good Appearance

Bodywork must be without visible damage or perforation from corrosion which would detract from the good appearance of the vehicle.

3.1.4 Bumper Location

The general shape and location of bumpers may not be changed.

3.1.5 Tires Covered

The upper part of the wheel located above the wheel hub center must be covered by the bodywork when viewed in plan view.

3.1.6 Wings, Plates, and Additions to Bodywork

- a) Wings, their elements, and mountings must not extend beyond the body as viewed in plan view nor extend above the roof line more than 76 mm when viewed directly from the side. Wings, their elements, and mountings are not considered part of the plan view in any case and may not define it. Wing end plates must be a minimum section of 3mm.
- b) Devices or additions forward of the windshield must be below the line of the hood when viewed from the side. They cannot define the plan view and must fall within it.
- b) Any aerodynamic plates or element extending from major body surfaces must have a 10 mm minimum section width at outside edge.
- c) ARA technical inspectors reserve the right to refuse any bodywork or aerodynamic component based on safety concerns.
- d) Any moveable element adjustment is only allowed from outside the vehicle while the car is stationary.
- e) Only one rear wing is permitted with one main horizontal profile. The main horizontal profile is defined by air passing above and below the profile.
- f) OEM wings that do not meet these requirements may be submitted for consideration.

3.1.7 Paintwork

Paintwork must be finished and of neat appearance. Primer paint is not acceptable.

3.1.8 Side Mirrors

Side mirrors may be added, relocated and/or replaced with non-OEM parts. The reflective surface of each mirror must be at least 90 cm².

3.2 Identification of Vehicles and Crew

3.2.1 Vehicle Graphics Standards

All competing vehicles in stage events shall be identified in accordance with the ARA Visual Package, described on the ARA web site.

3.2.2 Door Reserved Space

An area 24 inches wide by 20 inches high, starting with the lead edge of the front doors and from the top of the door panel downwards shall be reserved for exclusive use for the installation of the ARA door panels and Event Sponsor decals. Door numbers shall meet Vehicle Graphics Standards.

3.2.3 Competitor Identification

The name of the driver and the co-driver must appear on the rear side windows of the car as shown in the Standards. Letters for the crew's names must be white, 2 inches in height in upper and lower-case Helvetica bold face. The national flag of each crew member must appear adjacent to the name.

3.2.4 Windscreen Banner

The top 4 inches of the front windshield and rear window is reserved for use by ARA and/or its sponsors. No other advertising is permitted anywhere on the front windshield. Competitors have the option of installing a solid black background at the top of the windshield and back window. The sponsor's decal is installed over this background.

3.2.5 Hood Reserved Space

An area 24 inches wide by 10 inches high at the front center of the hood is reserved for the exclusive use of the ARA Series Sponsors.

3.3 Lights

3.3.1 Compliance With State Requirements

Headlights must comply with the legal requirements of the state of registration.

3.3.2 Headlights

A headlight shall be considered as any lighting device throwing a beam toward the front of the vehicle (low-beam, high-beam, fog lamp). Auxiliary headlights may be installed. These lights may be fitted into the bumpers, radiator grillwork or the front part of the bodywork, provided that such openings as needed in this case are completely filled by the lights fitted. All auxiliary lights shall be mounted no higher than the top of the hood.

3.3.3 Manufacturer-fitted Fog Lights

It must not be possible to operate any manufacturer fitted fog lights fitted without the front marker lights and tail lights operating.

3.3.4 Reversing Lights

All reversing lights may only switch on by engaging reverse gear.

3.4 Tire studs

Studs or other hard material devices inserted into the tire are not permitted unless approved studs are allowed under local state law and as detailed in the event Supplementary Regulations.

3.5 Documentation

The following documentation shall be carried in the vehicle at all times:

- Vehicle registration
- Proof of third party liability insurance covering the entered vehicle

3.6 International Vehicles

3.6.1 Vehicle Class

International vehicles entered in ARA rallies shall be classified by ARA vehicle class regulations.

3.6.2 Vehicle Eligibility

The vehicle must be based on a model built by a recognized motor vehicle manufacturer. It is the intent of these rules that all vehicles be based on production

vehicles built for road use. Eligibility is restricted to street-licensed, closed-bodied vehicles. Non-production-based vehicles built from the ground up, are explicitly prohibited.

3.7 Restricted Driver Vehicle Requirements

3.7.1 Restrictors

Restricted drivers, as defined elsewhere, must use a Novice Restrictor on all forced induction competition vehicles over 1600cc, except Limited 2WD cars up to 2000cc which are not required to have a restrictor, and all normally aspirated competition vehicles over 2700cc. Novices will also be restricted when competing in under 1600cc forced induction or under 2700cc normally aspirated competition vehicles with exceptional performance potential, as judged by ARA. Some examples of under 1600cc forced induction or under 2700cc normally aspirated vehicles with exceptional performance potential:

- a) Group 4-style Ford Escort or similar (Millington, BDG, etc.)
- b) FIA Super 2000 cars
- c) F2 Category cars
- d) R5 Category cars

3.7.2 Forced Induction Restrictor

When required for a novice driver, the forced induction restrictor used will be as described below.

- a) The restrictor must be located and have a minimum width as otherwise stated in RTR 4.2.4.a (also applies to 2wd vehicle).
- b) The restrictor maximum inside diameter is to be 30mm.
- c) If a car is fitted with multiple induction systems, then the total combined area of all restrictors cannot exceed the area of a single 30mm restrictor.

3.7.3 Normally Aspirated Restrictor

When required, the normally aspirated restrictor used will be as described below:

- a) Flat plate intake restrictor mounted between the throttle body and intake manifold.
- b) Restrictor must be of steel or aluminum, 55mm round ID max, maintained for at least 1.5mm and not radiused to the flat edge.
- c) The opening must be round and centered with the throttle body. If an adapter is needed for throttle plate clearance, it must be the same diameter as the throttle bore and not create a radius into the restrictor.
- d) All engine combustion chamber air (and possibly fuel) must pass through the center hole of the plate.
- e) The restrictor plate shall be securely mounted on the bolts or studs used to mount the throttle body or carburetor.
- f) Carburetor restrictor plates may have multiple holes lined centered with venturis.
- g) If multiple holes are used, their area must be no greater than the sizes above.

3.8 Other Equipment

3.8.1 Driveline Release

The mechanical connection between the center differential, transfer case, and rear differential may release upon the application of the handbrake, using a hydraulic or electrical system initiated only by the operation of the handbrake lever, independent of the brake system hydraulics.

3.8.2 Steering Column

All steering columns must be one of the following:

- OEM
- Collapsible shaft type
- Utilize a minimum of two offset joints in the main steering shaft

3.8.3 External Accessories

External accessories, such as camera mounts or antennas, extending more than 300mm from the bodywork may not be used without approval. The accessories must be presented at scrutineering for review. Only the chief scrutineer, ARA Technical Director, or ARA Steward may approve its use.

Table A National – Class, Engine Type, Maximum Displacement, Restrictor, Minimum Weight

Class	Engine	Max. Disp. (cc)	Restrictor	Min. Weight (kg)
Open 4WD	Forced induction	2600	33mm @ 2.5 bar absolute	1315
	Nat. aspirated	3320	none	1315
	Nat. aspirated	6300	Subject to Technical Review of specific engine proposals	1315
Naturally Aspirated 4WD	Nat. aspirated	2500	none	1135
	Nat. aspirated	3320	none	1315
Limited 4WD	Forced induction	3000	33mm @ 2.5 bar absolute	1405
	Nat. aspirated	2800	none	1405
	Nat. aspirated	6300	none	1495
	Group Rally 3: Refer to applicable FIA Regulations			
Open 2WD	Forced induction	1800	none	885
	Forced induction	2600	none	995
	Forced induction	3500	none	1270
	Nat. aspirated	1800	none	none
	Nat. aspirated	4500	none	950
	Nat. aspirated	6900	Subject to Technical Review of specific engine proposals	1270
Limited 2WD	Forced induction	1600	none	1040
	<u>Forced induction</u>	<u>2000</u>	<u>none</u>	<u>1540</u>
	Nat. aspirated	2500	none	995
RC2	Refer to applicable FIA regulations			

Table A Regional – Class, Engine Type, Maximum Displacement, Restrictor, Minimum Weight

Class	Engine	Max. Disp.	Restrictor	Min. Weight (kg)
Open 4WD	Forced induction	2600	33mm @ 2.5 bar absolute	1315
	Nat. aspirated	3320	none	1315
	Nat. aspirated	6300	Subject to Technical Review of specific engine proposals	1315
Naturally Aspirated 4WD	Nat. aspirated	2500	none	1135
	Nat. aspirated	3320	none	1315
Limited 4WD	Forced induction	3000	33mm @ 2.5 bar absolute	1405
	Forced induction	3000	36mm @ 2.0 bar absolute	1405
	Nat. aspirated	2800	none	1405
	Nat. aspirated	6300	none	1495
	Group Rally 3: Refer to applicable FIA Regulations			
Open 2WD	Forced induction	1800	none	885
	Forced induction	2600	none	995
	Forced induction	3500	none	1270
	Nat. aspirated	1800	none	none
	Nat. aspirated	4500	none	950
	Nat. aspirated	6900	Subject to Technical Review of specific engine proposals	1270
Limited 2WD	Forced induction	1600	none	1040
	<u>Forced induction</u>	<u>2000</u>	<u>none</u>	<u>1540</u>
	Nat. aspirated	2500	none	995
RC2	Refer to applicable FIA regulations			

4. VEHICLE CLASSES

4.1 All Open Classes (Open 4WD, Naturally Aspirated 4WD, Open 2WD)

4.1.1 Class Displacement and Weight Rules

All class displacement and weight rules per Table A. The use of securely fixed ballast to complete the weight of the car is permitted. Rotary engines are subject to a displacement multiplier of 1.8.

4.1.2 Exterior Bodywork

- a) All bodywork changes from OEM must be submitted via email to the ARA Technical Director for approval before the close of entry for the event in which it will be used for competition. The submission must include details of the changes; such as measurements, pictures, and/or designs. The changes must be approved by the ARA before being used in competition. This process need only be completed once a Championship season, unless additional changes to the bodywork are made.
- b) Roof, A & B pillars must be metallic and retain factory profile. C pillars must retain factory profile. OEM roof panels made of non-metallic material, such as carbon fiber, may be submitted to the ARA Technical Director for consideration. The panels will only be considered if originally offered on the year, make, and model by the OEM.
- c) Front Fascia/Bumper
 - The basic shape of the front fascia must be the same in appearance to OEM, other than the permitted variances. No elements (such as dive planes) may be added or enlarged/reduced.
 - The lateral part of the front fascia may be widened only in order to align with the widening of the front fenders.
 - Front grilles may be removed and/or replaced with wire mesh.
 - The lowest 100mm of the front bumper may not protrude beyond the portions immediately above when viewed in a vertical projection. The lowest 100mm of the front bumper may be detachable but must be designed as a flat strip.
 - The radiator opening of the front bumper and fascia may be enlarged or reduced. Additional openings in the front bumper or fascia may be added for the sole purpose of providing cooling air flow to the front brakes or auxiliary heat exchangers located in the front engine compartment. Openings may be covered with a wire mesh.
- d) Rear Bumper
 - The basic shape of the rear bumper must be the same appearance to OEM, other than the permitted variances. No additional elements may be added on or below the bumper. Additionally, elements may not be enlarged/reduced.
 - The lateral part of the rear bumper may be widened only in order to align with the widening of the rear fenders.
 - A modification of the original cut-out for the exhaust, or to create a cut-out specifically for the exhaust, is authorized. No additional openings or vents are permitted.

e) Front Fender

- The basic shape of the fender must be the same in appearance to OEM, other than permitted variances.
- The fender may be widened in the vicinity of the wheel opening to meet the RTR 3.1.6 requirements. This may be obtained by means of an extension or a new part may be created. Changes must be for the sole purpose of covering the wheel.
- No additional air intakes or outlets are permitted.
- The addition of aerodynamic elements is not permitted.

f) Rear Fender

- The basic shape of the fender must be the same in appearance to OEM, other than permitted variances.
- The fender may be widened in the vicinity of the wheel opening to meet the RTR 3.1.6 requirements. This may be obtained by means of an extension or a new part may be created. Changes must be for the sole purpose of covering the wheel.
- No additional air intakes or outlets are permitted.
- The addition of aerodynamic elements is not permitted.

g) Rear Doors

- Localized modification of the rear doors is authorized only to allow the passage of the rear wheel or the additional of an extended wheel arch flare to work in conjunction with modifications to the rear fender.

h) Engine Cover

- OEM hood scoops may be enlarged, reduced, or removed. In regards to enlarging or reducing, the hood scoop design must be the same as OEM with only changing the size of the hood scoop.
- Cowl induction style hoods may be permitted but must be submitted to the ARA for approval a minimum of 45 days before the start of event.

i) Underbody Protection

- Underbody protection may be added provided it intends to serve no other purpose.

4.1.3 Wheelbase, Overhand, and Widths

a) Wheelbase may not be modified more than 75mm +/- from factory specification.

b) Total vehicle length not to exceed OEM length plus 3%

c) Front overhang not to exceed OEM plus 7%

- Measured from centerline of front wheels forward

d) Rear overhang not to exceed OEM plus 7%

- Measured from centerline of rear wheels rearward

e) Total width not to exceed OEM width plus 10%

- Measured at any point excluding mirrors.
- Total width not to exceed 2000 mm in any case excluding ~~including~~ mirrors

4.1.4 Engine Location

Engine may be moved but the OEM engine location (in front or behind) in relation to driver must remain.

4.1.5 Fuel

Fuel must be Gasoline, Ethanol, or Diesel based.

4.1.6 Alternate Fuels

Alternative energy sources (e.g., propane, battery electrical greater than 25V) must be pre-approved by ARA Technical Director a minimum 45 days before its event. There is no assurance given that a request for a technical exception can be fully resolved within less than 45 days.

4.1.7 Electronically Controlled or Actuated Components

Unless noted herein as an exception the suspension, braking, gear change, clutch front and rear differential components may not be electronically controlled or actuated.

Production-based active center differentials may be used. The method of control over such a center differential is free. Non-production-based active center differentials or transfer cases are not permitted.

OEM electronic controls of OEM transmissions, clutches, and differentials may be allowed with prior approval from the ARA Technical Director.

A simple engine cut is permitted during a mechanically activated gear change.

Electronic actuation of reverse gear lockout is permitted.

Electronic control of driveline release, as per RTR 3.8.1, is permitted.

4.1.8 Damper Bushings

Suspension dampers must be guided by solid bushings, roller bearings for liner guidance are not allowed.

4.1.9 Turbocharger and Exhaust Gasses

Turbocharger must be a single turbo with a single stage of compression and expansion. It must not have variable pitch or geometry.

The turbocharger assembly must be available from a recognized turbocharger manufacturer via retail sales.

Turbocharger must ~~only~~ be driven by exhaust gasses only. No secondary injection of air, fuel, or otherwise except as allowed by the fresh air valve. Exhaust gasses are defined as a gas mixture exiting the combustion chambers of the engine.

A fresh air valve between the intake and exhaust systems is allowed provided the following conditions are maintained:

- a) All incoming air must pass through the intake restrictor(s)

- b) The total volume between the restrictor(s) and the butterfly (or butterflies) must not exceed 20 liters.
- c) Components required to actuate the fresh air valve may be added provided they serve no other purpose.

If the OEM turbocharger or configuration is in conflict with these requirements, competitors must request approval to use the OEM turbocharger(s) a minimum of 45 days prior to the event. There is no assurance given that a request will be approved.

4.1.10 Door Structure

Driver and co-driver doors must be structurally unaltered with the following exceptions.

If the original structure has been removed or altered, either:

- a) A door panel that is compliant with FIA drawing 255-14 must be installed
- or
- b) the safety cage must include a sill bar plus 2 continuous door bars containing four vertical studs. Homologated roll cages may not be modified.

All sharp edges must be protected by a door panel, edge guard, or similar.

4.1.11 Exceptions

Any requests for exceptions to published rules must be submitted to the ARA Technical Director no less than 45 days before event. There is no assurance given that a request for a technical exception can be fully resolved within less than 45 days.

4.2 Open 4WD Class

4.2.1 Non-compliant Vehicles

Vehicles which do not comply with current Open 4WD class rules including FIA vehicles may be allowed to compete -- competitors must request approval a minimum of 45 days prior to event.

4.2.2 Matching Engine, Transmission and Chassis

Engine, transmission and chassis manufacturer need not match.

4.2.3 Restrictors

Engines of displacement 3.3 - 6.3 liter must have a airflow restrictor no more than 50 mm from throttle body inlet as measured along centerline of airflow path. All air entering the engine must pass through the restrictor. Restrictor sizing will be established for specific engine proposals such that targeted engine output levels will not be exceeded. Proposals to be submitted per RTR 4.2.1 above. For normally aspirated engines, the throttle bore size may be specified in lieu of a restrictor.

4.2.4 Turbocharger/Supercharger Restrictions

- a) Forced induction engines must have an air inlet orifice as specified in Table A or smaller either through manufacture or by the use of a restrictor. This restrictor must have a minimum width (parallel to the air flow path) of 3 mm and must be located

within 50 mm of the compressor wheel. All air entering the engine must pass through the restrictor.

- b) Must provide 1/8" female pipe fitting in the intake manifold plenum for ARA use. The Table A indicated manifold pressure limit is absolute pressure.
- c) Competitors must have in place a mechanism to allow the induction system to be sealed by the use of wire and ARA seals.
 - i) With the wire and seal in place, it must be impossible to access the restrictor without removing the wire and seal.
 - ii) The wire and seal cannot be installed without a detailed inspection of the restrictor.
 - iii) Competitors must be prepared to dismantle the induction system to allow for verification of compliance with the rule above.
- d) The storage of boost (i.e., an accumulator) is not permitted.

4.2.5 Fuel Sample Acquisition

All entrants in Open 4WD at ARA National Championship events shall be equipped with an easily accessible sampling valve/port located between the fuel tank and the carburetor(s) or fuel injection. To avoid spillage, the sampling valve/port shall not consist of removing a fuel line from any fuel system component unless a dry break fitting has been installed. In all cases entrants shall provide the labor and appropriate tools necessary to safely obtain the sample. A crew member must be present with a fire extinguisher whenever samples are being acquired.

4.3 Naturally Aspirated 4WD Class

4.3.1 Engine and Transmission

Engine must be normally aspirated. Engine block and chassis manufacturer must match. Transmission manufacturer is free. Sequential shift allowed.

4.3.2 Other Applicable Rules

Must conform to all 4WD Open Class rules except those pertaining to forced induction.

4.4 Limited 4WD Class

4.4.1 Drive Configuration

Vehicle must have been manufactured as 4WD.

4.4.2 Bodywork

Bodywork must be OEM with regard to shape and appearance. Alternative materials may be used for removeable bodywork, but must weigh within 10% of the original factory parts. Underbody protection may be added provided it intends to serve no other purpose.

4.4.3 Hoods

Hoods may be alternate materials.

4.4.4 Seam Welding and Strengthening

Seam welding and strengthening of suspension points are allowed.

4.4.5 Unibody

Unibody chassis must remain intact as manufactured without weight reductions. Mounting tabs and unnecessary brackets may be removed, but the major unibody structure must remain.

4.4.6 Tunnel

Tunnels may be modified to accommodate improved exhaust clearance or other required components.

4.4.7 Rear Subframe

Rear subframe must remain OEM. Only one suspension connection point per side may be moved.

4.4.8 Strut/Shock Towers

Strut/Shock towers may be raised upward no more than 3.5" in the axis of travel only. OEM tower walls must remain.

4.4.9 Front Doors

Front door structure cannot be modified, although interior door cards are free.

4.4.10 Wheel Tubs

No modifications of the wheel tubs. Rolling the wheel arches is allowed, no flaring.

4.4.11 Front and Rear Subframes

Front and rear subframes must be OEM. Strengthening is allowed by welding only. Material may only be added, none removed, must retain OEM profile.

4.4.12 Suspension Dampers

Suspension dampers are free except they must be guided by solid bushings (roller bearings for linear guidance are not allowed) and must use OEM (or raised per 4.4.8) mounting locations with front and rear hubs remaining OEM.

4.4.13 Hubs

Hubs may be otherwise altered to accommodate permitted modifications.

4.4.14 Control Arms

Control arms must maintain OEM mounting dimensions and geometry. Replacement arms must not add additional track width to the vehicle.

4.4.15 Engine and Manufacturer

Engine must have been normally available in the same model range from manufacturer.

4.4.16 Cylinder Head

Cylinder heads must be OEM and match the engine. Porting of cylinder heads or rotor housings is not allowed.

4.4.17 Valve Train Components

Valves and valve spring retainers must be OEM with respect to materials and dimensions. Camshafts and valve springs are free.

4.4.18 Crankshaft

Standard crank must remain OEM.

4.4.19 Turbocharger/Supercharger Restrictions

- a) Turbocharger including wheels, shafts and bearings must remain OEM or appear on the list of approved alternate turbochargers. Compressor housings may be modified the minimum amount necessary to accept a mandatory restrictor. Housings may be rotated.
- b) Turbochargers must be driven by exhaust gasses only. No secondary injection of air, fuel, or otherwise to maintain turbocharger speed. Exhaust gasses are defined as a gas mixture exiting the combustion chambers of the engine. A connection between the intake and the exhaust manifold is not allowed. The storage of boost (i.e., an accumulator) is not permitted.
- c) Forced induction engines must have an air inlet restrictor no greater than listed in Table A. This restrictor must have a minimum width (parallel to the air flow path) of 3 mm and must be located within 50 mm of the compressor wheel. All air entering the engine must pass through the restrictor. If a car is fitted with multiple induction systems, then the total combined area of all restrictors cannot exceed the area of the restrictor listed in Table A.
- d) Must provide 1/8-inch female pipe fitting in the intake manifold plenum for ARA use. The Table A indicated manifold pressure limit is absolute pressure.
- e) Competitors must have in place a mechanism to allow the induction system to be sealed by the use of wire and ARA seals. With the wire and seal in place, it must be impossible to access the restrictor without removing the wire and seal.
- f) The wire and seal cannot be installed without a detailed inspection of the restrictor.
- g) Competitors must be prepared to dismantle the induction system to allow for verification of compliance with the rule above.

4.4.20 Intercooler

The intercooler may be replaced and relocated within the original bodywork.

4.4.21 Throttle Body and Manifold

Throttle body, and manifolds are free.

4.4.22 Exhaust System

Exhaust system free. Must include catalyst and tail pipe must exit at the rear of the vehicle.

4.4.23 Engine Cooling System

Engine cooling systems are free but must remain in the OEM mounting location.

4.4.24 Flywheel and Clutch

Flywheel and clutch are free.

4.4.25 Transmissions/Transaxles

Transmissions and Transaxles do not need to match year and model.

4.4.26 Sequential Shift

Manual sequential shift allowed ~~but is subject to a 45 kg weight penalty~~. No electronic activation is permitted unless it is using an OEM system.

4.4.27 Limited Slip Differential

An aftermarket LSD type locking diff is allowed.

4.4.28 Rear Drive System

The rear drive system must maintain the original design concept (i.e., live axle vs. IRS) and body mount locations but is otherwise free, including differential, ratio and housing.

4.4.29 Electronics

Electronics are free.

4.4.30 Minimum Weight

Vehicles must meet minimum weight per Table A. The use of securely fixed ballast to complete the weight of the car is permitted.

4.4.31 Other Technical Rules

Vehicles must conform to all other applicable ARA Technical Rules.

4.4.32 Exceptions

Exceptions to these rules, especially to vehicles built prior to the 2018 season must be requested to the ARA Technical Director no less than 45 days before the event. There is no assurance given that a request for a technical exception can be fully resolved within less than 45 days.

4.4.33 Water Injection

Water injection is prohibited.

4.4.34 Dry Sump

Dry sump oil systems may only be used if it is OE for the car.

4.4.35 Rally3 Vehicles Exception

Vehicles conforming to the most current FIA regulations (Appendix J, Article 260) for Group Rally3 are eligible to compete in the L4WD class.

- a) All entrants in a Group Rally3 must present any and all homologation documents pertaining to their vehicle upon demand at any time. This can be in electronic or hard copy format.

4.5 Open 2WD Class

4.5.1 Drive Configuration

Car must be 2WD.

4.6 Limited 2WD Class

4.6.1 Drive Configuration

Vehicle must have been manufactured as 2WD.

4.6.2 OEM Bodywork

Bodywork must be OEM with regard to shape and appearance. Alternative materials may be used for removeable bodywork, but must weigh within 10% of the original factory parts. Underbody protection may be added provided it intends to serve no other purpose.

4.6.3 Seam Welding and Strengthening

Seam welding and strengthening of suspension points are allowed.

4.6.4 Unibody

Unibody chassis must remain intact as manufactured without weight reductions. Mounting tabs and unnecessary brackets may be removed, but the major unibody structure must remain.

4.6.5 Chassis Modifications

Tunnels may be modified to accommodate improved exhaust clearance or other required components.

- a) Rear subframe must remain OEM. One suspension connection point only may be moved.
- b) Strut/Shock towers may be raised upward no more than 3.5" in the axis of travel only. OEM tower walls must remain.
- c) Front door structure cannot be modified, although interior door cards are free.
- d) No modifications of the wheel tubs. Rolling the wheel arches is allowed, no flaring.

4.6.6 Cross-members

Front and rear cross-members must be OEM. Strengthening is allowed by welding only. Material may only be added, none removed, must retain OEM profile.

4.6.7 Suspension Dampers

Suspension dampers are free except they must be guided by solid bushings (roller bearings for linear guidance are not allowed) and must use OEM (or raised per 4.6.5.b above) mounting locations with front and rear hubs remaining OEM.

4.6.8 Hubs

Hubs may be otherwise altered to accommodate permitted modifications.

4.6.9 Control Arms

Control arms must maintain OEM mounting dimensions and geometry. Replacement arms must not add total track width to the vehicle.

4.6.10 Engine Limitations

- a) Engine must have been normally available in the same model range from manufacturer.
- b) Cylinder heads must be OEM and match the engine. Porting of cylinder heads is not allowed.

4.6.11 Engine Components

- a) Valves and valve spring retainers must be OEM with respect to materials and dimensions. Camshafts and valve springs are free.
- b) Standard crankshaft must remain OEM.
- c) Rotary engines are restricted to twin rotors and subject to a displacement multiplier of 1.8. Peripheral porting is not permitted. Street porting is permitted with approval from the ARA Technical Director. Such requests must be made no less than 45 days prior to event.
- d) Dry sump oil systems may only be used if it is OE for the car.
- e) Turbocharged engines must use OEM turbo and waste gate hardware. Turbo engines must have been factory equipped with turbocharger.
- f) Turbochargers must be driven by exhaust gasses only. No secondary injection of air, fuel, or otherwise to maintain turbocharger speed. Exhaust gasses are defined as a gas mixture exiting the combustion chambers of the engine. A connection between the intake and the exhaust manifold is not allowed. The storage of boost (i.e., an accumulator) is not permitted.
- g) The intercooler may be replaced but must utilize the original mounts in their original locations.
- h) Throttle body, and manifolds are free.
- i) Forced induction engine injectors must be OEM for the engine.
- j) Exhaust system free. Must include catalyst and tail pipe must exit at the rear of the vehicle.
- k) Engine cooling systems are free but must remain in the OEM mounting location.
- l) Flywheel and clutch are free.
- m) Transmissions and Transaxles do not need to match year and model.
- n) No sequential shift allowed.
- o) An aftermarket LSD type locking diff is allowed.

4.6.12 Rear Wheel Drive System

The rear drive system must maintain the original design concept (i.e., live axle vs. IRS) and body mount locations but is otherwise free, including differential, ratio and housing.

4.6.13 Electronics

Electronics are free.

4.6.14 Minimum Weight

Vehicles must meet minimum weight per Table A. The use of securely fixed ballast to complete the weight of the car is permitted.

4.6.15 Other Technical Rules

Vehicles must conform to all other applicable ARA Technical Rules.

4.6.16 Exceptions

Exceptions to these rules, especially to vehicles built prior to the 2018 season must be submitted to the ARA Technical Director no less than 45 days before the event. There is no assurance given that a request for a technical exception can be fully resolved within less than 45 days.

4.7 RC2 Class

4.7.1 Summary

Vehicle conforming to FIA rules for the following vehicle categories are eligible to compete in the RC2 class:

- Group Rally2 (VRa2) and Group R5 (VR5)
Vehicles conforming to the most current Appendix J, Art. 261
- Group R4 (VR4)
Group R4 cars conforming to Appendix J 2018, Art. 260
Cars fitted with R4 Kit conforming to the most current Appendix J, Art. 260E
- Group NR4 over 2000cc (current N4)
Group N cars conforming to Appendix J 2019, Art. 254
- S2000-Rally: 1.6T engine with a 28mm restrictor
 - Super 2000-Rally cars (conforming to Appendix J 2013, Art. 255A) fitted with a restrictor complying with Art. 255A-5.1.1-b except for the following points:
 - a) The maximum internal diameter of the restrictor is 28mm,
 - b) The external diameter of the restrictor at its narrowest point must be less than 34mm. The diameter must be maintained over a distance of 5mm to each side of the narrowest point.
 - The diameter of the turbo compressor restrictor may be revised by the FIA at any time without notice.

- S2000-Rally: 2.0 atmospheric
Super 2000 cars (conforming to Appendix J 2013, Art. 254A)
- Regionally homologated vehicles with Rally2 or Group R5 equivalency may compete with special permission from the ARA Technical Director. Requests must be made via email.
 - Examples include Argentinian Maxi Cars or AP4 vehicles

4.7.2 Homologation Paperwork

All entrants in RC2 Class must be prepared to present any and all homologation documents pertaining to their vehicle upon demand at any time. This can be in electronic or hard copy format.

4.7.3 Fuel Sample Acquisition

All entrants in RC2 class shall be equipped with an easily accessible sampling valve/port located between the fuel tank and the carburetor(s) or fuel injection. To avoid spillage, the sampling valve/port shall not consist of removing a fuel line from any fuel system component unless a dry break fitting has been installed. In all cases entrants shall provide the labor and appropriate tools necessary to safely obtain the sample. A crew member must be present with a fire extinguisher whenever samples are being acquired.

4.7.4 Pop-off Valves

FIA pop-off valves are to be sealed during the event scrutineering. If the sealing must be removed during the event, it must be under the supervision of the chief scrutineer or the ARA technical director. The pop-off valve shall be re-sealed at the discretion of the ARA Technical Director.

5. VEHICLE LOG BOOKS

5.1 Issuing Log Books

5.1.1 Log Books Issued

A standard ARA Vehicle Log Book shall be issued as requested for any new vehicle builds. Log books remain with the vehicle, including changes of ownership.

5.1.2 One Log Book Per Vehicle

Only one log book is issued to each vehicle (other than by way of extension or replacement) and the possession of two log books for one vehicle at one time shall be deemed a breach of the GCRs.

5.1.3 Log Book Issuer

The log book is issued by an ARA authorized Technical Inspector.

5.1.4 Vehicle Description and Ownership History

A complete description of the vehicle is to be entered in the places provided. All changes of ownership of the vehicle must be recorded as provided.

5.2 Log Book Administration

5.2.1 Surrender At Scrutineering

At each event, the log book must be surrendered to the Chief Scrutineer at Scrutineering with the signature of the driver/entrant for that event in the space provided.

5.2.2 Scrutineer Responsibilities

During Scrutineering, any deviations should be noted by the Chief Scrutineer. Any All log book may be retained by the Chief Scrutineer.

5.2.3 Protests

If a car is protested during an event, the results of this protest may be noted in the log book by the Steward(s).

5.2.4 Damage To Be Noted in Log Book

If, during an event, the vehicle is involved in an accident or is damaged due to mechanical failure, the damage may be noted in the Vehicle Log Book by the Chief Scrutineer.

5.2.5 Collect Log Book At End Of Event

It is the responsibility of the entrant to collect the log book at the end of the event. The Chief Scrutineer will release all log books once the steward "opens" the "end of event" Parc Fermé.

5.2.6 Log Books Issued By Other Sanction Bodies

SCCA/RA/NASA/CARS and other recognized ASNs Vehicle Log Books will be accepted at all ARA rallies. All competition vehicles must still pass ARA Scrutineering.

5.2.7 Failure To Present Log Book

Failure to present the Vehicle Log Book at Scrutineering will result in a ~~\$50.00~~ \$25.00 fine which must be paid in full before the offending entrant will be allowed to start the event.

5.2.8 Replacement of Log Book

A Log Book will be replaced after payment of \$50.00. It will be marked "REPLACEMENT" on the cover by an ARA chief scrutineer. If the original is subsequently located, it will be marked "VOID" on the cover by an ARA chief scrutineer.