

REGULATION CHANGES FOR CONSULTATION

Committee:	Cross Country Committee
Date of Meeting:	27 May 2026
Closing date for consultation:	4 September 2026
Email for comments:	clubsport@motorsportuk.org

Proposed Regulation

Chapter 20 – Cross Country

Appendix 5 – Organisers Regulations – Timed Events

CHAPTER 20 CROSS COUNTRY EVENTS

10. Duties and Responsibilities of the Clerk of the Course

...

10.15. If **Should** the normal running of a Special Stage is **be** stopped ~~for any reasons~~ after the passage of one or more Competitors **for any reasons whatsoever** and it proves impossible to allow other Competitors to cover the Stage competitively the Clerk of the Course ~~can~~ **may** give **to** each Crew ~~that~~ **which** has not **been able to** covered the Stage **in the normal manner** a notional time corresponding to the slowest time set up **to the moment of** ~~before the~~ interruption.

- a. Where a Competitor is unable to complete a Special Stage competitively due to a significant delay outside of their control, and there is satisfactory evidence to demonstrate the significant delay, the Clerk of the Course may give the crew a notional time relative to their performance during the event.
- b. Where there is evidence of the actual time lost as a result of the delay, the Clerk of the Course may give the crew an adjusted time. Where evidence of the time lost is not available, the Clerk of the Course may give the crew a notional time corresponding to the slowest time set prior to the crew completing the stage
- c. For the purposes of this Regulation, a "significant delay outside of their control" means a delay caused by external factors not attributable to the crew or their vehicle, such as an obstruction, a road closure, or a road traffic accident of another vehicle. It does not include delay caused by mechanical failure or an incident involving the crew's own vehicle.

- ~~10.16. If the slowest time represents a complete anomaly the next slowest time should be retained (and so on until the 5th slowest time).~~
- ~~10.17. However no Crew which is totally or partially responsible for stopping a Stage can benefit from this measure.~~
- ~~10.18. If they finish the Stage they will be given the time which they actually set even if this is greater than the time awarded to other Crews by application of App.7 Art.2.7.~~
- ~~10.19.~~ **10.16.** In any Event seeding Competitors in reverse order of anticipated performance the Clerk of the Course can give to Competitors a notional time corresponding to the fastest time set at the moment of any interruption or apply the next fastest time (up to the 5th fastest time) if the fastest time represents a complete anomaly.
- ~~10.20.~~ **10.17.** The Clerk of the Course has the right to:
- a. Impose a Penalty of Disqualification pursuant to a Judicial Hearing in accordance with Ch.2 on any Competitor who causes or is part of a serious blockage on a Special Stage whether intentionally or otherwise if their actions prevent any other Competitor from completing the Stage competitively.
 - b. Impose further penalties under Ch.2 as appropriate.
 - c. Appoint Officials to search Competitors and their Vehicle for unauthorised Pace Notes. There should be two such Officials one male to check male Competitors and one female to check female Competitors.

Date of Implementation: Immediate

Reason: to provide flexibility for the Clerk of the Course to identify the fairest time in the event of an interruption. The wording reflects that introduced in Rally in 2026 (Ch.13 App.2 Art. 4.34). The current articles in the NCR for cross country have made it challenging to provide fair times at both hill rallies run in 2026 to date.

REGULATION CHANGES FOR CONSULTATION

Committee:	Cross Country Committee
Date of Meeting:	27 May 2026
Closing date for consultation:	4 September 2026
Email for comments:	clubsport@motorsportuk.org

Proposed Regulation

Chapter 1 – General Governance and Establishment

Appendix 1 – Definitions and Nomenclature

Cross Country Junior Trials Vehicle. ~~A two-wheel drive **Vehicle** adapted from a front-engined lawn or garden tractor with the cutter deck and associated ancillaries removed, and fitted with a four stroke petrol or diesel vertical crankshaft engine of the Industrial and **Commercial** restricted type.~~ **An ASN approved off road **Vehicle** or adapted lawn or garden tractor designed for Junior competitors to experience entry level Cross Country events in accordance with Ch.20 App.13.**

Chapter 5 Part A – Officials

Appendix 5 – Clerks of the Course

22. General

...

- 22.2. The Clerk of the Course for a Clubman Junior Competitive Safari must hold a valid Clerk of the Course Registration issued by the ASN. For an Interclub and higher status Junior Competitive Safari the Clerk of the Course must hold a valid Clerk of the Course Licence valid for that grade of Event.

Chapter 6 – Licensing

Annexe A – Licence Eligibility

DISCIPLINE	DRIVER	NAVIGATOR	FRONT PASSENGER	REAR PASSENGER	REMARKS
CROSS COUNTRY					
Junior Competitive Safari	14	18 + RTA			

Chapter 20 – Cross Country

Appendix 1 – Organisers Regulations – All Events

1. General

...

1.13. The Clerk of the Course for either a Competitive Safari or a Hill Rally of National status or above must hold a valid ASN Clerk of the Course Licence. For details of retention and upgrading see Ch.5 Part A App.5 Art.22.

1.14. The Clerk of the Course for a Clubman Junior Competitive Safari must hold a valid Clerk of the Course Registration issued by the ASN. For an Interclub and higher status Junior Competitive Safari the Clerk of the Course must hold a valid Clerk of the Course Licence valid for that grade of Event.

Chapter 20 – Cross Country

Appendix 5 – Organisers Regulations – Timed Events

2. Competitive Safaris

...

2.3. Junior Competitive Safaris must be organised in accordance with App.1 and Art.2-8 of this Appendix and the following (which take precedence over Art.2-8)

2.4. Articles for Junior Competitive Safari must be read in conjunction with the ASN Junior Competitive Safari Safety Requirements as published on the ASN website www.motorsportuk.org of which all provisions are mandatory in the Organisation of Junior Competitive Safaris.

2.5. Authorisation to run a Junior Competitive Safari must be obtained in writing from the ASN and will only be considered when the following information has been submitted:

- a. The location of the venue
- b. A detailed diagram of the Course
- c. The length of the Course
- d. Type of surface of the Course
- e. The number of times Competitors are attempting the Course
- f. An Event Schedule, including the timing of the runs.

2.5 Course requirements:

- a. The maximum length of the Course will be 2 miles and must be a single lap with no junctions where the route divides or merges.
- b. The average speed must not exceed 30mph
- c. Special consideration must be given to the terrain chosen particularly regarding side slopes and drops. Water should generally be avoided but where present the maximum depth of any water must be 0.2m.
- d. The maximum number of competitive runs permissible is 8
- e. Where a Junior Competitive Safari is held concurrently with another Events at the same Venue the area for the Junior Competitive Safari must be adequately separated and clearly defined.

2.6. There must be briefings for **Drivers, Navigators** and **Officials** provided in advance of the competition.

2.8. Motorised reconnaissance of the **Course** must take place with two laps run to the requirements of a **Promotional Event** in a controlled convoy with lead and tail official **Course Vehicles**. The first lap will be driven by the **Navigator**, and the second lap by the **Junior Driver**.

2.9. Senior Officials. The **Clerk of the Course** must be registered or licensed as in **App.1 Art.1.13**

2.10. Events must appoint a Safeguarding Officer approved by the ASN who shall attend the Event.

2.11 Live Recovery Live Recovery may not be undertaken in **Junior Competitive Safari**

2.12 An ASN Observer and/or Steward may be appointed at Junior Competition Safari Events

Chapter 20 – Cross Country

Appendix 9 – Organisers Regulations – Timed Events

15. Junior Competitive Safari

15.1. These regulations are additional to and take precedence over App.6 and App.7 Arts.1-7, App.8 Arts.1-4 and Arts.2-3 of this Appendix.

- 15.2. Each Vehicle must carry one Driver and one Navigator, who must be seated in accordance with the provisions of App.8 Art.1.5. No other passengers may be carried.
- 15.3. **Drivers** must be of a minimum age of 14 and may compete in **Junior Competitive Safari** until the end of the year when they are issued a valid full **RTA Licence**.
- 15.4. Except with the consent of the **ASN Chief Medical Officer Drivers** must be of a minimum height of 1.35m
- 15.5. **Navigators** must be experienced having completed at least 3 **Competitive Safari** or **Hill Rally Events**, hold a valid full **RTA Licence** for **Vehicles** with more than three wheels, and must be at least 18 years of age
- 15.6. **Drivers** must have evidence of completing at least 3 **Cross Country Trial Events** permitted by the **ASN**.

Chapter 20 – Cross Country

Appendix 10 – Technical Regulations

12. All Vehicle Types

...

- 12.17. Vehicles in Junior Competitive Safari must be equipped with an internal switch that is capable of isolating all electrical circuits and completely stopping the engine. The operating switch must be positioned so that it can be operated by the Driver and the Navigator when normally seated with seat belts fastened.

Chapter 20 – Cross Country

Appendix 13 – Technical Regulations for Junior Trials Vehicles

- 1. All Junior Trials Vehicles must either:
 - 1.1. Comply with Arts.2-11; or
 - 1.2. Be a standard production vehicle of a type approved by the ASN, with no modifications permitted
- 2. Only the following categories of Vehicle are allowed to compete in Junior Trials:
 - 2.1. Standard ASN approved off road **Vehicle** listed below:
 - a. Hammerhead 208R SE. Other than additional safety padding to the roll over protection, vehicles to remain standard to showroom specification.
 - 2.2. Two-wheel drive Vehicle adapted from a front-engined lawn or garden tractor with the cutter deck and associated ancillaries removed, and fitted

with a four stroke petrol or diesel vertical crankshaft engine of the Industrial and Commercial restricted type.

~~1.3.~~ Chassis and Body

~~1.1.~~ **3.1** The **Chassis** and bodywork in **Junior Trials Vehicles** must be standard except where modified to comply with these **Regulations** and must be that from a proprietary machine.

~~1.2.~~ **3.2. Ch.7 App.7 Art.1.4** does not apply in respect of the seat cushion being 15.25cm below the adjacent body.

~~1.3.~~ **3.3. App.10 Art.1.1** does not apply.

~~2.4.~~ Engine

~~2.1.~~ **4.1. Vehicles** must be fitted with a four-stroke petrol or diesel vertical crankshaft engine of the industrial and commercial restricted type and designed for use on a **Ride on Mower** or **Lawn / Garden Tractor**.

~~2.2.~~ **4.2.** The engine must be fitted in its original location and retain its governor or restrictor which may not be modified or removed.

~~2.3.~~ **4.3.** The engine must be fitted with an air filter the type and location of which is free.

~~2.4.~~ **4.4.** The engine must be fitted with an effective silencer such that the **Vehicle** complies with the **Noise** limits provided by **Ch.7 App.8**.

~~2.5.~~ **4.5.** The silencer and exhaust manifold are free as to type and location but must be fitted with shields when located outside of the bodywork or **Chassis**.

~~3.5.~~ Transmission

~~3.1.~~ **5.1.** A manual constant mesh transmission must be fitted of the type originally fitted to the **Vehicle**.

~~3.2.~~ **5.2.** Transmissions of an alternative make or model may be fitted.

~~3.3.~~ **5.3.** The **Driver** must be protected from all drive belts / chains.

~~3.4.~~ **5.4. Vehicles** must not be fitted with a locked locking or torque-biasing differential.

~~4.6.~~ Wheels and Tyres

~~4.1.~~ **6.1. Wheels** and tyres are free.

~~5.7.~~ Brakes

~~5.1.~~ **7.1. Vehicles** must have brake systems operating on both rear wheels simultaneously by a single foot pedal which may activate the brakes either mechanically or hydraulically.

~~5.2.~~ **7.2.** The brakes must be capable of locking the **Wheels** when applied at maximum speed.

~~5.3.~~ **7.3.** A mechanical handbrake must be fitted which operates directly on both rear wheels and can hold the **Vehicle** on a 45° longitudinal gradient.

~~6.~~ 8. Steering

~~6.1.~~ **8.1.** The steering system must retain its original location and operation and must be un-assisted.

~~6.2.~~ **8.2.** Steering system components are free and may be strengthened.

~~6.3.~~ **8.3.** A steering damper may be fitted.

~~7.~~ 9. Front Axle

~~7.1.~~ **9.1.** The location and mounting of the front axle must be standard to the **Vehicle** and no alteration may be made to the **Chassis** or bodywork to increase articulation.

~~7.2.~~ **9.2.** The front axle may be modified or replaced.

~~7.3.~~ **9.3.** Movement of the front axle may be controlled by the addition of springs and / or dampers or friction materials between the axle and the **Chassis**.

~~8.~~ 10. Safety

~~8.1.~~ **10.1** A roll-cage (see **Ch.7 App.13 Diagram 61**) must be fitted comprising a front and rear hoop which extend the full width of the bodywork and which maintain the minimum clearance above the **Competitor's** helmet when properly seated (**Ch.7 App.13 Diagram 47**)

~~8.2.~~ **10.2.** Sidebars must be fitted which prevent the **Driver's** feet from involuntarily leaving the confines of the **Vehicle**.

~~8.3.~~ **10.3.** A rear brace must be fitted to the rear hoop to guide and locate the shoulder straps of the seat belt.

~~8.4.~~ **10.4.** The roll-cage comprising the front and rear hoops lateral bars side bars and rear brace must comply with **Ch.7 App.3 Art.20** or be to BS1387 medium weight blue band (ie a minimum 42.30x3.2mm external diameter and wall thickness).

~~8.5.~~ **10.5.** The roll-cage must be:

a. Bolted to the chassis with 3mm thick spreader plates and a minimum of two 10mm high tensile bolts at 25mm between centres per mounting (**Ch.7 App.13 Diagram 22**) or

b. Bolted to outriggers of 3mm wall thickness bolted / welded to the chassis using 3mm thick saddles and two 10mm high tensile bolts at 25mm between centres per mounting per **Ch.7 App.13 Diagram 62** or

c. Welded to outriggers of 3mm wall thickness bolted / welded to the **Chassis** as **Ch.7 App.13 Diagram 54**.

~~8.6.~~ **10.6.** Suitable head protection is strongly recommended.

~~8.7.~~ **10.7.** A 4-point seat belt must be fitted (**Ch.7 App.7 Art.7**).

~~8.8.~~ **10.8.** A circuit breaker conforming to **Ch.7 App.5 Art.5** which is operable by the **Driver** when properly seated and which is clearly marked must be fitted.

~~8.9.~~ **10.9.** The battery must be securely mounted and fitted in a sealed container or under the bonnet.

~~8.10.~~ **10.10.** A strong and clearly marked recovery point must be fitted to the rear of the vehicle.

~~8.11.~~ **10.11.** The seat must be rigidly located and designed to securely locate the **Driver** up to and including the shoulders.

~~8.12.~~ **10.12.** A head restraint must be fitted where not integral to the seat complying with **Ch.7 App.7 Art.4**.

~~8.13.~~ **10.13.** The fuel tank must be located under the bonnet and comply with **Ch.7 App.4 Arts.1.2 – 1.9**.

~~9.~~ **11. Miscellaneous**

~~9.1.~~ **11.1.** A front bumper or bush guard must be fitted to protect the chassis and bodywork. This may provide location

for under **Chassis** protection and must provide a suitable towing point.

~~9.2.~~ **11.2.** Under-**Vehicle** protection skid plates / guards may be fitted to protect the steering engine and transmission.

~~9.3.~~ **11.3.** **Ballast** may be added to the **Vehicle** provided it is securely attached to the **Chassis** or skid plates.

~~9.4.~~ **11.4.** **Ballast** must be located below the floor line.

Date of Implementation: 01 January 2027

Reason: New type of entry level Comp Safari event for junior competitors. Set at a lower average speed, over a shorter simple course designed for this entry level event. Drivers are required to have previous experience in off road driving and compete with same level of PPE as Comp Safari. Minimum age of drivers 14 in line with other disciplines, and have to be accompanied by experienced passenger.

Junior Trials Vehicle

Introduction of a new commercially available cross country vehicle designed for youngsters to use off road at a slow speed, ideally suited to this type of entry level event, suitable for 8-12 year olds. The previous JTV approved vehicle was a modified lawn tractor, only a few remain in use.

REGULATION CHANGES FOR CONSULTATION

Committee:	Cross Country Committee
Date of Meeting:	27 May 2026
Closing date for consultation:	4 September 2026
Email for comments:	clubsport@motorsportuk.org

Proposed Regulation

Chapter 20 – Cross Country

Appendix 9 – Competitors Regulations – All Timed Events

2. Competitive Safaris

...

2.5. ~~Competitors must display their allocated~~ Competition numbers ~~as required by these Regulations including Ch.7 App.10 must be displayed on both sides of each the Vehicle either on the front doors or behind them above the Vehicle waistline and parallel to the Vehicle sides. as follows:~~

- a. Numbers must be displayed in a durable manner and be black, of a minimum size of 23cm high with stroke width of a minimum of 3.8cm on a white oblong background measuring not less than 29cm x 29cm which must extend at least 3cm beyond the outline of the numbers. Alternatively, the numbers may be displayed on a white circular background provided that the background extends at least 3cm beyond the outline of the numbers. The minimum gap between the numbers is 2cm and numbers should be the Classic font as per Ch.7 App.10.
- b. If on a white vehicle a background of the dimensions in 1 must be delineated by a continuous black line.
- c. The white background must be predominantly flat, and the numbers and board must be affixed parallel to the ground, the board mounted above the waistline of the vehicle and behind the rear hoop/ B pillar.

~~2.6. Where the Official Documents require numbers to be displayed at the front or rear of a Vehicle they must~~

~~2.7.~~ 2.6. Competitors will be advised of the minimum and maximum time allowed for the Course, before the Start.

- ~~2.8.~~ **2.7.** The Course should have a clearly marked route so that no navigation is required and all Course markings should comply with the Course marking provisions of App.5 Art.5.
- ~~2.9.~~ **2.8.** Practice will not be allowed over the Course unless the Official Documents state otherwise. If permitted the Official Documents must specify the number of Practice runs and the times of any Practice periods – see App.5 Art.4 (Course Organisation).
- ~~2.10.~~ **2.9.** The Official Documents must also specify:
- *The number of competitive runs.
 - *The time interval between Vehicles leaving the Start Line, and whether the Organisers may hold Competitors en route in the event of the Course becoming blocked. In such instances allowance will be made for the time Competitors are delayed.
 - *The method by which Competitors are signalled to stop and whether re-runs will be permitted.
 - The starting Signal and method of timing to be used.
- ~~2.11.~~ **2.10.** *Competitors will be required to proceed over the Course in the shortest possible time.
- ~~2.12.~~ **2.11.** The Official Documents will specify whether Live Recovery will be operated by Specialist Recovery Vehicles (SRVs) at the Event.
- ~~2.13.~~ **2.12.** These should be positioned at points where Competitors are likely to make involuntary stops.
- ~~2.14.~~ **2.13.** The Official Documents will specify the maximum time allowed to Competitors for self-recovery, after which they must take official recovery.
- ~~2.15.~~ **2.14.** No recovery operations organised by the Competitor in advance may be used.
- ~~2.16.~~ **2.15.** At Events where Live Recovery is operated the Clerk of the Course must advise Competitors of the procedures at the Drivers Briefing.
- ~~2.17.~~ **2.16.** The Clerk of the Course must specify whether the SRVs will be manned by a third Crew member responsible for attaching the tow rope or whether this will be carried out by the Passenger or Navigator. In the former case, Competitors must remain in the Vehicle and follow the instructions from the SRV Crew. In the latter case, the Passenger or navigator must alight from the stranded Vehicle and follow the following procedure:
- They must stand clear and await instruction from the first Crew SRV member before attaching the tow rope between the Vehicles.
 - When properly attached to the towing points they must stand clear and indicate to the first SRV Crew member that Live Recovery may start.
 - Once the stranded Vehicle has been recovered, and only after the first SRV Crew member has indicated that it is safe to do they can detach the tow rope and stow it safely. They should then inform the first SRV Crew member that the Course or Stage can be cleared

- d. The Driver of the recovered Vehicle must not proceed until the Passenger or Navigator involved is properly seated and belted in. Failure to comply will be penalised by Disqualification.
- ~~2.18.~~ **2.17.** When arriving at a point on the Course or Stage where a Yellow Signal is being displayed the Competitor must not pass the Yellow Signal unless instructed to do so by a Marshal and will proceed with caution until clear of the incident, obstruction or stranded Vehicle.
- ~~2.19.~~ **2.18** Failure to comply will be penalised by Disqualification.
- ~~2.20.~~ **2.19** Time lost whilst Live Recovery of another Competitor is in progress will be regarded as Force Majeure.
- ~~2.21.~~ **2.20.** Unless the Official Documents specify otherwise penalties will be awarded as follows:
- a. For each second to complete the Course over minimum time allowed: 1 mark per second.
 - b. For exceeding the maximum time allowed: Disqualification.
 - c. For taking official recovery: 100 marks.
- ~~2.22.~~ **2.21.** Competitors must carry an A4-size white board with a red SOS on one side and black OK on the other (letters to be a minimum of 12cm high with a minimum stroke width of 1.5cm), with means to secure them on display for oncoming Competitors.
- ~~2.23.~~ **2.22.** In the case of an accident where urgent medical attention is required the red SOS sign should be displayed as quickly as possible to alert following Vehicles and aid any helicopter attempting to assist.
- ~~2.24.~~ **2.23.** Any Crew that sees a red SOS sign displayed on a Vehicle or sees a major accident where both Crew members are inside the Vehicle but not displaying the SOS sign, must immediately and without exception stop to give assistance.
- ~~2.25.~~ **2.24.** All following Vehicles must also stop and the second Vehicle arriving at the scene must inform the next radio point.
- ~~2.26.~~ **2.25.** Subsequent Vehicles must leave a clear route for emergency Vehicles.
- ~~2.27.~~ **2.26.** The Clerk of the Course may award a discretionary time to any Competitor delayed in such circumstances.
- ~~2.28.~~ **2.27.** Any Crew which is able to but fails to comply with the rule will be reported to the Clerk of the Course who may impose penalties.
- ~~2.29.~~ **2.28.** In the case of an accident where medical intervention is not required the OK sign must be clearly shown to following Vehicles and to any helicopter attempting to assist.
- ~~2.30.~~ **2.29.** If the Crew leave the Vehicle the OK sign must be left clearly visible to other Competitors.
- ~~2.31.~~ **2.30.** Any Crew failing to comply will be subject to a penalty at the Clerk of the Course's discretion.

~~2.32.~~ **2.31.** Competitors who misuse the SOS or OK signs will be penalised and may be reported to the ASN for further action.

~~2.33.~~ **2.32.** Any Crew retiring from an Event must report to the Organisers as soon as possible except in cases of Force Majeure.

...

5. Competitors

...

~~5.10.~~ **5.10.** ~~Competitors must display their allocated~~ Competition numbers ~~must be displayed~~ on both sides of the Vehicle ~~behind the front doors and above the Vehicle waistline and parallel to Vehicle sides.~~ **as follows:**

- a. Numbers must be displayed in a durable manner and be black, of a minimum size of 23cm high with stroke width of a minimum of 3.8cm on a white oblong background measuring not less than 29cm x 29cm which must extend at least 3cm beyond the outline of the numbers. Alternatively, the numbers may be displayed on a white circular background provided that the background extends at least 3cm beyond the outline of the numbers. The minimum gap between the numbers is 2cm and numbers should be the Classic font as per Ch.7 App.10.
- b. If on a white vehicle a background of the dimensions in 1 must be delineated by a continuous black line.
- c. The white background must be predominantly flat, and the numbers and board must be affixed parallel to the ground, the board mounted above the waistline of the vehicle and behind the rear hoop/ B pillar.

~~5.11.~~ Rally plates at the front and rear will display Competition numbers with a minimum 100mm height. On Multi-Use Hill Rallies these will be at the Organiser's option.

~~5.12.~~ **5.11.** *Organised assistance (service) may be allowed on Hill Rallies if provided for in the Official Documents and providing the Organisers have made available suitable service areas and a specific time allowance for servicing.

~~5.13.~~ **5.12.** *Organised assistance anywhere other than in permitted areas is forbidden.

~~5.14.~~ **5.13.** Service vehicles may be required by the Official Documents or the Official Instructions to follow a prescribed route to and from service areas. In such cases all other areas are Out of Bounds for service

Vehicles and their Crews.

~~5.15.~~ **5.14.** In any area where service is not allowed the presence of a service vehicle (or any vehicle from which equipment or parts are obtained) or the collection of equipment previously deposited will be considered as servicing.

~~5.16.~~ **5.15.** These Regulations do not prohibit Organisers advising Competitors of any garages en route where facilities are available.

~~5.17.~~ **5.16.** The above regulations do not prevent Competitors from personally making their own Vehicle safe to drive. Crews may work unassisted on their own Vehicle using equipment carried in their Vehicle in 'No Service Areas' except:

- a. Within 100m of any Control.
- b. Between a Special Stage Arrival Control and the Special Stage Start Control.
- c. In any Parc Fermé.

~~5.18.~~ **5.17.** The only work permitted in these areas (and it must be unassisted) is:

- a. Replacing a flat tyre with a wheel and tyre carried in the competing Vehicle.
- b. Cleaning lamp glasses, windscreens, windows, identification markings and Vehicle registration numbers.

~~5.19.~~ **5.18.** Except in the areas listed above Competitors may work on their Vehicle with the assistance from other Competitors from any nationally recognised breakdown and from any commercial garage not associated with the Entrant and not organised in advance.

~~5.20.~~ **5.19.** Breakdown service and commercial garage vehicles will not be allowed to enter official service areas.

~~5.21.~~ **5.20.** Competitors are responsible for ensuring that their service Crews understand and comply with these regulations and if official Service Plates are issued that the service vehicles at all times bear the Official Service Plate.

~~5.22.~~ **5.21.** A Competitor may be fined or otherwise penalised by the Clerk of the Course if the Crew of any service vehicle associated with their Entry contravenes any regulation or Official Instruction or acts in a manner contrary to the interests of the Event.

~~5.23.~~ **5.22.** Competitors may be fined, but not otherwise penalised for any breach of Road Traffic Laws by their service Crews.

~~5.24.~~ **5.23.** Competitors are strongly recommended to carry a First Aid Kit.

Date of Implementation: 01 January 2027

Reason: Due to the nature of Cross Country events the requirements of Ch7 App10 competition numbers are not suitable for the vehicles used. The new regulation permits a smaller board which can be positioned differently so as to remain visible during off road competition.