

## REGULATION CHANGES FOR CONSULTATION

Committee:	Cross Country Discipline Committee
Date of Meeting:	13 March 2025
Closing date for Consultation:	04 June 2025
Email for comments:	crosscountryconsultation@motorsportuk.org

## Chapter 20 – Cross Country

### Appendix 5 - Organisers Regulations – Timed Events

#### Article 5.3 - Competitive Safari's – Course Marking

##### Proposed Regulations

**5.3** These indications must wherever possible be consistent with the illustrations at Appendix 11 Chart 1 and with the following:

- a. Arrowing should be reduced to a minimum and placed only at junctions.
- b. Really acute bends or hazards where a drastic reduction in speed is required should be marked by a Caution Board. Caution Boards, comprising red exclamation Marks on a white background 51cm x 38cm, will be displayed on each side of the stage between 40 to 50 metres before the hazard, **unless clearly stated otherwise in the Official Documents (Must be a minimum of 20 metres)**. At the hazard a pair of diamond shaped orange markers at least 150mm x 150mm will be placed each side of the stage. These will be repeated, in pairs, on each hazard if there is more than one hazard to which the warning refers (see Appendix 1, chart 11.10).
- c. All signs should be placed approximately 1.2m from the ground. Wherever possible arrows and signs should be Dayglo red or orange and should be easily visible. To avoid confusion, multiple signs on one post should be avoided.
- d. Advance warning signs for junctions **and significant and/or hazardous changes in downwards elevation** should be between 50m and 100m before the junction, **unless clearly stated otherwise in the Official Documents**. Two arrows ~~should~~ **must** be visible on the junction, fixed so as to form a 'gate' through which the Competitor will pass. Arrows may be angled show the severity of the junction, indicated by one of ~~four~~ **five** basic positions, either vertical, horizontal, raised or lowered by 45°, **or directly downwards at 180° from the vertical**.
  - i. Where the course includes significant and/or hazardous changes in downward elevation, arrows may face 180° from the vertical to indicate the direction of the **course**. These changes in elevation must be additionally marked with **Caution Boards** comprising of a red exclamation marks on a white background at a size no less than 51cm x 38cm on each side of the **Course**.

- e. An example of the method used must be shown to Competitors before the event.
- f. Consistency with the distance of the advance warning signs from their respective junctions is important throughout the event and an explanation ~~should~~ **must** be included within the drivers briefing.
- g. A vertical arrow should confirm the correct route immediately after a junction where the Course is not laid out on clearly defined tracks unless the next junction is clearly visible. Where the Course is laid out using clearly defined tracks a confirmation arrow is not required.
- h. A wrong direction should be indicated by a standard No Entry sign (a red disc with a white bar) and all but the correct road should be visibly blocked by means of tree trunks.

**Date of Implementation: 01 January 2026**

Reason: The proposed Regulations will allow Organisers of Competitive Safaris (including Competitive Safari Plus) to utilise downwards facing arrows to indicate changes of downwards elevation in the Course. The proposed Regulations will give more warning to the Competitor and allow the Organisers to adjust the advance warning boards distances to suit the layout of the course. Furthermore, this will create a uniform approach to junctions and changes in course elevation. Creating a single standard across the Competitive Safari Organising Community.

**Appendix 5 – Organisers Regulations – Timed Events****Article 11.19 – Hill Rallies – Special Stages**

**11.19** A copy of the **Safety Code** should be displayed at all entrances where the public are likely to enter. And in areas considered to be hazardous (~~including escape routes and prohibited areas~~).

**Date of Implementation: 01 January 2026**

Reason: The proposed Regulations mirrors a change made by the Rallies Committee to edit the final sentence (struck through) in the original regulation. It is agreed that the regulation should be mirrored in the Cross Country Regulations and the proposed regulation is clear.