



Bulletin 2021-8

Rule Updates to the ARA Rally Competition Rules (RCR) and Rally Technical Rules (RTR)

7/16/2021

These changes to the ARA rule books are effective immediately.

(RCR) Change the penalty for working on a car within a control zone.

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 4.10.5. Any breach of this limitation is subject to penalty under 6.4.6.

Rationale: Modify the penalty for working on a vehicle within the control zone.

(RCR) Adjust the penalty for MPL, add the penalty for MPE, and clarify the finishing qualifications.

~~5.7 Exclusion~~

~~5.7.1~~ 6.4.7 Not Following the Rally Route

Crews are bound ~~, under pain of exclusion,~~ to follow the route as described in the route book and check in at all times in the correct sequence and in the direction of the rally route. It is also prohibited to re-enter a control area.

Rationale: Lessen the penalty and clarify the need to follow the rally route on transits/stages.

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.



This shall apply to any crew that has been not classified due to exceeding MPL or failing to report to all controls within the Leg, but 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.

6.8 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.

~~5.7.2~~ 6.8.3 Exceeding MPL

Any lateness exceeding 30 minutes per Leg of the rally will result in the ~~exclusion~~ retirement of the crew by the Clerk of the Course. In calculating such ~~exclusion~~ lateness, the actual time and not the penalty time (~~10 seconds per minute~~) (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 ~~exclusion time~~ 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) ~~Exclusion~~ 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.

6.8.4 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 exclusion, 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.

Rationale: MPL penalty has been modified to a retirement rather than exclusion. This allows a crew to restart on the next leg if applicable.



(RTR) Clarification on Fuel Line Routing

2.2.8 Fuel, fuel tanks and lines

f) If fuel lines are re-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.

Rationale: Correct rule to apply to all fuel lines, not just re-routed ones.

(RTR) Restriction on moveable aerodynamic components

3.1.4 Spoilers

Spoilers, plates or wings may not extend beyond the body as viewed from above nor extend above the roof line by more than 3 inches when viewed from the side. Any moveable element adjustment is only allowed from outside the vehicle while the car is stationary. Devices forward of the windshield must be below the hood line when viewed from the side. ARA technical inspectors reserve the right to refuse any aerodynamic component based on safety concerns.

Preston Osborn

A handwritten signature in black ink, appearing to read 'P. Osborn', written over a horizontal line.

ARA Competition Director