
STATUTORY INSTRUMENTS

1969 No. 414

ROAD TRAFFIC

The Motor Vehicles (Competitions and Trials) Regulations 1969

<i>Made</i>	- - - -	<i>19th March 1969</i>
<i>Laid before Parliament</i>		<i>28th March 1969</i>
<i>Coming into Operation</i>		<i>1st April 1969</i>

The Secretary of State and the Minister of Transport in exercise of their powers under section 36 of the Road Traffic Act 1962 as read with the Secretary of State for Wales and Minister of Land and National Resources Order 1965(1), and of all other enabling powers, and after consultation with representative organisations in accordance with section 260(2) of the Road Traffic Act 1960, hereby make the following Regulations:—

Commencement and citation

1. These Regulations shall come into operation on the 1st April 1969 and may be cited as the Motor Vehicles (Competitions and Trials) Regulations 1969.

Revocation

2. The Regulations specified in Schedule 1 to these Regulations are hereby revoked.

Transitional provisions

3.—(1) An event which was authorised before the coming into force of these Regulations by the Royal Automobile Club, a chief officer or officers of police, or a chief constable or constables, under such of the Regulations revoked by Regulation 2 of these Regulations as relate thereto, shall be treated, in so far as it is held after the coming into force of these Regulations, as authorised in accordance with these Regulations.

(2) Where an application for the authorisation of an event was made to the Royal Automobile Club, a chief officer or officers of police, or a chief constable or constables before the coming into force of these Regulations, being an event which is proposed to be held after the coming into force of these Regulations, but the event was not authorised before the coming into force of these Regulations, the Royal Automobile Club, chief officer or officers of police, or chief constable or constables may

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authorise such event in accordance with such of the Regulations revoked by Regulation 2 of these Regulations as relate thereto, as though the same had not been revoked.

(3) Where under the Regulations revoked by Regulation 2 of these Regulations an application for the authorisation of an event could be made to a chief officer or officers of police or a chief constable or constables, but no such application has been made before the coming into force of these Regulations, an application for the authorisation of such an event which is proposed to be held or to begin on or before the 14th June 1969 may be made on or before the 14th April 1969, under such of the Regulations revoked as aforesaid as relate thereto, and the said chief officer or officers of police or chief constable or constables may authorise the event in accordance with such Regulations as aforesaid, as though the same had not been revoked.

(4) Where an application for the authorisation of an event which is proposed to be held after the coming into force of these Regulations was received by the Royal Automobile Club before the coming into force of these Regulations, the fee payable shall be the fee specified in such of the Regulations revoked by Regulation 2 of these Regulations as relate thereto, and Regulation 8 of these Regulations shall not apply in relation to such an event.

(5) An event which is authorised or treated as authorised under this Regulation shall be held in accordance with the conditions applying thereto specified in such of the Regulations revoked by Regulation 2 of these Regulations as relate thereto, subject to any modifications thereof made under those Regulations, and in accordance with any additional conditions imposed under those Regulations, as though the same had not been revoked, and Regulation 9 of these Regulations shall not apply in relation to such an event.

Interpretation

4.—(1) In these Regulations, unless the contrary intention appears, the following expressions have the meanings hereby respectively assigned to them, that is to say:—

“ ‘A’ road” means a road to which has been allocated a route number commencing with the letter “A” by the Minister of Transport in England excluding Monmouthshire, or by the Minister of Transport or the Secretary of State in Scotland, Wales and Monmouthshire;

“control point” means a place other than at the start or finish of an event where the route being followed by the competitors or the times being kept by them are checked;

“event” means a competition or trial (other than a race or trial of speed) involving the use of motor vehicles on a public highway;

“motorway” means a special road which (save as otherwise provided by or under regulations made or having effect as if made under section 13 of the Road Traffic Regulation Act 1967 can only be used by traffic of Class I or II of the classes of traffic set out, as respects England and Wales, in Schedule 4 to the Highways Act 1959, as amended by the Special Roads (Classes of Traffic) Order 1961⁽²⁾ and the Special Roads (Classes of Traffic) (England and Wales) Order 1968⁽³⁾, and, as respects Scotland, in Schedule II to the Special Roads Act 1949, as amended by the Special Roads (Classes of Traffic) (Scotland) Order 1964⁽⁴⁾ and the Special Roads (Classes of Traffic) (Scotland) Order 1968⁽⁵⁾;

“night event” means an event a part or the whole of which is intended to take place between the hours of 10 p.m. and 7 a.m.;

“overall average speed on the public highway” in relation to a vehicle driven by a competitor in an event means the average speed calculated by reference to the interval between the time

(2) (1961 II, p.2408).

(3) (1968 III, p. 5372).

(4) (1964 II, p. 2398).

(5) (1968 III, p. 5396).

when the competitor commenced to drive that vehicle on the public highway in the event and the time when he finished so to drive and the total distance travelled on the public highway, but there shall be excluded from such interval any period during which the vehicle driven by the competitor was off the public highway or at a rest halt between such times;

“performance test” means a test in which merit is attached to a competitor's skill in manoeuvring or controlling the vehicle, including maintaining the forward motion of the vehicle in adverse conditions;

“problem” means a problem given to a competitor the setting or solution of which is necessary to enable him or assists him to complete the event, or which he is required by the rules of the event to set or solve, and in this context “problem” shall include any instruction given to a competitor to collect information or an object and “solution” shall be construed accordingly;

“problem solving event” means an event in which the competitors are required by the rules of the event to travel the route by a fixed time and are given before that time the task of setting or solving a number of set problems, whether the problems are required to be set or solved before or after that time, and in which there is an average of more than one set problem for each three miles of route;

“promoter” means the person who is primarily responsible for the organisation or arrangements of the event;

“requirement” in relation to the rules of an event includes a requirement or an instruction to a competitor in the event compliance with which carries merit in the event or non-compliance with which carries demerit in the event, and cognate expressions shall be construed accordingly;

“rest halt” means a place specified in the rules of the event as a place where the competitors are required to stop during the course of the event, or may stop during the course of the event without incurring a penalty or demerit in the event, in either case for the purpose of obtaining rest or refreshment;

“route” in relation to an event means a route which the rules of the event require or are likely to cause the competitors taking part in the event to travel;

“rules” in relation to an event includes any instruction given by or on behalf of the promoter of the event to a competitor in the event;

“specified event” means an event, held not more than once each calendar year, specified in Schedule 4 to these Regulations;

“standard conditions” has the meaning assigned to it in Regulation 9(1) of these Regulations;

“time limit event” means an event in which the competitors are required by the rules of the event to travel the route of the event by a fixed time such that they will be caused to maintain an overall average speed on the public highway exceeding 10 miles per hour;

“time schedule event” means an event in which individual competitors or groups of competitors are required by the rules of the event to arrive at or depart from control points at or between specific times or to arrive at the finish of the event at or between specific times.

(2) Any reference in these Regulations to any enactment or instrument shall be construed, unless the context otherwise requires, as a reference to that enactment or instrument as amended, re-enacted or replaced by any subsequent enactment or instrument.

(3) The Interpretation Act 1889 shall apply for the interpretation of these Regulations as it applies for the interpretation of an Act of Parliament, and as if for the purposes of Section 38 of that Act these Regulations were an Act of Parliament and the Regulations revoked by Regulation 2 of these Regulations were Acts of Parliament thereby repealed.

Authorisation of certain events

5. Any event of one of the following descriptions, that is to say:—
- (a) an event in which the total number of vehicles driven by the competitors does not exceed 12, being an event no part of which takes place within 8 days of any part of any other event in which the total number of vehicles driven by the competitors does not exceed 12 and where either the other event has the same promoter or the promoters of both events are members of the same club in connection with which the events are promoted;
 - (b) an event in which no merit is attached to completing the event with the lowest mileage and in which, as respects such part of the event as is held on a public highway, there are no performance tests and no route and competitors are not timed or required to visit the same places; except that they may be required to finish at the same place by a specified time;
 - (c) an event in which, as respects such part of the event as is held on a public highway, merit attaches to a competitor's performance only in relation to good road behaviour and compliance with the Highway Code;
 - (d) an event in which all the competitors are members of the armed forces of the Crown and which is designed solely for the purposes of their service training;

is hereby authorised.

Authorisation of other events

6.—(1) Events not authorised by the last preceding Regulation may be authorised by the Royal Automobile Club in accordance with these Regulations.

(2) An authorisation of an event given by the Royal Automobile Club under paragraph (1) of this Regulation may be varied or revoked by the Royal Automobile Club at any time before the event is held or begins.

Applications for authorisation

7.—(1) Applications for authorisation of an event shall be made to the Royal Automobile Club on a form (which may be obtained from the Royal Automobile Club) containing the particulars specified in Schedule 2 to these Regulations.

(2) Applications for such authorisation shall be made not less than 2 months before the date on which the event is proposed to be held, or if it is to be held on more than one date, the date on which the event is to begin, and, except in the case of a specified event, shall not be made more than 6 months before such date.

Fees

8.—(1) It shall be a condition of any authorisation of an event by the Royal Automobile Club that a fee, to be calculated in accordance with the next following paragraph of this Regulation, shall be paid.

(2) The fee referred to in the last preceding paragraph of this Regulation shall be a basic fee of £5 increased by £3 for each 50 miles or part thereof of the length of the route of the event on the public highway.

Other conditions

9.—(1) Subject to paragraph (2) of this Regulation an event, other than an event authorised by Regulation 5 of these Regulations, shall be held subject to such of the conditions specified in column 1 of Schedule 3 to these Regulations (in these Regulations referred to as “the standard conditions”) as apply to the event in question in accordance with column 2 of that Schedule.

(2) The Royal Automobile Club to the extent specified in column 3 of Schedule 3 to these Regulations shall, subject to the provisions of the next following paragraph, have power to modify the standard conditions, and where this power is exercised in relation to a competition or trial the event shall be held subject to the standard conditions as modified.

(3) The Royal Automobile Club in exercising its power to modify the standard conditions applying to an event shall have regard to the need for securing the safety and preserving amenity for, and minimising the inconvenience suffered by, members of the public.

(4) Without prejudice to the foregoing provisions of this Regulation the Royal Automobile Club shall have, when authorising an event, power to impose such additional conditions as it may think fit for the purpose of securing the safety or preserving amenity for, or minimising the inconvenience suffered by, members of the public.

10.—(1) Before authorising an event the Royal Automobile Club shall not less than 6 weeks before the date on which the event is proposed to be held, or, if it is to be held on more than one date, the date on which the event is to begin, notify, in England and Wales the chief officer of police and, in Scotland, the chief constable of any police area in which the route of the event on the public highway lies, whether partially or wholly.

(2) Before authorising an event the route of which lies in whole or in part along a road in England and Wales used as a public path shown on a definitive map prepared by the council of a county or county borough or a joint planning board pursuant to section 32 of the National Parks and Access to the Countryside Act 1949 the Royal Automobile Club shall consult with the highway authority for that road.

(3) Before authorising an event the route of which on the public highway lies in whole or in part in an area in England and Wales comprised in a National Park the Royal Automobile Club shall consult with the appropriate planning authority for the area concerned.

(4) In the last preceding paragraph of this Regulation the expression “appropriate planning authority” has the meaning assigned to it in section 6(6) of the National Parks and Access to the Countryside Act 1949.

Grant of authorisations

11. In exercising their discretion to authorise an event the Royal Automobile Club shall have regard to the following considerations—

- (a) whether in all the circumstances it is likely that the conditions, subject to which the event if authorised would be required to be held, will be observed,
- (b) the extent to which the holding of the event might prejudicially affect the safety, amenity or convenience of members of the public,
- (c) the number of and the intervals between the events which have recently been held or are due to be held on or adjacent to the route of the proposed event on the public highway or in the locality where the proposed event is planned to take place, and
- (d) the nature and suitability of the route of the proposed event on the public highway and the class or description of vehicles taking part in the event.

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Measurement of distance

12. The length of the route, or any part thereof, of an event and the distance from such route of any point shall for the purposes of these Regulations be calculated by reference to the most recent edition of the one-inch Ordnance Survey Map of the area concerned.

Dated the 18th March 1969

William Ross
One of Her Majesty's Principal Secretaries of
State

Dated the 18th March 1969

George Thomas
One of Her Majesty's Principal Secretaries of
State

Given under the Official Seal of the Minister of Transport the 19th March 1969.

L.S.

Richard Marsh
Minister of Transport

SCHEDULE 1

REGULATIONS REVOKED BY REGULATION 2

<i>Title</i>	<i>Year and Number</i>
The Motor Vehicles (Competitions and Trials) (England) Regulations 1965.	S.I. 1965/1400 (1965 II, p.4118).
The Motor Vehicles (Competitions and Trials) (Wales) Regulations 1965.	S.I. 1965/1414 (1965 II, p.4179).
The Motor Vehicles (Competitions and Trials) (Scotland) Regulations 1966.	S.I. 1966/1069 (1966 II, p.2629).
The Motor Vehicles (Competitions and Trials) (Wales) (Amendment) Regulations 1967.	S.I. 1967/176 (1967 I, p.307).
The Motor Vehicles (Competitions and Trials) (England) (Amendment) Regulations 1967.	S.I. 1967/415 (1967 I, p.1356).
The Motor Vehicles (Competitions and Trials) (Wales) (Amendment) (No. 2) Regulations 1967.	S.I. 1967/439 (1967 I, p.1373).
The Motor Vehicles (Competitions and Trials) (Scotland) (Amendment) Regulations 1967.	S.I. 1967/706 (1967 II, p.2139).

SCHEDULE 2

(see Regulation 7)

PARTICULARS TO BE GIVEN IN THE APPLICATION FOR AUTHORISATION

- (1) Name of promoter of the event.
- (2) Name of event.
- (3) Full name and address of applicant and daytime telephone number (if any).
- (4) Date(s) of event.
- (5) Maximum number of competing vehicles.
- (6) Interval at which competitors will be despatched from starting points.
- (7) Type of competing vehicles.
- (8) Mileage of the route of the event on the public highway.
- (9) Indicate the number of each current one-inch Ordnance Survey sheet traversed by the route of the event on the public highway.
- (10) Will the event be a (i) time schedule event, (ii) time limit event, (iii) a problem solving event?
- (11) Is the event a Specified Event under Schedule 4 of the Regulations?
- (12) Describe exactly (in words) the location of each starting and finishing point, and state whether it is on the public highway.
- (13) Will the rules of the event require or be likely to cause any competitor to traverse any length of public highway (other than a motorway) more than once? If yes, give the reasons why Standard Condition No. 6 should be modified.

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(14) Provide two identical tracings of the route of the event from each current one-inch Ordnance Survey sheet traversed by the route omitting any part of the route which is not on a public highway. Each tracing should show:—

- (i) the number of the Ordnance sheet;
- (ii) two intersecting grid lines appropriately numbered;
- (iii) the location of any starting and finishing points;
- (iv) the times when the first competitor is expected to leave any starting point and arrive at any finishing point (use the 24 hour clock for all times);
- (v) the time and date when the first competitor is expected to arrive at any point where the route enters or leaves a map;
- (vi) (with the letter “C”) the location of any control point on a public highway and of any other point on such highway at which the rules of the event require or are likely to cause competitors to stop for any purpose or to slow down for the purpose of solving a problem;
- (vii) (with the letter “R”) the location of each rest halt and also the length of time it is expected to be open;
- (viii) (with a cross (X)) any point where the route leaves or rejoins the public highway and also the time when the first competitor is expected to reach any such point. If the route leaves and rejoins the public highway at the same point, show both the time then the first competitor is expected to leave the public highway and the time when he is expected to rejoin it at that point;
- (ix) (with arrows marked “F” or “B”) lengths of any public highway which are footpaths or bridleways forming part of the route.

Send the completed application form with the tracings to the Royal Automobile Club, 31 Belgrave Square, LONDON, S.W.1.

Declaration

I declare that the event if authorised will be held in accordance with such of the standard conditions contained in the Motor Vehicles (Competitions and Trials) Regulations 1969 as apply to the event, subject to any modifications which may be made by the Royal Automobile Club, and in accordance with any additional conditions imposed by the Royal Automobile Club.

Signature of Applicant & dotfill;

Date

SCHEDULE 3

(see Regulation 9)

STANDARD CONDITIONS

<i>1.</i> <i>Standard conditions</i>	<i>2.</i> <i>Application</i>	<i>3.</i> <i>Power to modify</i>
1. Each event shall be held in accordance with the particulars of the event given in the application for authorisation of the event, except that an event may be held subject to such modifications of the particulars— (a) as may have been agreed with or required by the Royal Automobile Club, and	All events.	None.

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1. <i>Standard conditions</i>	2. <i>Application</i>	3. <i>Power to modify</i>
(b) as may be necessary to permit the event to take place in a case where part of the route of the event is closed or becomes impassable after the event is authorised.		
2. The total number of vehicles driven by competitors in any night event shall not exceed 120 and the total number of such vehicles in any other event shall not exceed 180.	All events.	The Royal Automobile Club has power to modify in respect of specified events.
3. The competitors shall be required by the rules of the event to observe a time-table such that:—	All time schedule events, except events in which all the vehicles driven by	The Royal Automobile Club has power to modify (i) in respect of the intervals
(i) the interval between the times of departure from the start of the event of the first and last competitors,	competitors were registered under the 10 & 11 Geo. 5.c.72 Roads Act 1920 before the 1st January 1930.	specified in paragraph (iii) of this condition to the extent that the modification is necessary or expedient
(ii) the interval between the time of arrival of the first competitor at and the time of departure of the last competitor from any control point on a public highway, other than a control point at which there is provided a rest halt,		either in connection with a modification of standard condition No. 6 permitted in relation to an event or to permit the competitors to use private property on which part of the event is being held, and
(iii) the interval between the times at which the first and last competitors may be expected to pass any point on the route on a public highway, other than a point on a motorway, and		(ii) in respect of specified events.
(iv) the interval between the times of arrival of the first and last competitors at the finish of the event, shall not exceed 2 hours in the case of a night event, or 3 hours in the case of any other event.		
4. No person at a starting point or finishing point of an event or control point, other than a control point at which there is provided a rest halt, shall check or record for the purpose of the event the times being kept by the competitors after 2½ hours in the case of any	All time schedule events, except events in which all the vehicles	The Royal Automobile Club has power to modify in respect of specified events.

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<i>1. Standard conditions</i>	<i>2. Application</i>	<i>3. Power to modify</i>
night event or 3½ hours in the case of any other event from the time when the first competitor departed from that point, in the case of a starting point, or arrived at that point, in the case of any other point.	driven by competitors were registered under the Roads Act 1920 before the 1st January 1930.	
5. No competitor shall be dispatched from a starting point of an event at an interval less than one minute from the dispatch of the previous competitor.	All time schedule events, time limit events and problem solving events.	The Royal Automobile Club has power to modify in respect of specified events.
6. The rules of an event shall not require or be such as are likely to cause any length of public highway (other than a motorway) to be traversed more than once by a vehicle driven by a competitor during the course of the event.	All events.	The Royal Automobile Club has power to modify:— (i) the extent that the modification is to permit the competitors to travel twice the same length of “A” road, or to reach a finishing point in the same place as a starting point, or to use a rest halt, private property on which part of the event is being held or a filling station, and (ii) in respect of specified events.
7. No starting point or finishing point of an event shall be on a public highway.	All events.	The Royal Automobile Club has power to modify.
8. The rules of an event shall not require, or be such as are likely to cause, a competitor to stop or to slow down for the purpose of setting or solving a problem, a vehicle he is driving in the event on a public highway within 500 yards of any occupied dwelling, unless an adult occupant of the dwelling has given his consent in writing.	All events	None.
9. No point on a public highway at which the times being kept by competitors in an event are checked or recorded for the purposes of the event shall be situated less than two miles measured along the route of the event from any	All time schedule events.	None.

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<i>1. Standard conditions</i>	<i>2. Application</i>	<i>3. Power to modify</i>
other point at which such times are so checked or recorded.		
10. The rules of an event shall be such that no greater merit accrues to a competitor for visiting certain control points rather than others or for reaching one finishing point rather than another.	All events.	None.
11. The rules of an event shall be such that once a competitor has been penalised for arriving at or departing from a control point along the route of the event after the time at or by which he was required by the rules to arrive at or depart from that point, the times at or by which he is required to arrive at or depart from subsequent control points along the route and to arrive at the finish of the event are adjusted so that he will not incur further penalties for failing to make up the time by which he was late and for which he has incurred a penalty.	All time schedule events.	None.
12. A person who is acting as an official of an event shall not set up or place on the carriageway or footway of any public highway any equipment to be used in connection with the event, nor shall he park any vehicle he is using on the carriageway of any public highway forming part of the route of the event, except at a place provided for the parking of vehicles.	All events.	None.
13. Where the route of an event contains roads across which there are gates or cattle grids:— (a) the promoter of the event shall before the event takes place notify the occupiers of the land, other than any common land in England and Wales or land which is fenced off from the road, adjoining either side of the road between the gates, cattle grids, or a gate and a cattle grid of the holding of the event, (b) competitors shall not be required to leave their vehicles in order to open or close a gate, and (c) a person shall be posted at each gate until the last competitor has passed through the gateway for the purpose of ensuring that cattle do not pass through the gateway and closing the gate after the last competitor has passed through the gateway:	All events.	None.

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1. <i>Standard conditions</i>	2. <i>Application</i>	3. <i>Power to modify</i>
<p>Provided that where the interested occupiers consent in writing a person may be posted for the above purpose in respect of more than one gate, not being in England and Wales a gate across a road on any common land or a gate across a road leading to any common land where there is not another gate or a cattle grid across the road between the gate and the common land. In this proviso the expression “interested occupiers” in relation to a gate means the occupiers of the land adjoining such lengths of road on either side of the gate as extend to another gate or a cattle grid across the road, other than land which is fenced off from the road.</p>		
<p>14. The average speed, calculated by reference to the distance travelled by a vehicle being driven by a competitor on the public highway and the time during which it is being so driven, which the competitors in an event are required by the rules of the event or may reasonably be expected having regard to the rules of the event to maintain over a part or the whole of the route of the event on the public highway shall—</p> <p>(a) be such as is not likely to cause competitors to exceed any speed limit imposed by or under any enactment in respect of any vehicle or on any public highway which forms part of the route of the event or drive at a speed which might be dangerous having regard to the nature of the route, and</p> <p>(b) without prejudice to the foregoing, not exceed—</p> <p>(i) in the case of vehicles of a class or description for which no speed limit is specified in Schedule 5 to the Road Traffic Regulation Act 1967, 50 miles per hour in so far as the route consists of a motorway, and 30 miles per hour in all other cases;</p> <p>(ii) in the case of goods vehicles and large passenger vehicles, 50 miles per hour in so far as the route consists of a motorway, and 25 miles per hour in all other cases;</p> <p>(iii) in the case of a vehicle constructed solely for the carriage of passengers and their effects, being a motor car adapted to carry not more than seven passengers exclusive of the driver, which is towing a caravan, in so far as the route</p>	<p>All events.</p>	<p>None.</p>

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<i>1. Standard conditions</i>	<i>2. Application</i>	<i>3. Power to modify</i>
<p>does not consist of a motorway, 25 miles per hour.</p> <p>In this condition “goods vehicle” means a vehicle of the description of vehicles to which paragraph 2(1) of Schedule 5 to the Road Traffic Regulation Act 1967 applies, and “large passenger vehicle” means a vehicle of the description of vehicles to which paragraph 1(1) and (2) of that Schedule applies .</p>		
<p>15. The rules of an event shall be such as to require each competitor to take a rest period at intervals not exceeding each 200 miles which he drives whether continuously or not. The rest period shall not be less than one hour and may be taken as a passenger in a vehicle taking part in the event.</p>	All events.	None.
<p>16. The promoter of an event shall require each competitor driving in the event as a condition of entry to declare that there will be in force in relation to the user of the vehicle which he intends to drive during the event such a policy of insurance or such a security in respect of third party risks as complies with the requirements of Part VI of the Road Traffic Act 1960.</p>	All events.	None.
<p>17. The promoter of an event shall record the name and address of each competitor driving a vehicle in the event and the registered number and make of each such vehicle, and he shall send this information to the Royal Automobile Club if so requested.</p>	All events.	None.

SCHEDULE 4

(see Regulation 4)

SPECIFIED EVENTS

<i>Country in which event held</i>	<i>Title of Event</i>	<i>Promoter</i>
Great Britain.	British Caravan Road Rally.	Caravan Club Ltd.
	International Rally of Great Britain.	Royal Automobile Club.
	International Six Days' Trial.	Auto-Cycle Union.

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<i>Country in which event held</i>	<i>Title of Event</i>	<i>Promoter</i>
	London Rally.	London Motor Club Ltd.
England (excluding Monmouthshire) and Scotland.	Scoot to Scotland and Edinburgh Run.	Motor Cycling Club Ltd.
England and Wales.	Auto-Cycle Union National Rally.	Auto-Cycle Union.
England (excluding Monmouthshire).	Auto-Cycle Union International Training Trial.	Auto-Cycle Union.
	Banbury Run.	Vintage Motor Cycle Club.
	Exeter Trial.	Motor Cycling Club Ltd.
	Land's End Trial.	Motor Cycling Club Ltd.
	Pioneer Run.	Sunbeam Motor Cycle Club.
	Veteran Car Run.	Royal Automobile Club.
Scotland.	International Scottish Rally.	Royal Scottish Automobile Club.
	Scottish Six Days' Reliability Trial.	Edinburgh & District Motor Club Ltd.
Wales and Monmouthshire.	Welsh Three Days' Trial.	Auto-Cycle Union.
	International Welsh Rally.	South Wales Automobile Club Ltd.

EXPLANATORY NOTE

These Regulations consolidate with modifications the Regulations specified in Schedule 1.

The principal changes are:—

1. An event involving not more than 12 vehicles is only authorised unconditionally if it does not take place within 8 days of any other similar event, where the promoters of each event are either the same person or members of the same club (Regulation 5(a)).
2. All events, other than those authorised unconditionally by Regulation 5 which were previously authorised by the Royal Automobile Club, or by the chief officer of police in England and Wales or the chief constable in Scotland of the appropriate area, are now to be authorised by the Royal Automobile Club (Regulation 6).
3. A revised form of particulars to be given in the application for authorisation of an event is prescribed (Regulation 7 and Schedule 2).

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4. The fee to be paid for the authorisation of an event by the Royal Automobile Club is increased to £5 plus £3 for each 50 miles or part thereof of the length of the route of the event on the public highway (Regulation 8).
5. A new condition subject to which events, other than those authorised by Regulation 5, are to be held, requires each driver to have one hour's rest after each 200 miles which he drives (Regulation 9 and Schedule 3 paragraph 15).
6. The list of events specified in Schedule 4 has been increased by the addition of two events.