STATUTORY INSTRUMENTS

1965 No. 1400

ROAD TRAFFIC

The Motor Vehicles (Competitions and Trials) (England) Regulations 1965

Made - - - -	13*th July* 1965
Laid before Parliament	26*th July* 1965
Coming into Operation	1*st September* 1965

The Minister of Transport in exercise of his powers under section 36 of the Road Traffic Act 1962(a) and of all other enabling powers, and after consultation with representative organisations in accordance with section 260(2) of the Road Traffic Act 1960(b), hereby makes the following Regulations:—

Commencement and citation

1. These Regulations shall come into operation on the 1st September 1965, and may be cited as the Motor Vehicles (Competitions and Trials) (England) Regulations 1965.

Interpretation

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

"appropriate authority" in relation to an event means the person responsible for authorising the event in accordance with Regulation 4 of these Regulations;

"Class I road" means a highway classified by the Minister of Transport under the Ministry of Transport Act 1919(c) in Class I;

"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;

"county police area" means any police area, other than a county borough or the River Tyne, within the meaning of the Police Act 1964(d);

"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 37 of the Road Traffic Act 1960) can only be used by traffic of Class I or

(a) 10 & 11 Eliz. 2. c. 59.
(b) 8 & 9 Eliz. 2. c. 16.
(c) 9 & 10 Geo. 5. c. 50.
(d) 1964 c. 48.

II of the classes of traffic set out in Schedule 4 to the Highways Act 1959(a), as amended by the Special Roads (Classes of Traffic) Order 1961(b);

" 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 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 manœuvring or controlling the vehicle, including maintaining the forward motion of the vehicle in adverse conditions;

" 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;

" set problem " means a problem given to a competitor the 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 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;

" specified event " means an event, held not more than once each calendar year, specified in Schedule 3 to these Regulations;

" standard conditions " has the meaning assigned to it in Regulation 7(1) of these Regulations;

(a) 7 & 8 Eliz. 2. c. 25. (b) S.I. 1961/1210 (1961 II, p. 2408).

"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) The Interpretation Act 1889(a) shall apply for the interpretation of these Regulations as it applies for the interpretation of an Act of Parliament.

Authorisation of certain events

3. 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;

(*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, no merit attaches to a competitor's performance except 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

4.—(1) Events not authorised by the last preceding Regulation may be authorised in accordance with the following provisions of this Regulation.

(2) An event which is neither a specified event, a time schedule event, a time limit event nor a problem solving event and the route of which on the public highway lies:—

(*a*) in not more than one county police area, whether or not it lies in any other police area, may be authorised by the chief officer of police of the county police area;

(*b*) entirely within the boundaries of a single county borough may be authorised by the chief officer of police of the force maintained for that area;

(*c*) entirely within the boundaries of two or more county boroughs, not being county boroughs forming part of a county police area, may be authorised by the chief officers of police of the forces maintained for the county boroughs acting jointly.

(3) An event which is a time schedule event, a time limit event or a problem solving event, not being in any case a specified event, and in which the rules

(a) 52 & 53 Vict. c. 63.

require the competitors to take a specified route which comprises no road other than a motorway, trunk road or Class I road, except that the route may also contain not more than 5 miles of road of any other description on which a speed limit of 40 miles per hour or less is imposed by or under any enactment, and the route of which on the public highway lies in any of the areas specified in sub-paragraph (*a*), (*b*) or (*c*) of the last preceding paragraph, may be authorised by the person or persons specified in the relevant sub-paragraph as the person or persons who may authorise the events to which the sub-paragraph applies.

(4) Any event other than those which may be authorised in accordance with paragraph (2) or (3) of this Regulation may be authorised by the Royal Automobile Club in accordance with these Regulations.

Applications for authorisation

5.—(1) Applications for authorisation of an event shall be made to the appropriate authority on a form (which may be obtained from any person who may authorise an event in accordance with Regulation 4 of these Regulations) containing the particulars specified in Schedule 1 to these Regulations.

(2) Applications for such authorisation shall be made, in the case of an application to the Royal Automobile Club, 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, in the case of an application to a chief officer of police, not less than 4 weeks before such date, and, except in the case of a specified event, shall not be made more than 6 months before such date.

Fees

6.—(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 following paragraph of this Regulation, shall be paid.

(2) The minimum fee shall be £3 and shall be increased by £1 for each 50 miles or part thereof by which the length of the route of the event on the public highway exceeds 50 miles.

Other conditions

7.—(1) Subject to paragraph (2) of this Regulation an event, other than an event authorised by Regulation 3 of these Regulations, shall be held subject to such conditions specified in column 1 of Schedule 2 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 appropriate authority to the extent specified in column 3 of Schedule 2 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 appropriate authority 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 the amenity of, and minimising the inconvenience suffered by, members of the public who may be affected by the event.

(4) Without prejudice to the foregoing provisions of this Regulation the appropriate authority 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 the amenity of, or minimising the inconvenience suffered by, members of the public who may be affected by the event.

Consultation with other bodies

8.—(1) Before authorising an event the route of which on the public highway lies in not more than one county police area and also in another police area the chief officer of police of the county police area shall consult the chief officer of police of the other area.

(2) Before authorising an event the Royal Automobile Club shall consult the chief officer of police of any police area in which the route of the event on the public highway lies, whether partially or wholly.

(3) Before authorising an event the route of which lies in whole or in part along a road 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(a) the appropriate authority shall consult with the highway authority for that road.

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

(5) 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

9. In exercising their discretion to authorise an event appropriate authorities 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, in either case being events which have been authorised by the appropriate authority concerned or the authorisation of which has been notified to that authority by the appropriate authority, 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.

(a) 12, 13 & 14 Geo. 6. c. 97.

Measurement of distance

10. 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.

Given under the Official Seal of the Minister of Transport the 13th July 1965.

(L.S.)

Tom Fraser,
The Minister of Transport.

SCHEDULE 1 (see Regulation 5)

PARTICULARS TO BE GIVEN IN THE APPLICATION FOR AUTHORISATION

1. Surname of applicant, Mr./Mrs./Miss, Christian names, address, day-time telephone number (if any).
2. Date(s) of event.
3. Insert here the number of each current one-inch Ordnance Survey sheet traversed by the route of the event on the public highway.
4. Name and address of promoter of the event.
5. Name of event (if any).
6. Expected number of competing vehicles.
7. Type of competing vehicles.
8. Describe exactly (in words) the location of each starting and finishing point, and state whether it is on the public highway.
9. Interval at which competitors will be dispatched from starting points.
10. 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 reasons why standard condition no. 6 should be modified.
11. If the route lies in whole or in part on a footpath or bridleway, please attach the authorisation of the appropriate local authority under section 17 of the Road Traffic Act 1960.
12. Provide a tracing 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. Where application for authorisation is made to a chief constable tracings should be submitted in duplicate. Each tracing should show—
    (i) the number of the Ordnance Survey 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 a 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 set problem;

(vii) (with the letter "R") the location of any 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 when 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") the extent of any footpaths or bridleways forming part of the route.

WHERE TO SEND THE COMPLETED APPLICATION: FIRST ANSWER QUESTIONS 13 TO 17 BELOW

13. Will the route of the event on the public highway lie in more than one county police area?

14. Is the event one of those listed in Schedule 3 to the Regulations?

15. Will the event be—

(i) a time schedule event?

(ii) a time limit event?

(iii) a problem solving event?

16. Will competitors be allowed to use roads other than motorways, trunk roads and Class I roads?

17. If the answer to question 16 is yes, will the total mileage of these other roads be—

(i) greater than 5?

(ii) free of statutory speed limits of 40 m.p.h. or less?

If the answer to question 13 or question 14 is yes,

OR

if the answer to any part of question 15, *and* the answer to either part of question 17, are yes,

Answer question 20, sign and date the declaration, and send the completed application form and tracing(s) to the Royal Automobile Club, 31, Belgrave Square, London, S.W.1.

Otherwise answer questions 18 and 19.

18. Will the route of the event on the public highway be confined to a county borough which is not part of a larger police area?

19. Will it be confined to two or more county boroughs which are not part of a larger police area?

If the answer to question 18 is yes, sign and date the declaration and send the completed application form and two copies of each tracing to the chief constable of the county borough concerned.

If the answer to question 19 is yes, sign and date the declaration and send a copy of the completed application form and two copies of each tracing to the chief constable of each of the county boroughs concerned.

If the answers to questions 18 and 19 are no, sign and date the declaration and send the completed application form and two copies of each tracing to the chief constable of the county police area in which the event will take place.

20. Length of the route of the event on the public highway: ..... miles.

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) (England) Regulations 1965 as apply to the event, subject to any modifications which may be made by the appropriate authority.

Signature of Applicant .....

Date.....

SCHEDULE 2 (see Regulation 7)

STANDARD CONDITIONS

1. Standard conditions	2. Application	3. Power to modify
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 the appropriate authority, and (*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.	All events.	None.
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:— (i) the interval between the times of departure from the start of the event of the first and last competitors, (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, (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	All time schedule events, except events in which all the vehicles driven by competitors were registered under the Roads Act 1920(a) before the 1st January 1930.	The appropriate authority has power to modify in respect of the intervals specified in paragraph (iii) of this condition to the extent that the modification is necessary or expedient 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

(a) 10 & 11 Geo. 5. c. 72.

Schedule 2—*continued*

1. Standard conditions	2. Application	3. Power to modify
(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.		is being held, and the Royal Automobile Club has power to modify in respect of specified events.
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 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.	All time schedule events, except events in which all the vehicles driven by competitors were registered under the Roads Act 1920 before the 1st January 1930.	The Royal Automobile Club has power to modify in respect of specified events.
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 appropriate authority has power to modify to the extent that the modification is to permit the competitors to travel twice the same length of trunk road or Class I 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 the Royal Automobile Club has power to modify in respect of specified events.
7. No starting point or finishing point of an event shall be on a public highway.	All events.	The appropriate authority has power to modify.

Schedule 2—*continued*

1. Standard conditions	2. Application	3. 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, if the slowing down is for the purpose of solving a set 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 other point at which such times are so checked or recorded.	All time schedule events.	None.
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.

Schedule 2—*continued*

1. Standard conditions	2. Application	3. Power to modify
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 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; 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 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.	All events.	None.
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	All events.	None.

Schedule 2—*continued*

1. Standard conditions	2. Application	3. Power to modify
the event to maintain over a part or the whole of the route of the event on the public highway shall— (*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 (*b*) without prejudice to the foregoing, not exceed— (i) in the case of vehicles of a class or description for which no speed limit is specified in Schedule 1 to the Road Traffic Act 1960, 50 miles per hour in so far as the route consists of a motorway, and 30 miles per hour in all other cases; (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; (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 does not consist of a motorway, 25 miles per hour. In this condition "goods vehicle" means a vehicle of the description of vehicles to which paragraph 2(1) of Schedule 1 to the Road Traffic Act 1960 applies, and "large passenger vehicle" means a vehicle of the description of vehicles to which paragraph 1(1) of that Schedule applies.		
15. 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	All events.	None.

Schedule 2—*continued*

1. Standard conditions	2. Application	3. Power to modify
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.		
16. 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 appropriate authority.	All events.	None.

SCHEDULE 3 (see Regulation 2)

SPECIFIED EVENTS

Title of event	Promoter
Auto-Cycle Union National Rally	Auto-Cycle Union
Banbury Run	Vintage Motor Cycle Club
British Caravan Road Rally	Caravan Club Ltd.
Exeter Trial	Motor Cycling Club Ltd.
International Rally of Great Britain	Royal Automobile Club
International Six Days' Trial	Auto-Cycle Union
Land's End Trial	Motor Cycling Club Ltd.
Pioneer Run	Sunbeam Motor Cycle Club
Scoot to Scotland and Edinburgh Run	Motor Cycling Club Ltd.
Veteran Car Run	Royal Automobile Club

EXPLANATORY NOTE

(*This Note is not part of the Regulations.*)

These Regulations apply to the holding in England of competitions or trials (other than races or trials of speed) involving the use of motor vehicles on a public highway. They provide as follows:—

1. Certain types of event are authorised unconditionally (Regulation 3).
2. All other events may be authorised by the appropriate authority, i.e. the chief officer of police of the appropriate area or the Royal Automobile Club (Regulation 4).
3. The procedure to be followed and the information to be given on application to the appropriate authority for authorisation of an event are prescribed (Regulation 5 and Schedule 1).

4. The fee to be paid for the authorisation of an event by the Royal Automobile Club is laid down (Regulation 6).
5. Events, other than those authorised by Regulation 3, are to be held subject to such of the conditions specified in Schedule 2 as apply to the event. These conditions may be modified by the appropriate authority to the extent specified and the appropriate authority may require events to be held subject to additional conditions (Regulation 7 and Schedules 2 and 3).
6. The appropriate authority is under a duty to consult with certain persons before authorising certain events (Regulation 8).
7. The considerations to which the appropriate authority is to have regard when exercising its discretion to authorise an event are laid down (Regulation 9).

In the Motor Vehicles (Competitions and Trials) (Appointed Day) (England) Order 1965 (S.I. 1965/1399) the Minister of Transport has appointed the 1st March 1966 as the day after which it will be an offence under section 36 of the Road Traffic Act 1962 for any person to promote or take part in a competition or trial (other than a race or trial of speed) involving the use of motor vehicles on a public highway unless the event is authorised, and is conducted in accordance with any conditions imposed, by or under these Regulations.