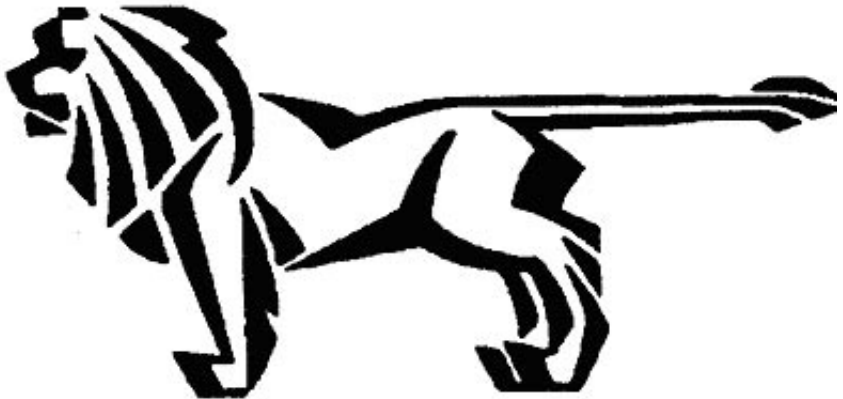


**RALLYSCHOOL.CO.UK**

**Lion Forestry Stages  
2009**



**Supplementary Regulations**

co promoted by

**Alnwick & District Motor Club**

and

**The 1400 Rally Club**

EST 1989

**WWW.RALLYSCHOOL.CO.UK**

**SHROPSHIRE - WORCESTERSHIRE - BUCKINGHAMSHIRE**

## **WIN A Rally Drive**

This will be our 14<sup>th</sup> scholarship year where individuals have been given the opportunity to go rallying at little or no cost to themselves.

One male and one female customer during 2008 will win a fully paid for rally drive worth £3000.00

## **HOW to WIN!!!!**

From the 1<sup>st</sup> February all clients buying a RS50 or RS50+ will be eligible to win the prize drive. Each month the two highest scoring drivers (one Male, one Female) will automatically qualify for the free grand final in November where those finalists will compete against each other to win the prize drives.

The very most the winner should pay is £159

For further details or to book tel:  
**0845 230 9867**



**T: 0845 230 9867**

A warm welcome to the 21st running of the RALLYSCHOOL.CO.UK Lion Forest Stages Rally 2009 in Kidland Forest, Northumberland.

This years Event and Service Area will be based at Clennell Farm with 4 stages totalling approximately 33 miles with approximately 20 road miles all on private tracks.

For the 2nd year running the Event will be co-promoted by Alnwick & District Motor Club and The 1400 Rally Club

#### Previous Winners

1986	S Bannister	D Oldfield
1987	P Pringle	D Lewis
1988	M Stephenson	J Stephenson
1989	S Bannister	D Oldfield
1990	I Joel	G Capstick
1991	C Taylor	M Corney
1992	N Hiorns	T Warson
1993	S Petch	G Tindall
1994	P Vassallo	A Cathers
1995	Rally Cancelled	
1996	B Green	M Capstick
1997	I Joel	C Wood
1998	D Weston	D Robson
1999	D Weston	D Robson
2000	I Joel	G Wood
2001	Rally Cancelled FMD	
2002	B Johnson	D Whyatt
2003	B Johnson	C Thurling
2004	D Weston	N Shanks
2005	M Glenndinning	A Roughead
2006	Tony Arnsby	C Purvis
2007	Rally Cancelled	
2008	J Burton	W Kelly

# RALLYSCHOOL.CO.UK Lion Forestry Stages Rally Saturday 15th August 2009

## Supplementary Regulations

### **1. Announcement**

1. Alnwick and District Motor Club and The 1400 Rally Club will co-promote a National B Permit Special Stage Rally - The Lion Forestry Stages Rally - on Saturday 15th August 2009
2. The event is a qualifying round of the following:-  
Formula 1000 Forest Rally Challenge 2009                      Permit No.2009/7267  
Super 1000 Rally Series    Permit No.2009/7266

### **2. Jurisdiction**

1. The event will be held under:  
The 2009 General Regulations of the Royal Automobile Motor Sports Association Limited (MSA) ( incorporating the provisions of the International Sporting Code of the FIA).  
The regulations issued by the Championships of which this event is a part.  
These supplementary Regulations.  
Any written instructions the Promoting Clubs may issue for the event.

### **3 Authorisation**

1. MSA Permit Number 53733
2. The event will comply with the Motor Vehicles (Competitions and Trials) Regulation 1969

### **4. Eligibility**

1. The Event is open to:  
Fully elected members of the Promoting Clubs  
Fully elected members of Clubs which are members of the following associations.  
ANECCC  
ANWCC
2. Competitors are reminded of the MSA's requirements for Entrant's Licences as laid down on the Licence Declaration Form and in the current MSA Year Book
3. Where the entrant is the legal entity, or in the case not part of the crew, the named driver on the entry form will be held solely responsible for all liabilities and obligations of the entrant throughout the event.
4. COMPETITION LICENCES CANNOT BE APPLIED FOR AT SIGNING ON
5. Club Membership Cards, Competition Licences and Entrants Licences will be inspected at signing on.

## 5. Format

The programme for the meeting will be:

Publication of these ASR's

7th August

10th August

15th August 07:00 - 09:30 hours

15th August 10:01

Entries Open

Entries Close

Final Instructions Posted

Noise Test , Scrutineering and

Documentation

1st Car Starts

## 6. Classes

- Class 1** F1000 cars complying to the Formula 1000 Forest Rally Challenge 2009 Technical Regulations and RF1.0 cars
- Class 2** Cars up to and including 1400cc with limited modifications. These include RF1.4 cars and vehicles conforming to the MSA Endurance Road Rally regulations that also comply with the MSA requirements for Stage Rallies.
- Class 3** All Cars with capacities up to and including 1400cc with a maximum of 8 valves, no remote reservoir suspension plus All Cars complying with the Super 1000 Rally Series 2009 Technical Regulations and all current and former FIA Group N1 cars,
- Class 4** All other non homologated cars up to and including 1400cc and all current and former FIA Group A5 cars.
- Class 5** All normally aspirated 2WD cars over 1400cc

1. All cars must comply with current MSA Technical Regulations (see also Article 12)
2. Competitors may only enter one class

## 7. Identification

1. Competitors will be identified by Rally Plates, these will be provided by the organisers at noise test and must be fixed to the front and rear of the cars prior to scrutineering.
2. Each car must carry Rally Competition Numbers in accordance with C(b)6. These will be available at Noise Test and must be fitted prior to Scrutineering. Numbers must be removed after the event and immediately on retirement.

## 8. Entries

1. The Entry List opens on publication of these Supplementary Regulations and closes for seeding at midnight on the 7th August 2009. Entries received after this date will be accepted at the organisers discretion and may be accommodated in the running order, but may find themselves omitted from Press Releases, the Published Entry List and the Programme.
2. The maximum entry for the meeting is 60 and the minimum entry is 35. The minimum for each class is 3. The first 10 entries received in each class will be accepted with the remaining entries being accepted at the organisers discretion. Should the minimum figures not be reached , the Organisers reserve the right to cancel the meeting or amalgamate classes.

3. The order of starting will be at the organisers discretion with Class 1 running 1st on the road followed by classes 2 - 4 and then Class 5.  
To assist seeding entrants should note their previous results on the entry form (see also Article 22).  
A list of scheduled starting times will be posted on the Official Notice Board at 09:45 hours on Saturday 15th August 2009.
4. Competitors are advised that the information they provide will be stored in a computer retrieval system and may be used for organisational purposes
5. The Standard entry fee including one Service Pack, Safety Notes and Numbers will be £295:00 which can be paid with two cheques, one for a minimum of £100.00 with entry and the 2nd for the balance dated prior to 7th August 2009  
The Organisers impose the right to impose a surcharge should event insurance premiums be increased, by the insurers  
Cheques MUST be made payable to "Alnwick & District Motor Club"
6. Entries will only be accepted on the Official Entry Form, accompanied by the appropriate fees and should be sent to the Entries Secretary  
Maurice Mabon  
70 Chapel Lands. Alnwick, Northumberland, NE66 1ER
7. The Organisers reserve the right to accept or refuse entries at their discretion.  
All entries will be acknowledged by email and displayed on [www.lionstages.co.uk](http://www.lionstages.co.uk)  
Any Queries or late entries after the 7th August 2009 should be addressed to the Event Secretary.
8. Entries must be withdrawn in writing. Withdrawals should be addressed to the Entries Secretary. Entries may be refunded, less a £20:00 administration fee, up to the 7th August 2009. Entries Fees will not be refunded after this date unless your place is filled with a reserve.
9. The Entries Secretary must be informed in writing, of any modification to entries. Changes will only be accepted up to one hour before the competition starts

## 9. Officials

Clerk of the Course	Andy Nichols
Deputy Clerk of the Course	Peter Grant
Secretary of the Meeting	Frank Imeson
Entries Secretary	Maurice Mabon
MSA Steward	T.B.A.
Club Stewards	T.B.A.
	T.B.A.
Safety Officer	Stephen Crosby
Chief Marshal	Martin O.Hanlon
Chief Timekeeper	Gordon Bradford
Chief Medical Officer	T.B.A.
Chief Scrutineer	Colin Salkeld
Enviromental Scrutineer	Max Hall
Communications Officer	Lindsey Burnip

## 10. Results

1. Provisional Results will be published as soon as possible, at the Finish Venue, after the last car finishes the event.  
Protests must be made in accordance with MSA GR C(d) 46-59 and Appeals in accordance with MSA GR C(d) 60-63. Results will be sent to all competitors after the event.
2. Competitors shall ensure that they and their cars are available for inspection, should a protest be submitted in accordance with MSA GR C(d) 48.  
If the protested vehicle is not available for inspection the Competitor may be penalised as under MSA GR C(d) 35.

## 11. Route/Road Book / Documentation

1. The event will start from Clennell , Northumberland MR. 80/928071 and contain 4 Special Stages of a proximately 34 miles on private land, joined by road sections of approximately 20 miles on private roads. Cars will start the event at one-minute intervals. The route will be defined by six figure map references and by a Tulip Road Book.
2. Full details of the Route and Special Stages will be given in the Road Book issued to Competitors. An outline of the route giving Grid References for Controls, Stages and location of Service Area, Stage mileage's and time schedule will be sent with a Competitors Bulletin or included in the Road Book (see Article 5).
3. Entrants will be supplied with a detailed Tulip Road Book and PATTERSONS Route Safety Notes which can be collected from the start from 7:00am on Saturday 15th August 2009.  
Time Cards will be issued at signing on upon production of a Scrutineers Pass.

These documents will contain all the necessary information to enable Competitors to comply with MSA GR H 9.11 AND H 9.12

4. The Rally route will be contained within the Ordnance Survey map number: 1:50,000 (Latest edition) 80
5. Pre-event reconnaissance, practising or testing over the Special Stages contained in this event is forbidden (MSA GR H 17 and H 167).  
Any competitor or his / her agent observed on the stages after the publication of these regulations will be REFUSED A START or EXCLUDED FROM THE RESULTS as appropriate. The only exception to this regulation will be for persons who live on or whose employment causes them to travel on the roads in question.
6. The Official Route Safety Notes compiled by PATTERSONS must be ordered on the Official Entry Form.  
**Only the notes provided for the 2009 event, may be used. (MSA GR H 155).**  
Whilst every care has been taken in the preparation and printing of these notes, competitors must appreciate that the grading of corners contained in the notes is inevitably a subjective matter, which cannot take into account the capabilities of

either the individual driver or car. The responsibility for their own safety rests squarely upon competitors to remain within their own capabilities.

The notes are intended to give a description of the road only and do not advise on how quickly the route should be driven. In addition, the co-driver should read through the notes in advance of the event to ensure that they know exactly what is to be said.

The notes contain a considerable amount of detail and less experienced competitors may find that it takes them some time to become accomplished in using them. Junction numbers will be marked to enable a co-driver who has lost his / her place in the notes to rejoin again, as soon as possible.

**(In all instances, competitors are advised that the Organisers accept no responsibility or liability in the use of Route Safety Notes).**

## 12 Scrutineering

1. Scrutineering will be held at Clennell Farm on Saturday 15th August 2009 between 7:30am and 9:30am. Before proceeding to Scrutineering, competitors must 1st report to Noise Test Control where Numbers will be issued which must be affixed before proceeding. The location of the Noise Test will be advised in the Final Instructions.
2. At Scrutineering cars will be examined for compliance with the 2009 MSA Tyre, Technical and Safety Regulations as well as for class eligibility (attention is drawn to MSA GR C(b) 7-26 , H 262-312 and C(c)). Each Entrant and driver will be assumed to have full knowledge of the car and its eligibility for the class entered. Cars must be presented in the same condition as they intend to compete.
3. A validated MSA Rally Special Stage Vehicle Log Book (MSA GR H 146, H 268, C(b) 3) must be made available at Scrutineering, and on demand throughout the event for each car. Failure to produce this document will lead to a REFUSED START or EXCLUSION.
4. FIA / FISA Homologation Forms must be provided and made available at Scrutineering, and on demand throughout the event, for each Group A or Group N car. Failure to provide the form will lead to re-classification (where appropriate) to the appropriate Class (Article 6.1), or to a REFUSED START or EXCLUSION.
5. All cars shall have fire extinguishing systems as per 2009 MSA requirements.
6. Safety Helmets will be examined and must conform to current regulations (MSA GR C9(c) 87-100) and must be worn on Special Stages (MSA GR H 147).
7. Cars shall have fitted and the Driver and Co-driver shall use, seat belts (MSA GR H 147) which conform to MSA GR C(c) 45 and H 278.
8. Drivers and Co-drivers are reminded that they must wear flame-resistant overalls on all Special Stage rallies (MSA GR H 147).
9. A valid MOT Test Certificate must be produced at Scrutineering for any car required by law to have such a certificate (MSA GR H 308) As the event takes place on private property road tax is not required (MSA GR H 308).

10. Fuel must comply with MSA GR C(b) 19
11. No studs, chains or non-skid attachments are permitted (MSA GR H 271).
12. Tyres: All tyres must comply with Section C(e) of the 2009 MSA yearbook (MSA GR H 274). Please note the restrictions imposed by (MSA GR H 274).
13. Competitors wishing to carry a video camera MUST have written permission from the Secretary of the Meeting PRIOR to Scrutineering and present the written authorisation to the Chief Scrutineer at Scrutineering, (MSA GR C 9(b) 26(e)). Failure to produce will lead to a REFUSED START. The commercial rights to all video / sound material recorded on this event are the copyright of the Lion Stages Rally.
14. The Organisers will conduct a static Sound Test both prior to the start and during the event. These will be conducted in accordance with MSA GR H 12-14 and C(b) 24, all Competitors vehicles must pass these tests which will allow for a maximum of 100 dB at 4500 RPM using the 0.5 mtr test. Failure to do so will result in penalties as under Article 17.4. (a).
15. All vehicles must carry a Warning Triangle, a SOS / OK board and a First Aid Kit
16. Cars must be presented at Scrutineering in the same condition as they intend to compete, which includes the display of competition numbers complying with MSA GR C(b) 6. Any auxiliary lights that may be used on this event MUST be fitted and in full working condition when the car is presented for Scrutineering.
17. A Competitor must have signed-on and completed all documentation within 1 hour of completing scrutineering. (MSA GR H 212 Chart 212 (dd)). Any competitor not signed on within 30 minutes of their start time may be REFUSED a start.

### **13 Signing On**

1. Signing on will take place on Saturday 15th August 2009 between 7:00am and 10:00 am at Clennell Farm MR 80/928071
2. Rally HQ will be at Clennell Farm, where the Official Notice Board will be situated for the duration of the event and where the Final Results will be posted.

### **14. Damage Declaration**

1. Competitors will be required to complete and sign a report that they have not been involved in any incident resulting in damage to private property or injury to persons or animals or alternatively giving details of any such incident where damage or injury has occurred (MSA GR H 248). Information given will not incur a penalty, but failure to disclose details of any such incident, or failure to hand in a duly completed form will be penalised in accordance with MSA GR H 212 Chart 212 (p) and may be reported to the MSA for further disciplinary action.
2. Competitors who do not report at the finish of the event are required to forward the report to the Secretary of the Meeting within 72 hours of the finish of the event (MSA GR H 249). Competitors who fail to comply may be penalised by a fine of up

to £100. If they have been involved in an accident details must be given to the Organisers the same day.

3. The competitor is responsible for the first £250:00 of each or any such claim

The secretary of the meeting is:-

Frank Imeson, 15 Duke Street, Alnwick, Northumberland  
01665 510941

## **15. Driving Standards Observers / Judges of Fact**

1. Named Judges of Fact, appointed by the Organisers, will be on duty throughout the rally to observe and report on any Competitor considered to be in contravention of MSA GR H 140 and H 144. The names of these officials will be posted on the Official Notice Board. All other signed on marshals will be deemed to be Judge of Fact.
2. The Chief Scrutineer and the Eligibility Scrutineers appointed for the event are Judges of Fact in respect of Vehicle Eligibility.
3. All signed on officials on all Special Stages are empowered to judge whether or not a Competitor has made a false start (MSA GR H 140(c)).
4. The Organisers will appoint Driving Standards Observers in accordance with MSA GR B 83 and H 141.
5. Any notified offence by a Competitor or by his Service Crew or Management Personnel which involves speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of MSA GR C9(d) 1(d) (any proceeding or act prejudicial to the interest of the Motor Sports Council or of motor sport generally). The Competitor concerned is liable to be penalised in accordance with MSA GR H 212 Chart 212 (k) and/or H 212 (i), H 143, H238, H239 and may be called before an MSA Disciplinary Tribunal.
6. Noise: The Organisers will appoint Judges of Fact to adjudicate on any instances of instantaneous factual occurrence or any other abnormal sound levels. They will report their findings to the Chief Scrutineer who will advise the Clerk of the Course who may then apply penalties if appropriate (see Article 17.4.a). Competitors should also pay attention to MSA GR B 78-82 and B 62.

## **16. Servicing**

1. A maximum of one Service Vehicle will be permitted per competing car.
2. Servicing is defined as work being carried out on the car by any person other than the Competing crew, or the use of any part or tool not carried in the competing car (MSA GR H 233-239). Servicing will only be permitted from Official Service Vehicles in the prescribed area as defined by the Organisers. These vehicles MUST be identified by an official plate that must be affixed to the vehicle on the outside of the windscreen in the upper passenger side area.  
TRAILERS MUST BE PARKED IN THE DESIGNATED AREA. – Penalties as per

MSA GR H 212 Chart 212 (aa) will be applied.

3. Each Service Vehicle must be registered with the Organisers, full personnel and vehicle details and vehicle registration number along with a mobile telephone number of personnel for each vehicle will be required, before an Official Plate is issued for each vehicle. The use of a Service Plate on a vehicle not previously registered with the Organisers is an offence for which a penalty of EXCLUSION will be applied.
4. All competing vehicles must be serviced on a liquid proof tarpaulin to prevent damage to the road surface, ingress into the water table or damage to the environment. Each service vehicle will be issued with a waste disposal sack to remove ALL their rubbish from the site.
5. Competitors may work unassisted on their own cars in 'No Service Areas' except:-
  - (i) within 100 metres of any Control.
  - (ii) between the Special Stage Arrival and the Special Stage Start Controls.

The only work permitted in these areas is to carry out the following unassisted:-

(a) Replace a wheel with a flat tyre by a wheel and tyre carried in the competing car.

(b) Clean lamp glasses, windscreen, windows, competition numbers and number plates.

6. Service Personnel are subject to the same regulations as Competitors regarding noise, bad driving manners, etc. Officials and Marshals have been instructed to note any infringement of these rules (Article 15).
7. Competitors must ensure their Service Personnel understand and comply with these regulations and that their Service Vehicles bear an Official Plate showing the Competitor's Rally Number.
8. A Competitor receiving assistance contrary to these SR's will be penalised in accordance with MSA GR H 212 Chart 212 (n) subject to the following modifications: Any Competitor receiving assistance, from any Vehicle, except in the designated Service Area will be EXCLUDED on the first offence
9. The Service Area is located at Clennell Farm MR 80/928071

## **17. Controls and Timing**

1. Timing of the event will be governed by the Target Timing Regulations (MSA GR H 194-211), using digital clocks operated by Officials under the control of an MSA Approved Timekeeper.
2. All clocks will be set to Greenwich Mean Time or British Summer Time as appropriate, using BBC or Telecom time signals.
3. All Controls will open 15 minutes before the Due Time of Car '0' and close 15 minutes after the Due Time of the last Competitor still running, having taken into account any delays (MSA GR H 186).

4. The rally will consist of Special Stages and Road Sections.
5. Lateness in excess of Target Time on Road Sections and Special Stages is cumulative. Once a Competitors' cumulative lateness calculated from the previous Main Control exceeds the penalty-free maximum of 15 minutes (MSA GR H 200 and H 201) the Competitor will be EXCLUDED from the results.
6. To be classified as a finisher a crew must report, with their car, at all controls, within their permitted maximum lateness (Article 16.5).
7. It is the Competitor's responsibility to ensure that their times are correctly recorded and handed in when and where instructed. Should any recorded time not be legible or not appear authentic the Organisers may use any means at their disposal to establish a time.
8. Control and Stage Signs will conform to MSA GR H 180.
9. a) Special Stage timing will be to the previous tenth of a second (MSA GR H 195).  
b) Each Special Stage will have a Bogey Time set at 65 mph for unsealed surfaces and a Target Time set at approximately 30 mph which will be indicated in the Road Book and/or the Time Cards.  
c) Competitors will receive penalties on Special Stages as follows:-

(i) Under Bogey	-	Bogey Time
(ii) Over Bogey under Target	-	Actual Time Taken
(iii) Over Target	-	Target Time,

Time in excess of Target Time on a Special Stage will count towards the Competitor's Cumulative Lateness (Article 16.5).  
d) Competitors must be ready to start a Special Stage when required to do so by the Start Marshal (MSA GR H 152-154).
- 10a) Road timing will be to the previous whole minute.  
b) Each Road Section will be allotted a Target Time based on an average to comply with MSA GR H 9.11. Competitors can calculate their Due Time of arrival at any Time Control (TC) by adding this Target Time to their recorded time of departure from the preceding TC. On Road Sections following a Special Stage extra time may be included to allow for any delay at the Special Stage Finish.  
c) At all TC's on Road Sections, competitors who are early may wait for their Due Time outside the Control. The time recorded at these TC's shall be the time on the official clock when the crew submits the Time Card to the Official, provided that the car and both crew members are within the Control Area. Once a Competitors' car enters the Control Area the crew must submit their Time Card to the Official within one minute; (i.e. a Competitor's car may enter the Control Area up to 59 seconds before their Due Time, without incurring a penalty for early arrival). (MSA GR H 188-192).
11. Time Controls. All controls other than Passage Controls (PC's) will be Time Controls (TC's). The following titles shall describe the various types of Time Control:
  - a) **Main Time Control (MTC)**
    - (i) A Main Time Control will be situated at the Start and Finish of the Rally and

immediately after any Rest Halt and at any other specified point. At a Main Time Control after a Rest Halt, competitors will restart at one minute intervals in number order or in the order of their arrival at the Time Control preceding the Rest Halt or in the order of their arrival at some other preceding control or in the order of general classification at a specified point if interim results are available.

- (ii) Competitors shall be given a due starting time from any MTC (OUT); the difference between this time and their actual starting time will be counted towards exclusion for cumulative lateness. Also a time penalty will be applied.
- (iii) Competitors arriving at any TC (IN) within their maximum permitted lateness will restart from the following MTC (OUT) with Zero lateness.
- (iv) Competitors may at the MTC at the finish of the rally, after the due time of the first car, check in advance of their due time as per MSA GR H 193.

**b) Special Stage Arrival Control (SSA)**

On arrival at an SSA the marshal will enter the arrival time at that control, and nominate the start time (not less than three (3) minutes) after their arrival time. The area between the Special Stage Arrival and the Stage Start is Parc Ferme but should the crew need to change a flat tyre a maximum of five (5) minutes extra time will be allowed without penalty and the start time will be amended accordingly. Any time in excess of this eight (8) minutes will be penalised in accordance with MSA GR H 212 Chart 212 (d).

**c) Special Stage Start Control (SSS)**

- (i) At the SSS the marshal will enter the actual time, which will normally correspond with the provisional start time.  
Once Competitors have clocked in at an SSA, the Start Marshal will assume that they are ready to start the Stage and will issue a Start Time as soon as the Start Line is clear, whether the Competitor is ready or not.
- (ii) As each section is timed separately, the time taken from SSA to SSS is 'Dead Time' and delays are automatically allowed for.
- (iii) The area between SSA and SSS is 'Parc Ferme'.
- (iv) The stage start will be operated by traffic lights linked direct to a digital clock. The Traffic Light Start Sequence is as below; no verbal warnings will be given and the competitor should leave the start on the Green Light.

**15 Seconds Red Light**

**10 Seconds Red & Amber Light**

**5 Seconds Red Light is extinguished and the Amber clusters count down 5-4-3-2-1 0 Seconds Green Light**

In the event of the traffic lights failing the start operation will revert to manual system as described in MSA GR H 152-154.

**d) Special Stage Finish Control (SSF)**

- (i) At the SSF Competitors will be given their Finish Time in hours, minutes, seconds. This time in hours and minutes constitutes their Start Time for the following Road Section.
- (ii) Any Competitor who fails to stop at the Stop line must return to the SSF on foot; reversing the car is prohibited and subject to the Penalty of EXCLUSION (MSA GR H 150 H 212 Chart 212 (p)).

## **e) Passage Control (PC)**

- (i) At any point indicated in the Road Book, the Organisers may establish a PC in order to collect Time Cards from Competitors or for other purposes.
- (ii) A Competitor failing to provide the necessary documents at any PC will be deemed not to have reported there and will be EXCLUDED (MSA GR H 212 Chart 212 (a)).
- (iii) Any times recorded at a PC will be used only to ensure that Competitors have followed the requirements of the Road Book, and not to calculate Cumulative Lateness.

## **18. Penalties**

1. Competitors will start with zero penalties. Classification for the results will be determined by total time penalties, the winner being the Competitor with the least total time penalty (Article 15).
2. In the event of a tie, the winner will be the Competitor who has completed the greatest distance from the start with the least Stage Penalties.
3. The penalties in MSA GR 212 Chart 212 apply unless specifically modified in these SR's.
4. a) It is at the discretion of an Environmental Scrutineer, a Driving Standards Observer or of the Organisers whether a car which causes excessive sound is Refused a Start / Refused permission to proceed / or EXCLUDED at any time (MSA GR H 12-14).  
b) A Driving Standards Observer's decision on imposing a penalty for excess speed or bringing the sport into disrepute shall also be reported to the Stewards of the Meeting MSA GR H 212 Chart 212 (l).
5. Competitors are reminded of MSA GR H 137 and H 138 for details of computation of penalties in the event that the normal running of a stage be stopped. Should any Special Stage be cancelled during the event, or deleted from the results after the event, only the Stage penalties will be deleted. Unless an Official Bulletin has been issued to the contrary, the cancelled stage must be traversed within Target Time, and will in every other respect be treated as a Road Section.
6. Causing an obstruction on an access road to or from a Special Stage will be penalised by EXCLUSION from the results.
7. Failure to attend Post Event Scrutiny within the time limit specified for those Competitors selected; will result in EXCLUSION from the results.

## **19. Awards**

1st in Class Driver	Engraved Award
1st in Class Co-Driver	Engraved Award
2nd in Class Driver	Engraved Award
2nd in Class Co-Driver	Engraved Award
1st ADMC Driver	Engraved Award
1st ADMC Co-Driver	Engraved Award
1st Rally 1400 Club Driver	Engraved Award

1st Rally 1400 Club Co-Driver  
1st Formula 1000 Club Driver  
1st Formula 1000 Club Co-Driver

Engraved Award  
Engraved Award  
Engraved Award

It is a competitors responsibility to attend the Presentation of Awards which will be at Clennell Hall as soon as the results are final. Any awards not collected may be forfeited

## **20. Medical Assistance**

1. Competitors must carry an A4 size white board with a red SOS on one side and OK on the other.
2. In the case of an accident where urgent medical attention is required, where possible the red "SOS" sign should be immediately displayed to the following cars and to any helicopter attempting to assist.
3. Any crew which has the "SOS" sign displayed to them or sees a car which has sustained a major accident where both crew members are seen inside the car but is not displaying the red "SOS" sign, shall immediately and without exception stop to render assistance.
4. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles.
5. 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.
6. In the case of an accident where medical intervention is not required, the "OK" sign must be clearly shown by a crew member to the following vehicles and to any helicopter attempting to assist. If the crew leave the vehicle, the "OK" sign must be displayed so that it is clearly visible to other competitors.
7. Each competing car must carry a red reflective triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 metres before the car's position, in order to warn following drivers. Any crews failing to comply may be subject to a penalty at the discretion of the Clerk of the Course. This triangle must be placed even if the stopped car is off the road.
8. The road books shall contain a page giving the accident procedure. Any crew retiring from a rally must report such retirement to the organisers as soon as possible, save in the case of force majeure. Any crew failing to comply will be subject to a penalty at the Clerk of the Course's discretion.
9. Competitors who misuse the "SOS" or "OK" board will be penalised and may be reported to the MSA for further penalty.
  - The penalty for displaying an 'SOS' Board when urgent medical assistance is not required is EXCLUSION with a report being submitted to the MSA.
  - The penalty for not stopping at an 'SOS' Board is EXCLUSION.
  - This system does not exempt competitors from the responsibility of advising officials

- if they are aware of a fellow competitor being off the road or in some difficulty.
- Competitors are required to note the procedures for the use of Red Flags on Special Stages (MSA GR H 136.6(c)) and (MSA GR H 151). Competitors are informed that the Red Flag system will be operated on all stages

## **21. Seeding**

1. Would competitors list their drivers best 5 results on stage events after 1st January 2005 on the Entry Form to assist with seeding. The Organisers may use seeding information from other sources, in addition to the information supplied on the Entry Form, to verify competitors seeded position.
2. Class 1 competitors will in run in a block at the front of the field
3. PLEASE NOTE - The Organisers will not enter into any correspondence or discussions, regarding seeding, once the Entry List has been published. If you think your seeding is incorrect then Prove it on the Stages. Re-seeding will not be permitted except on grounds of safety

## **23. Practice Event**

1. A Practice Event will be run at the discretion of the Clerk of the Course to permit Competitors who retire from the main event on stages 1 or 2, the opportunity to gain further experience of their vehicles.
2. Vehicles must be re-scrutineered for conformity.
3. The event will run behind the main event and will start at MTC5 and consist of stages 3 and 4.
4. There will be no results or awards.

## **24. Additional Information**

1. **ENTRY FORM**  
Please ensure the Entry Form is fully and accurately completed. Failure to comply with this requirement may prejudice your entitlement to Awards, furthermore Entrants will only be acknowledged on the Entry List if the appropriate section of the Entry Form is FULLY completed
2. **ACCOMMODATION**  
Accommodation is available in and around Otterburn and Rothbury. Camping will be permitted at Clennell but NO GROUND FIRES (Raised Barbecues Only) - a charge may be levied for this.
3. **TYRES**  
Andrew Knott of Slicks will be in attendance  
**[www.slickstyres.co.uk](http://www.slickstyres.co.uk)**  
Please contact Andrew with your requirements

## **25. Acknowledgements**

The Organisers would like to express their sincere thanks to all those that have helped with this event, in particular the following:-

Economic Forests

Forest Enterprise

Clennell Farm

Clennell Hall Hotel

Northumberland County Council

Rallyschool.co.uk for sponsoring the event

Auden Insurance for sponsoring KidlandLee stages

Pro-Tec Motorsport for sponsoring Clennell Street stages

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