


Tweed Valley Stages with Clelands Volvo and Jaguar

Saturday 23rd July 2011



 Forestry Commission

A round of the:

Scottish Borders Rally Championship



ANCC Stage Rally Championship 2011



EMAMC Multi-Venue Championship



REGULATIONS





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List of Officials

(Please do not telephone any of the Organisers after 10pm)

MSA Steward	
Club Stewards	J.C. Lord, J.H. Richardson
Clerk of the Course	Ian James (MSA National A) East End House, Spaldington, Goole, East Yorkshire, DN14 7NJ 01430 430570 (after 7pm) Email: CofC@TVSR.org.uk
Deputy Clerk of the Course, Chief Timekeeper ... and Secretary of the Meeting	David James (MSA National A) Flat 8, 37 Lamplugh Road, Bridlington, East Yorkshire, YO15 2JU 01262 606420 (after 7pm) Email: secretary@TVSR.org.uk
Deputy Clerk of the Course Resources	Peter Stanhope The Roundal, Alva House, Alva, FK12 5HU 07778 514150 Email: peter@TVSR.org.uk
Deputy Clerk of the Course Operations	Steve R Smith (MSA International) 159 Church Street, Whitby, North Yorkshire, YO22 4AS 01947 821862 Email: steve@TVSR.org.uk
Assistant Clerk of the Course Operations	Gavin Heseltine 01430 440114 Email: gavin@TVSR.org.uk
Safety Officer.....	Lock Horsburgh 32 Cowal Crescent, Glenrothes, KY6 3PT 01592 744723 Email: safety@TVSR.org.uk
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Chief Scrutineer.....	Willie Greig (MSA National A)
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Public Relations Coordinator	David Shipley
Radio Coordinator	Herve Venries Email: radio@TVSR.org.uk
Service Coordinator.....	Laurence Ferguson
Recovery Officer.....	Ben McCosh
Equipment Coordinator	Dennis Robinson
Equipment Officer	John Milner
HQ staff	Ian and Mary North, Robert & Gail Newlove
Stage Commanders	George Hay, Stewart Robertson, Andy Turnbull
Results	Tynemouth Computer Services
Website	http://www.TweedValleyForestStagesRally.org.uk/



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Supporting the ANCC Championships

Welcome from the Organisers

Welcome to the inaugural Tweed Valley Stages which offers 40 stage miles in the classic Tweed Valley stages.

The organisers take this opportunity to thank John Cleland for the support from Clelands Volvo and Jaguar, both financial and tangible in the form of the scrutineering and documentation venue. We hope that this will be a successful partnership and that 2011 will be the first year of many.

The organisers also take this opportunity to thank the other organisations and individuals who have supported this event.

We are publishing Regulations on the web and not printing paper copies of Regulations this year (though if you cannot get Regulations from the Internet, please contact us and we shall print a set especially for you).

The North Humberside Motor Club Ltd (NHMC) organisers are the core team from the North Humberside Forest Rally which was the BTRDA round in the Yorkshire forests for 20 years until 2008, from which time access to the Yorkshire forests for all but Rally Yorkshire has been much reduced. That event was the best event in the BTRDA championship in 2004 and recipient of the Bill Turner Trophy.

Glenrothes Motor Sport Club Ltd run the Kingdom Stages at Crail, "The Best Rally in the Kingdom" is a round of the Hytorc Scottish Tarmac Rally Championship, The Borders Championship, and the Brick and Steel Ecosse 205/Civic Challenge, and has had a full 100-car entry list for the last five years.

The two groups have come together to work some magic over the forest stages in the Tweed Valley that have seen little action for the last 10 – 12 years. It is our intention that this event shall become a regular event within the Motorsport calendar in Scotland.

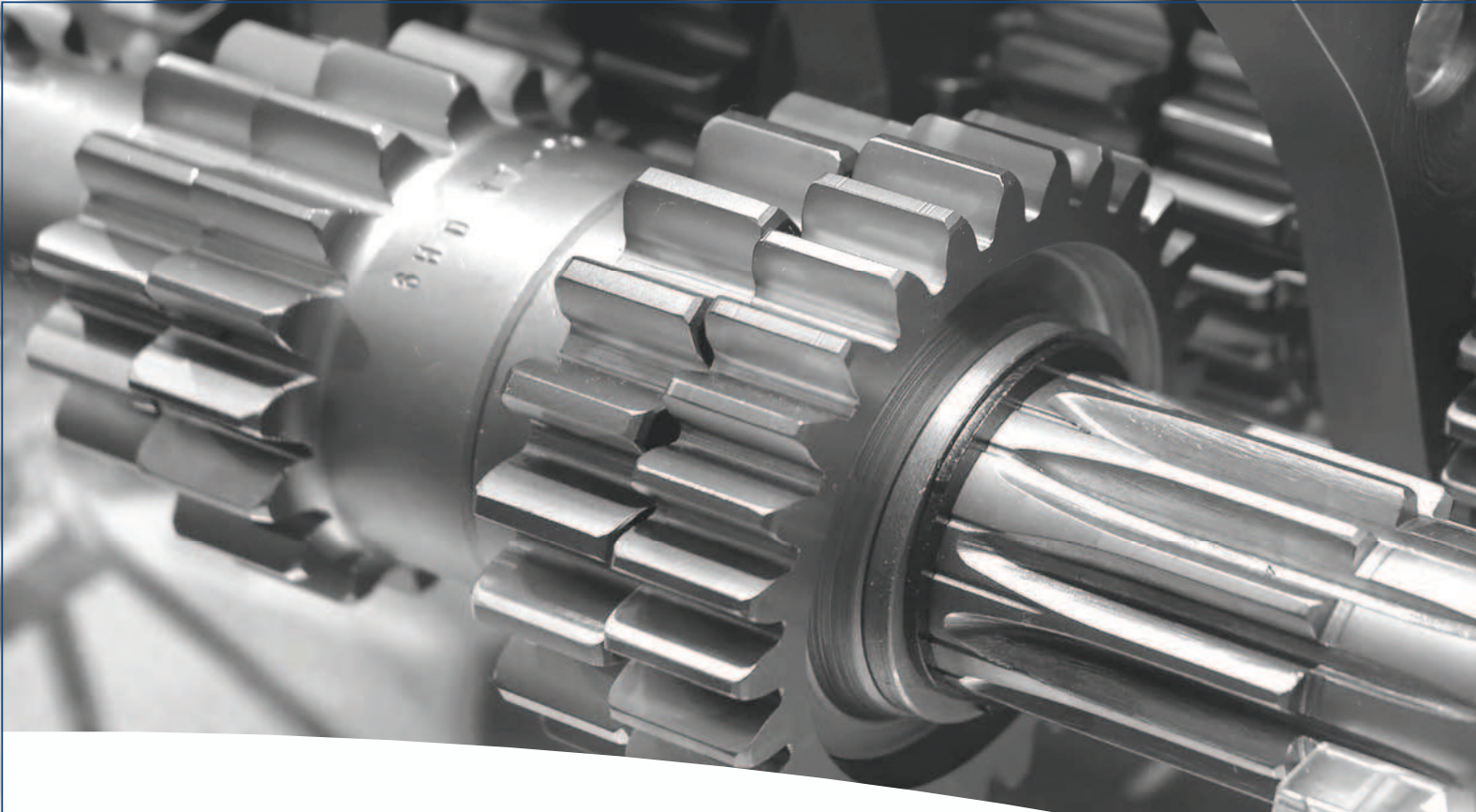
The event is a round of two Regional Association Championships: the Fuchs Titan Oils ANCC Stage Rally Championship and the Competition Car Insurance EMAMC Rally Championship. The event is also a round of the Scottish Borders Gravel Championship.

The discount entry fee is £445. We encourage all competitors to use the simple on-line entry system where payment can be by Bank Transfer or Cheque. To encourage all competitors to enter the event as soon as possible; where competitors have paid by cheque we will not cash any cheques until the first closing date and we guarantee a full refund if the entry has to be withdrawn before the final closing date. So you don't have to wait until you have completed the event before the Tweed Valley Stages before putting your entry in.

The organising team wish you a successful event and hope that your entry on the event marks the first of many a year competing on this event.

The Organising Team

Cover photograph from an original by Mark Writtle (<http://www.writtlephotographic.co.uk/>)
Cover design by Alan Gilbert (webmaster@NorthHumbersideMotorClub.co.uk)



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Rally Timetable

Thursday	14 th July	18:00	Entries at discount price close.
Monday	18 th July		Final Instructions and route information made available to entries received by 14 th July
Tuesday	19 th July	18:00	Entries at higher price and management applications close
Friday	22 nd July	18:00 – 20:50	Noise/Scrutineering
		18:00 – 21:00	Documentation
Saturday	23 rd July	07:00 – 08:50	Noise/Scrutineering
		07:00 – 09:00	Documentation
		09:01	First car starts
		16:15 (approx)	First car finishes
		18:15	Provisional Results published (subject to official delay)
		19:00	Awards Presentation (subject to official delay)
Wednesday	27 th July		Final Results made available to competitors

Tweed Valley Stages with Clelands Volvo and Jaguar 2011

1. ANNOUNCEMENT

The North Humberside Motor Club Limited will organise a National B Permit Special Stage Rally on Saturday 23rd July 2011 with assistance and support from Glenrothes Motor Sport Club Limited. The event will start from Selkirk Leisure Centre MR 73/464287.

2. JURISDICTION

The meeting will be held under the General Regulations of the Motor Sports Association Limited (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the Organisers may issue for the event.

This is a target timing event (GR R31.1).

3. PERMIT

MSA Permit number 62750 has been allocated.

Authorisation number (tba) has been allocated.

Championship permit numbers are shown in SR6.

4. ELIGIBILITY

The event is open to:

all fully elected members of the member clubs of the following Regional Associations:

- a. Association of Northern Car Clubs (ANCC),
- b. Scottish Association of Car Clubs (SACC),
- c. East Midlands Association of Motor Clubs (EMAMC),
- d. Association of North East and Cumbrian Car Clubs (ANECCC).

5. LICENCES

All competitors and drivers must produce a valid 2011 Competition Licence, Club Membership Card (GR R5.1.2) and, where applicable, an Entrant's Licence, and Championship Registration Card(s).

6. CHAMPIONSHIPS

The event is a round of the following Championships:

- a) the Fuchs Titan Race ANCC Stage Rally Championship (Registration no 44/2011),
- b) the Competition Car Insurance EMAMC Multi-Venue Championship 2011 (Registration no 56/2011),
- c) the Scottish Borders Rally Championship incorporating the Keith Renton Joinery Contractors Asphalt Challenge, the Walker Groundworks Forest Cup and the St Boswells Mowers Junior Trophy (Registration no 2011/5722).

7. PROGRAMME

The programme of the meeting will be:

Scrutineering will start at 6:00 p.m. on Friday 22nd July and close at 8:50 p.m.. Scrutineering will recommence at 7:00 a.m. on Saturday 23rd July and finally closes at 8:50 a.m. on Saturday 23rd July. Any competitor not signed on by one hour before his start time may be excluded. First car will start at 09:01 a.m. on Saturday 23rd July 2011 and will finish at approximately 4:15 p.m.

8. ROUTE

Cars will start at one minute intervals (GR R2.5.1) from the seeded list. A list of start times will be published.

The route will be contained on Ordnance Survey Map numbers 73 and 79 (1:50,000 scale). Full colour map books will be available from Scotmap (Bill Sturrock).

The event will contain about 6 special stages with a total mileage of approximately 40 stage miles. In addition, the road route will consist of approximately 133 road miles on classified and unclassified roads. The special stages will be timed to an accuracy of less than one minute in accordance with GR R31.1.3.

The stages will take the form of forestry tracks. Stage and route information will be enclosed with Final Instructions.

The Official Notice Board will be located at Rally HQ (GR R2.8.1).

9. CLASSES

The event will consist of 6 classes as follows:

- 1) Cars up to 1400 cc with 2 valves per cylinder, or up to 1000 cc with more than 2 valves per cylinder
- 2) Cars 1401 cc to 1600 cc with 2 valves per cylinder, or 1001 cc to 1400 cc with more than 2 valves per cylinder
- 3) Cars 1601 cc to 2000 cc with 2 valves per cylinder, or 1401 cc to 1600 cc with more than 2 valves per cylinder
- 4) Cars 2001 cc to 2500 cc with 2 valves per cylinder, or 1601 cc to 2000 cc with more than 2 valves per cylinder
- 5) Two wheel drive cars over 2500 cc, or over 2000 cc with more than 2 valves per cylinder
- 6) Four wheel drive cars over 2500 cc, or over 2000 cc with more than 2 valves per cylinder

For forced induction engines (other than diesels) the engine capacities stated are after multiplying the actual capacity by the forced induction equivalency factor of 1.7 (GR J5.4.1).

Cars will be seeded in **two** blocks with cars in classes 1 to 5 leaving the start first.

Cars in class 6 will leave the start after all cars in classes 1 to 5.

Both blocks of cars will be seeded **in order of anticipated performance**.

Cars in each block will be separately numbered.

All vehicles must comply with MSA Technical Regulations (GR J5, R46 to R48, K, L3).

All cars competing in this rally must be taxed and insured for the public highway and must display a current tax disc applicable to that vehicle. (GR R46.1.2)

10. AWARDS

Awards will be made in the following order, (all named trophies will remain in the possession of the Organisers):

- | | | |
|----|-------------------------|------------|
| a) | 1st overall | Two Awards |
| b) | 2nd overall | Two Awards |
| c) | 3rd overall | Two Awards |
| d) | 1st in each class | Two Awards |
| e) | 2nd in each class | Two Awards |

Additional awards may be specified in Final Instructions.

All awards will be presented at the end of the event (subject to confirmation of the Final Results).

11. ENTRIES (Fees and Methods of Payment)

The entry opens and closes in accordance with the Rally Timetable. The entry fee is £445.00 for entries received up to 14th July 2011 and £470.00 for entries received after 14th July 2011.

The entry fee includes **either** one service pack **or** one management pack per competing car. If the free pack is a service pack, a competitor may in addition buy **one** management pack for £25.00. Competitors who wish their free pack to be a management pack must indicate this on their entry form. Management packs (**maximum of one per competitor**) must be ordered before the closing date for entries.

No entries will be reserved or accepted by telephone. Incomplete entry forms will not be accepted.

Entries received after 14th July will not be seeded and will be allocated competition numbers after all entries received up to 14th July; they will start at an appropriate place in the starting order having regard to the drivers' past performance.

Methods of payment:

Entry Fees may be paid by Bank Transfer or by Cheque, postal order made payable to 'North Humberside Forest Rally' and crossed. Payment must be submitted with the entry for the entry to be accepted but cheques will not be banked until 14th July and we guarantee a full refund if the entry has to be withdrawn before the 19th July.

Entries withdrawn in writing / e-mail by 19th July **will be refunded in full**. Entries withdrawn in writing / e-mail from 20th July to 23rd July will be refunded less up to £25 (GR H31.1.2(e)). Withdrawals and non starters who fail to comply with the above timetable may receive a partial refund at the Organisers' discretion.

If paying by bank transfer please ensure that the driver's first name and surname are quoted as reference.

All entries must be made on the official entry form and accompanied by the appropriate fee or made using the on-line entry form on the event's website. All entries will be acknowledged. The Organisers reserve the right to refuse any entry. The Entrant, Driver and Co-Driver will be deemed jointly and severally liable for the payment of all fees. All cheques must be cleared before a competitor may start.

The entry fee is based on Forestry Commission Charges, MSA and authorisation fees, Start and Finish Venue costs and VAT rates as at 1st April 2011. Should any of these be increased before the event, the Organisers reserve the right to increase the entry fee appropriately or reduce the competitive forestry mileage. Any such increase will be collected at signing-on but will be publicised in advance if possible (GR H30.1.3(e)).

The order of starting will be at the Organisers' discretion, but to assist seeding, entrants should note their previous results on the entry form.

12. ENTRIES SECRETARY

All entries should be sent to the Entries Secretary whose address is detailed under 'List of Officials' on page 2.

13. ENTRIES (Acceptance)

The maximum entry for the meeting is 180 (plus 20 reserves).

The minimum entry for the meeting is 60.

The maximum entry for each class is left open.

The minimum for each class is 5.

Should any of the above minimum figures not be reached the Organisers reserve the right either to cancel the meeting, amalgamate classes, or to reduce the stage mileage (GR H30.1.3(f)).

Written acceptance of entry will be sent on a first-come first-served basis. The organisers reserve the right to refuse an entry without giving a reason.

The seeded list will be final and not subject to protest.

Competitors are advised that information they provide will be stored in a computer retrieval system and may be used for organisational and publicity purposes.

14. OFFICIALS

Officials are listed on page 2 of these Supplementary Regulations.

15. RESULTS

Provisional results will be published as soon as possible following the end of the event, subject to Official Delays (GR D26.1.2), and will be displayed on the Official Notice Board at Rally HQ. The results service is being provided by Tynemouth Computer Services.

16. PROTESTS

Any protest must be lodged in accordance with GR C5.

17. SCRUTINEERING, DOCUMENTATION AND SIGNING ON (SEE ALSO SR7)

It is the responsibility of the entrants when presenting their cars for scrutiny to ensure compliance with the Road Traffic Act, Construction and Use Regulations, and MSA Technical Regulations. In addition to the above, the vehicles will be checked for general road-worthiness, suitability, eligibility and noise level. Persons accompanying vehicles at scrutineering will be deemed to have full knowledge of the vehicle and its eligibility for the event and class entered.

Competitors' attention is drawn to the regulations on overalls (GR K9), crash helmets (GR K10) and FIA homologated seat belts (R48.10.4 or R Appendix 1 2008/278, as appropriate).

Petrol will **NOT** be available at the scrutineering venue.

The noise test will be carried out in accordance with GR J5.17 (specifically J5.18 Section C (100dba at 0.5 metres)). A further noise check or checks may be made during the course of the event. Competitors exceeding the noise limit at any of these checks may be refused permission to start, refused permission to continue or excluded, as appropriate (GR R4.1.6).

Competitors wishing to carry a video camera in the car must apply in writing to the Entries Secretaries for authorisation (J5.20.5). If authorised by the Clerk of the Course, a letter of authorisation will be issued which must be presented to the Chief Scrutineer who will inspect the camera fitting (R48.10.10).

An advance copy of the Road Book will be emailed to competitors (except for late entries) as described in the Rally Timetable. A printed copy of the Road Book and Time Cards will be issued at documentation. The supplementary information for special stages will take the form of tulip diagrams. The road book will provide all the information necessary to enable competitors to comply with GR R33 and GR R2.3.2; it will contain tulip diagrams for special stages and road sections together with black and white maps of special stages.

Competitors may be required to make up lateness at rest halts.

Should any changes take place on special stages which may be at variance with the tulip diagram issued, then the correct route will be deemed to be that designated by the stage arrowing (GR R25.6). The onus is on the competitor to follow the stage arrowing correctly and no protests will be allowed on this point (GR R26.1).

18. CONTROLS AND TIMING

This is a Target Timing Event. Crews must present themselves with their cars at all controls. All clocks will be set to BBC time. Special stage timing will be by digital clocks operated by marshals under the control of the MSA Timekeeper. All stages will have a bogey time indicated in the road book. Competitors are reminded that they must be ready to start a special stage when required to do so by the start marshal.

It is the competitor's responsibility to ensure that his times are correctly recorded on his time card and that the time card is handed in when and where instructed (GR R26.1.6).

The Rally will be divided into Road Sections and Special Stages. All controls other than Passage Controls (PCs) will be Time Controls (TCs). Each Road Section will be allocated a Target Time based on approximately 28 mph average or less (the target average speed, which may differ for different Road Sections) and a competitor can calculate his Due Time of arrival at any TC by adding this Target Time to his actual time of departing from the preceding TC.

On Short Road Sections following a Special Stage, three or four minutes extra will be allowed over the time calculated from the target average speed to account for any delays at the Special Stage Finish.

Competitors will receive penalties and accumulate lateness on Road Sections as follows:

- | | | |
|-----|--------------------|---|
| i) | Under Target Time. | Penalty: 1 minute per minute under target Time.
Additional Lateness: zero. |
| ii) | Target Time. | Penalty: zero.
Additional Lateness: zero. |

- | | | |
|------|-------------------|--|
| iii) | Over Target Time. | Penalty: zero.
Additional Lateness: 1 minute per minute over Target Time. |
|------|-------------------|--|

All Special Stages will have a Bogey Time set at 65 mph (or 75 mph if the stage is entirely on a sealed surface), and a Maximum Time set at approximately 30 mph (or less on short stages).

Competitors will receive penalties and accumulate lateness on Special Stages as follows:

- | | | |
|------|--------------------------------------|---|
| i) | Under Bogey Time. | Penalty: Bogey Time.
Additional Lateness: Zero. |
| ii) | Between Bogey Time and Maximum Time. | Penalty: Actual time taken.
Additional Lateness: Zero. |
| iii) | Over Maximum Time. | Penalty: Maximum Time.
Additional Lateness: 1 minute per minute over Maximum Time. |

Lateness lost on Road Sections and Special Stages is cumulative and once lost cannot be regained. When a competitor's accumulated lateness calculated from the previous Main Control exceeds the permitted maximum of 20 minutes, that competitor will be excluded. Should any recorded times not be legible or not appear authentic, the Organisers may use any means at their disposal to establish a time (GR R26.1.7).

At all controls (other than stage finishes) a competitor who is early may wait for his Due Time outside the Control Area (GR R30.2).

The following titles shall describe the various types of controls:

Time Control (TC)

A Time Control may be situated at any specified point.

Main Control (MC)

Main Controls will be situated at the Start and Finish of the Rally, immediately before and after any Rest Halt, or at any other specified point. At an MC after a Rest Halt, competitors will restart at one minute intervals, either in original start order, or in the order in which they passed through a control prior to the halt. The method to be used will be notified in an official instruction and, if the order of passing through a control prior to a halt is to be used, the control will be specified in an official instruction. Each competitor will be given a due starting time from any MC and the difference between this and the actual starting time will be counted towards exclusion for overall lateness. Also a time penalty will be applied. Competitors not excluded by reason of having accumulated more than the maximum permitted lateness will restart (subject to the provisions above) from any MC with zero lateness, i.e. lateness is only accumulated between two adjacent MCs.

At the last Main Control of the rally competitors are allowed to check in advance of their due time using the procedure in R30.3.3.

Regrouping Control (RC)

A Regrouping Control may be situated at any specified point. Competitors will restart from the RC at one minute intervals in the order of their arrival at the TC immediately preceding the RC. Each competitor will be given a due starting time from an RC and the difference between this time and his actual starting time will be counted towards exclusion for overall lateness. Accumulated lateness cannot be reduced at an RC (that is, accumulated lateness is NOT reset to zero at an RC).

Special Stage Arrival Control (SSA)

On arrival at an SSA a competitor will receive an arrival time. At the SSA a competitor will be given a provisional start time for the stage in hours and minutes, a minimum of 3 minutes after the arrival time. The competitor must then proceed immediately to the start line. Once a competitor has been allocated a provisional start time, the start marshal will assume the competitor is ready to start the stage. A maximum of 5 minutes will be allowed to change a flat tyre (GR R31.2.11).

Special Stage Start Control (SSS)

(GR R25.7) The starting signal for Special stages will be **either** a set of traffic lights driven automatically from the start clock **or** a flag.

For stages using a flag as the starting signal, the starting procedure will be: the start marshal will inform the competitor at 30 seconds to go, 15 seconds, 10 seconds and at 5 seconds will hold a flag ahead of the driver. He will raise the flag at zero. The raising of the flag will be the signal to start.

For stages using traffic lights, the starting procedure will be:

there will be no verbal countdown,

at 15 seconds before start time a red light will be shown,

at 10 seconds before start time amber lights will be shown,

at 5 seconds before start time, the red light will go off, and the 5 amber lights will turn off at 4, 3, 2,

1 seconds before start time,

at the start time the final amber light will turn off and a green light will be shown.

The switching on of the green light will be the visual signal to start.

As each section is timed separately, the time taken from SSA to SSS is 'dead time' and delays are automatically allowed for. The area between the beginning of the SSA Control Area and the Stage Start will be 'Parc Fermé'.

Special Stage Finish Control (SSF)

At the SSF the competitor will receive a finish time in hours, minutes and seconds. This time, in hours and minutes, will be the start time for the following Road Section. Any competitor who fails to stop at the 'Stop' line must not, under pain of exclusion, reverse to the stop line, but must return on foot (GR R25.6.1, R32.2 (Chart 32.2) (p)).

Service Area (SV)

All service areas will have 'IN' and 'OUT' Time Controls and a target time will be specified between these controls. The section between SV 'IN' and SV 'OUT' will be marked as a road section.

Passage Control (PC)

At certain points indicated in the Road Book the Organisers may establish PCs in order to collect time cards from competitors or for other purposes. There will be no official times recorded at these controls, but a competitor failing to provide the necessary documents at any PC will be deemed not to have visited that control.

19. IDENTIFICATION

Competitors must display their competition number in accordance with J4 (R6.1.3) (i.e. "traditional" numbers). The Organisers **will issue** rally plates to be fixed to the front and rear of the vehicle. In addition, competitors must display any advertising material specified by the Organisers on both front doors of the car. Rally plates relating to previous events must be removed prior to scrutineering. Competitors are reminded that these identification markings must be kept clean and legible throughout the event and must be removed or covered after the event or upon retirement (GR R6.1).

20. SUMMARY OF PENALTIES

See GR R32.2 (Appendix 1, Chart 32.2) which is amended as follows:

- aa) Failure to follow the instructions of an official 10 minutes
- bb) Further breaches of b), c), d), e), k), l), m), or n) Exclusion
- cc) Repeated misbehaviour of service crew Exclusion
- ee) Misuse of SOS and/or OK boards Exclusion and report to MSA

- ff) Unauthorised testing or practising Start refused - no refund of entry fee - report to MSA
 gg) Causing an obstruction Exclusion

21. GENERAL REGULATIONS

All other General Regulations of the MSA apply as written except for the following which are modified:

- GR J5.13.4 The MSA have issued a waiver on permitted fuel. Competitors are only permitted to use fuel that conforms to the definitions of Pump Fuels in the 2011 MSA Yearbook or fuel that complies with FIA Appendix J, Article 252, Art 9. No other fuels are permitted. Competitors competing in championships are reminded that they should check that their championship permits FIA specification fuel before using it on this event.
- GR R5.4.3 Only the first named driver may drive during the event.
- GR R24.5 The MSA have issued a waiver on notional times to allow the calculation of separate notional times for the two separate blocks of competitors. R24.5 will be applied as follows:
 For the purposes of determining the notional time to be given to a crew who has not been able to cover a stage in the normal manner due to the running of a Special Stage being stopped, the two categories of vehicles in the rally will be treated as separate events. The notional time for competitors in classes 1 to 5 will correspond to the slowest time set by a competitor in classes 1 to 5, up to the moment of interruption. The notional time for competitors in class 6 will correspond to the slowest time set by a competitor in class 6 up to the moment of interruption. If, in either case, it appears that the slowest time represents a complete anomaly, the next slowest time may be retained (and so on until the 5th slowest time). However, no crew which is totally or partially responsible for stopping a stage may benefit from this measure. If they finish the stage they will be given the time which they actually set even if this is greater than the time awarded to other crews.
- GR R25.9 Subjective Route Notes from Scotmaps (<http://www.scotmaps.co.uk/>, 01356 625080) are permitted on this event, see SR 23.
- GR R38 Servicing will only be permitted in accordance with SR24. No other servicing is allowed and Judges of Fact will be appointed to enforce this. To assist competitors, a service schedule will be issued with Final Instructions.

22. MEDICAL ASSISTANCE/SAFETY

All vehicles must carry an A4 size white board with a red SOS on one side and black OK on the other. Letters must be to a minimum of 12 cm high with a minimum stroke width of 1.5 cm.

In the case of an accident where urgent medical attention is required, where possible the red "SOS" board should be immediately displayed to the following cars and to any helicopter attempting to assist. Any crew which has the Red "SOS" board displayed to them or sees a car which has sustained a major accident where both crew members are seen inside the car but are not displaying the red "SOS" board, shall **immediately and without exception stop** to render assistance.

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.

The Clerk of the Course, at his discretion, may award a notional time to any competitor(s) delayed by making such a report. 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.

In the case of an accident where medical intervention is not required, the "OK" board 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" board must be displayed so that it is clearly visible to other competitors. Any competitor seeing an OK board displayed must report the fact to the stage stop line marshals.

Each competing car must carry a 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.

Any crew retiring from a rally must report such retirement to the organisers as soon as possible, save in a case of force majeure. Any crew failing to comply will be subject to a penalty at the Clerk of the Course's discretion. Competitors who misuse the "SOS" or "OK" board will be penalised and may be reported to the MSA for further penalty.

23. PACE NOTES AND SUBJECTIVE ROUTE NOTES

Subjective Route Notes for this event will be available from Bill Sturrock (Scotmaps, <http://www.scotmaps.co.uk/>, 01356 625080). It is the competitor's responsibility to order and pay for their notes direct from Scotmaps as the event organisers will not be involved in this process in any way.

No other route notes are authorised for use on this event, and if found will be penalised in accordance with R25.9. This does not however preclude competitors from making notations thereon to suit their individual purposes or to transfer information provided by the organisers (e.g. logging and safety information) on to the notes. In all instances competitors are advised that the organisers accept no liability or responsibility for the use of the Subjective Route Notes.

Competitors may also use 1:50,000 or 1:25,000 Ordnance Survey maps on which they may mark the route, any information provided by the Organisers, or information from Scotmaps subjective route notes for this event.

Reconnaissance is not allowed. From the date of publication of these Regulations, where it is established that a competitor or entrant, their agent, representative or any other person or persons connected with a competitor or entrant has caused, arranged, directed, or carried out reconnaissance, or inspected or noted, in any form the sections within the area covered by maps listed in these Regulations before competitors have covered the stages, they will be **excluded from the results or refused permission to start**, as appropriate to the case. All such occurrences will be reported to the MSA (GR R5.1.4). The only exception to this Regulation will be for persons who live on, or whose employment causes them to travel along, a road used on the event.

24. SERVICING

1. Servicing is defined as work carried out on the car by any person other than the competing crew, or the use of parts or tools not carried in the competing car. Two categories of support vehicle will be permitted: Service Vehicles and Management Vehicles (SR24.4). Any person travelling in a Service Vehicle is 'Service Crew'; any person travelling in a Management Vehicle is 'Management Personnel'.
2. All servicing work carried out and the carrying of fuel in Service Vehicles must comply with current Health and Safety Executive recommendations. Groundsheets must be used in the Service Areas.
3. There will be Service Areas at strategic points where work may be carried out by the Service Crew or Management Personnel on the competing car. These will only be accessible to Competitors and Service/Management Vehicles carrying Official ID or bearing Official Plates. No other areas may be used by Service Vehicles, which are required to follow a prescribed route to the Service Areas. All other areas will be Out of Bounds to Service Crews and vehicles. Service vans larger than transit types will not be permitted in the main Service Area due to the limited space available, and will be accommodated in an adjacent overflow Service Area.
4. Emergency Service will be permitted in designated areas at the end of some Special Stages, from Management Vehicles bearing the appropriate Management Plate. These vehicles must follow the route specified by the Organisers in the Management Vehicle Pack, which will specify sections of the rally route which are Out of Bounds to Management Vehicles. Management packs will contain a copy of the Competitor's Road Book together with details of the management route defined by descriptive text and map extracts.
5. Competitors may work unassisted on their own cars in 'Non Service Areas' except:
 - i) within 100 metres of any control,
 - ii) between Special Stage Arrival and Special Stage Start controls, and
 - iii) in any *Parc Fermé*.
6. Service Crews and Management Personnel are subject to the same regulations as competitors

- regarding noise, bad driving manners, etc. Officials and Marshals have been instructed to note any infringements of these rules.
7. Competitors are responsible for ensuring that their Service Crews and Management Personnel understand and comply with these regulations and that their Service vehicle(s) carry Official ID and their Management Vehicle(s) bear an Official Plate showing the Competitor's Rally Number. The Official Plate **must be fixed** to the front of each Management Vehicle and must be clearly visible at all times. Each service pack will contain an Official ID to be carried in the Service Vehicle. Each management pack will contain an Official Plate. The Competitor will be required to complete a Service/Management Vehicle Registration Form before the pack is issued. Transferring an ID or a plate to a vehicle which has not been registered is an offence, and may be penalised under R38.
 8. A competitor receiving assistance contrary to these SRs will be penalised in accordance with R32.2(n) or (o). Any Competitor whose Service or Management Vehicle is observed in an Out of Bounds area will be penalised by Exclusion from the results.

25. DAMAGE DECLARATION

Competitors will be required to complete and sign a report declaring 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. Any information given will not incur a penalty but failure to hand in a duly completed form will mean Exclusion. Competitors who retire on a stage should give their completed damage declaration form to the first Course Closing Car. Other competitors who do not report to the Finish are required to forward the report to the Secretary of the Meeting within 48 hours of the event, unless they have been involved in an incident in which case details must be given to the Organisers that same day. Competitors failing to comply will be reported to the MSA and excluded (GR R40.1.3 and R32.2(p)). During the event, the Organisers may be contacted at Rally HQ whose telephone number will be given in Final Instructions.

26. JUDGES OF FACT

Under GR G10.2 and GR R24.7 the following facts will be judged by officials as specified:

Failure to comply with GR R25.6	All officials & stage marshals
False starts on a stage	All stage start marshals
Unauthorised possession of pace notes	All officials & Judges of Fact named for that purpose
Unauthorised servicing	All officials & Judges of Fact named for that purpose
Unauthorised smoking	All officials & stage marshals
Excessive noise	Noise test marshals & Judges of Fact named for that purpose
Crash helmet, seat belt and overalls regulations	All officials & stage marshals
Misuse of SOS/OK cards	All officials & stage marshals
Depositing of litter	All officials & marshals
The Chief Scrutineer and members of the Technical Commission are Judges of Fact in respect of Vehicle Eligibility (GR G10.2.1)	

Your attention is drawn to the fact that it is the intention of the organisers strictly to enforce the MSA Requirements regarding noise (SR17). In particular, excessive noise and backfiring will be monitored very closely throughout the event. Judges of Fact and Driving Standards Observers will be appointed to report on sound levels. Excessive sound will include instantaneous occurrence of noise such as that produced by backfiring caused by anti-lag systems. The penalty for excessive sound may go as far as exclusion (GR R24.9.1). Competitors should pay particular heed to GR G7.8 to 7.9 and G10.1 to 10.3.

27. DRIVING STANDARDS OBSERVERS

Officials will be appointed to judge driving standards GR R24.8.

Driving Standards Observers will have the powers listed in GR R24.8 and they will have the power to instruct competitors to withdraw from the event (GR G11.1.2).

28. EVENT CANCELLATION

Should it be necessary to cancel the event due to legal requirements or other unforeseen circumstances, the exact amount of refund will be determined by the actual administration expenses incurred. The

Organisers are not liable for any further consequential losses incurred by prospective competitors because of event cancellation (GR D29).

29. CANCELLATION OF STAGES

Should it be necessary to cancel a stage during the rally, or to delete a stage from the results of the event, only the stage penalties will be cancelled. Unless a competitor has received written instructions to the contrary and has signed to that effect, the cancelled stage must be traversed within the Stage Maximum Time. A competitor who exceeds the Stage Maximum Time on such a stage will have the excess time debited to his accumulated lateness. Any competitor who does not have a time recorded at the start or finish of a cancelled stage will be excluded (GR R32.2 (Appendix 1, Chart 32.2) (a)).

30. INSURANCE

The promoters have applied to *Lockton* Motor Sports Road Traffic Scheme (formerly Alexander Forbes) for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the Scheme with Third Party Cover necessary to meet RTA requirements on the Road Sections of the Event. The basic rate for the event (before any Loadings) will be **£30.10**.

New applicants wishing to use the Scheme must be able to comply with all points of the *Lockton's* Declaration:

- a) Over 21 and held a full licence for at least six months,
- b) No more than one fault accident in the last three years,
- c) No more than a maximum of six speeding points on licence,
- d) No physical or mental disabilities,
- e) No other material facts.

If able to comply with all points above - no Letter of Acceptance will be required, simply sign on the Signing-On Form for Insurance at Documentation.

If unable to comply with any of the points above you will be required to complete the Declaration Form available from the Entries Secretary. When complete it should be forwarded direct to *Lockton* prior to the event, to allow sufficient time for a Letter of Acceptance to be issued. Faxed copies are acceptable. (Address: Motor Sports Risk Services, A Division of Lockton Companies LLP, 19 Spring Gardens, Manchester, M2 1FB Tel: 0161 828 3300 Fax: 0161 828 3335, mail: lauren.burgess@uk.lockton.com)

Spaces have been left on the entry form for the Policy number, name and address of the vehicle's insurers for the period of the event, for those competitors not using *Lockton* Motor Sports Road Traffic Scheme. **These spaces must be completed if applicable.**

It is the competitor's responsibility to determine the suitability of any insurance that they are proposing to use for the event with particular reference to current personal and vehicle details.

31. ADDITIONAL INFORMATION

A) Service and management vehicles will not be permitted on live stages.

B) MARSHALS REWARD SCHEME

In order to help generate support from marshals we are making provision for every marshal to receive a memento of the rally. We should very much appreciate your help in this important area, and we ask you to consider purchasing the "Smiley Stickers" either in advance (via the entry form) or on the day at documentation.

You will be given one sticker for every £5 donated and these should be fixed to the co-driver's side of the windscreen so that the marshals can thank you personally for your generosity.

32. PRACTICE EVENT

To enter the Practice Event, Entrants must notify the Secretary of the Meeting as soon as possible. The car will be re-scrutineered and, if successful, will be issued with a start time.

- A. North Humberside Motor Club Ltd will organise a Practice Event on Saturday 23rd July 2011 with assistance and support from Glenrothes Motor Sport Club Limited. The event will start from

Selkirk Leisure Centre MR 73/464287.

- B. To qualify, any competitor who has retired from the main event, up to and including stage number 3, will be permitted to re-start (subject to satisfactory re-scrutineering) in the Practice Event. The Practice Event starts at stage number 4 and this is the only point of entry to the Practice Event.
- C. Any competitor who has been **excluded** from the main event for any penalty listed in SR 20 will be refused an entry into the Practice Event.
- D. Competitors in the Practice Event will be required to run in their original starting position unless this creates a safety issue in which case the Chief Timekeeper will re-seed these competitors within the main field in a more suitable position.
- E. Competitors entering the Practice Event must be the same crew, in the same car as originally entered in the main event.
- F. The Practice Event will run to the same Regulations and SRs as the main event.
- G. The organisers reserve the right to cancel the Practice Event at any time.
- H. The organisers reserve the right to refuse any competitor an entry into the Practice Event.
- I. There will be no extra charge to enter the Practice Event.
- J. **NO** awards will be presented for the Practice Event.
- K. Stage times may be available for the Practice Event.
- L. The results in the Practice Event will not count towards any Championships.

33. ACKNOWLEDGEMENTS

The Organisers extend votes of thanks to:

John Cleland and Clelands Volvo and Jaguar
Alba Water
McDowall Motors
Tom and Anne Watson
710 Oil
Questmead
Macro Motorsport
Selkirk Leisure Centre
FC Scotland and Forest Enterprise
Scottish Borders Council
Lothian and Borders Police
Motor Sports Association
Tynemouth Computer Services

IT@Spectrum Ltd
Andrew Apperley
ARD - Experts in 4x4
Scotmaps
The various championship organisers and sponsors
The RLO for Scotland
The FLO for Scotland
The Medical Staff
The Rescue and Recovery Units
The Marshals and other Officials
All Landowners on the route

34. CHAMPIONSHIP CO-ORDINATORS

The Fuchs Titan Race ANCC Stage Rally Championship Co-ordinator is Paul Slingsby, Wharfedene, Ben Rhydding Drive, Ilkley, West Yorkshire, LS29 8BG, tel: 01943 605239, mobile: 07747 808579, email: paulslingsby@ymail.com.

The Competition Car Insurance EMAMC Stage Rally Championship Co-ordinator is Ian Pashley, 6 Chatsworth Road, Worksop, Nottinghamshire, S81 0LH, tel: 01909 500321, email: emamcmultivenue@btconnect.com.

The Scottish Borders Rally Championship Co-ordinator is Len Freshwater, Floors North Lodges, Kelso, TD5 7NX, tel: 01573 226604, email: lenfreshwater@btinternet.com.

NORTH HUMBERSIDE MOTOR CLUB LTD**MEMBERSHIP APPLICATION FORM**

I/We hereby apply to join North Humberside Motor Club Ltd; a Company limited by guarantee and, if accepted, agree to abide by the Club Rules and Regulations, the Memorandum and Articles of Association and the elected committee.

Should this Application be accepted and, in the event of the Company being wound up, I/We hereby guarantee a sum not exceeding one pound each in accordance with the aforesaid Memorandum and Articles of Association.

Surname _____ First names _____

Signature _____ Date _____

In the case of joint membership spouses:-

First names _____ Signature _____

Address _____

Post Code _____

Telephone (Home) _____ (Business) _____

I/We are interested in:-

Autotests YES/NO

Rallies

YES/NO

Membership to 31st December:

Single £12.00

Joint £15.00

Please find enclosed £ _____ for membership

P.O.s/Cheques to be made payable to:

North Humberside Motor Club Ltd

Please send this form, together with S.A.E. to:

Amanda Smith, 159 Church Street, Whitby, North Yorkshire, YO22 4AS

Telephone (01947) 821862

Glenrothes Motor Sport Club Ltd Membership Application

Name _____ Number _____

Partner (couple membership only)

_____ Number _____

Address _____

Post Code _____ Mobile: _____

Phone: Home _____ Work _____

e-mail _____

Date of birth _____ Partner _____
if under 18 _____

I wish to apply for membership of GMSC, and agree to abide by the rules of the club.

Signed _____ Date _____

Signed _____ Date _____

Type of membership: Single ☐ Couple ☐ Partner ☐ Junior ☐

Membership Fees: Single £10.00, Couple £12.00, Partner £2.00 Junior £2.00

Cheques payable to Glenrothes Motorsport Club Ltd

Send to:

Lock Horsburgh, GMSC, 32 Cowal Crescent, Glenrothes KY6 3PT

Email address lock@gmsc.org.uk

What kind of events do you want?

Autotests ☐ Autocross ☐ Sprints/Hillclimbs ☐

Stage Rally ☐ Navigational Rally ☐ Production Car Trial ☐

Knockhill/Crail Practice Sessions ☐

What could you help with?

Committee ☐ Marshalling ☐ Event organisation ☐ Newsletter stories ☐

Club use only:

Number: _____ Received: _____ Database: _____ Clubcards: _____

Visit our website at www.gmsc.org.uk

Notes