

NHMC Warcop Stages Rally

Sunday 28th May 2017



ANWCC Stage Rally Championship



2017 Chonka MOT ANCC Stage Rally
Championship & Legend Fires Ladies
Cup



ESTABLISHED 1971
2017 HRCR
MOTOSCOPE
NORTHERN HISTORIC
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RALLY CHAMPIONSHIP



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REGULATIONS

Cover photograph from Kevin Money

Cover design by Alan Gilbert (webmaster@NorthHumbersideMotorClub.co.uk)

List of Officials

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

MSA Safety Delegate	Andrew Kellitt
MSA Steward.....	Rod Parkin
Club Stewards.....	Rod Parkin Phil Foster, John Williams
Clerk of the Course	David James (MSA National A) (01262) 606420 Email: CofC@NHMCWarcopStages.org.uk
Deputy Clerk of the Course	Steve Smith (MSA National A) (01947) 820682 Email: deputy@NHMCWarcopStages.org.uk
Secretary of the Meeting	Gavin Heseltine (01430) 440114 Email: secretary@NHMCWarcopStages.org.uk
Staffing Officer Chief Marshal	Carl Thompson (01759) 306671 Email: marshals@NHMCWarcopStages.org.uk
Assistant Clerks of the Course	Rob Brook, John Dixon, Steve Varey, Neil Fewlass
Chief Timekeeper	Ian James (MSA National)
Competitor Liaison Officer.....	
Safety Officer.....	Carl Thompson
Spectator Safety Officer.....	Amanda Smith
Entries Secretary.....	Iszie Smith 159 Church Street, Whitby, North Yorkshire, YO22 4AS (01947) 820682 Email: entries@NHMCWarcopStages.org.uk
Chief Scrutineer	Colin Salkeld (MSA National)
Scrutineers	Jim McDowall, Ian Baumgart, Rob Harris
Environmental Scrutineer	Ian Johnson
Chief Medical Officer.....	Dr John Davies
Radio Controller	Chris Woodcock
Public Relations Officers.....	Ian Sadofsky, Gavin Heseltine
Press & Publicity	
Results	North East Rally Services
Recovery Co-ordinator	
-Website.....	http://www.NHMCWarcopStages.org.uk/

Welcome from the Organisers

Welcome to the first running of North Humberside Motor Club's new NHMC Warcop Stages Rally.

This year the rally is a round of the North of England Tarmacadam Championship, the Chonka MOT ANCC Stage Rally Championship & Legend Fires Ladies Cup, the ANWCC Stage Rally Championship, and the HRCR Motoscope Northern Historic Asphalt Rally Championship.

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). We should like to minimise paperwork through the post to competitors, so if you possibly can, please give email addresses where requested on the on-line entries system.

The entry fee includes RalliTrak.

Subjective route notes will be available from Patterson Agencies. Competitors should deal directly with Patterson Agencies for subjective route notes.

The Organising Team

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Rally Timetable

Thursday	18 th May	18:00	Entries close for seeding
Tuesday	23 rd May		Final Instructions available on event web-site and emailed to accepted entries.
Thursday	25 th May	08:00	Entries close
Saturday	27 th May	14:00 – 18:00	Noise/Scrutineering
		14:00 – 18:00	Documentation
Sunday	28 th May	08:15	First car starts
		16:30 (approx.)	First car finishes
		As soon as possible after last car finished	Provisional Results published at the Range Stores
		As soon as possible after results final	Awards Presentation at the Range Stores

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North Humberside Motor Club Limited

NHMC Warcop Stages Rally 2017

1. ANNOUNCEMENT

The North Humberside Motor Club Limited will organise a National B Permit **Single Venue** Special Stage Rally on Sunday 28th May 2017. The event will start on the Warcop Military Ranges, Cumbria. **The event uses the public highway (GR R.41.1).**

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.

3. PERMIT

MSA Permit number **101670** has been allocated.
DOE Authorisation number **081/17** 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. Association of North East and Cumbria Car Clubs (ANECCC),
- c. Association of North Western Car Clubs (ANWCC),
- d. East Midlands Association of Motor Clubs (EMAMC),

Registered contenders in the following championships:

- e. the North of England Tarmacadam Championship,
- f. the 2017 Chonka MOT ANCC Stage Rally Championship & Legend Fires Ladies Cup,
- g. the ANWCC Stage Rally Championship,
- h. the 2017 HRCR Motoscope Northern Historic Asphalt Rally Championship.

5. LICENCES

All competitors and drivers must produce a valid 2017 Competition Licence, Club Membership Card (GR H.22-26) and, where applicable, an Entrant's Licence, and Championship Registration Card(s). **NOTE H.22.1.2 Non-Production Fee is £67.** A valid MOT Certificate and V5 or V5C Registration documents must be produced (GR R.46.1.2). Historic entrants must also produce an FIA or MSA HVIF and for Historic category 3 cars only, the Homologation papers relating to that car.

6. CHAMPIONSHIPS

The event is a round of the following Championships:

- a) the North of England Tarmacadam Championship (Registration no 11/2017),
- b) the 2017 Chonka MOT ANCC Stage Rally Championship & Legend Fires Ladies Cup (Registration no 82/2017),
- c) the ANWCC Stage Rally Championship (Registration no 25/2017),
- d) the 2017 HRCR Motoscope Northern Historic Asphalt Rally Championship (Registration number **91/2017**).

7. PROGRAMME

The programme of the meeting will be:

The location for Scrutineering will be notified in Final Instructions. Scrutineering will start at 2:00 p.m. on Saturday 27th May 2017 and close at 6:00 p.m. The exact location of scrutineering will be notified in Final Instructions. Any competitors not signed on by 30 minutes before their start time may be excluded. First car will start from **MTC0** on the ranges at **8:07** a.m. and will finish at **MTC8A** on the ranges at approximately 4:30 p.m. Results will be declared at the Range Stores, where the awards presentation will also take place.

8. ROUTE

Cars will start at one minute intervals. A list of start times will be published.

The route will be contained on Ordnance Survey Map number 91 (1:50,000 scale).

The event will contain about 8 special stages with a total mileage of approximately 70 stage miles on good tarmac and concrete roads, with some short sections of well-compacted gravel all on private property. In addition, the road route will consist of approximately 18 road miles on the public highway on classified and unclassified roads.

The special stages will be timed to an accuracy of less than one minute in accordance with GR R.26.6.

The Official Notice Board will be located at the Range Stores (GR R.2.8.1).

9. CLASSES

The event will consist of 7 classes as follows:

- 1) cars up to 1400 cc
- 2) cars 1401 cc up to 1600 cc
- 3) cars 1601 cc up to 2000 cc
- 4) cars 2001 cc and above
- 5) four wheel drive turbocharged cars and Metro 6R4s

H1) For all cars up to 1600 cc registered and homologated before 31.12.81

H2) For all cars over 1600 cc registered and homologated before 31.12.81

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 J.5.4.1). Vehicles with turbo-chargers must comply with 2017 restrictor regulations.

All cars in classes H1 and H2 must comply with the appropriate requirements of MSA Regulations R.49.

Cars will be seeded in order of anticipated performance.

All vehicles must comply with MSA Technical Regulations. (GR R.46-49)

All cars competing in this rally must be taxed and insured for the public highway. (GR R.46.1.1)

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
- f) 3rd in each class Two Awards

Additional awards may be specified in Final Instructions.

No competitor may win more than one award.

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 £275.00.

The entry fee includes one service pack per competing car.

No entries will be reserved or accepted by telephone. Incomplete entries will not be accepted. Cheques, postal orders, etc must be made payable to 'North Humberside Motor Club Ltd' and crossed. Post dated cheques and other like forms for deferring payment will not be accepted.

Entries received after 18th May will not be seeded and will be allocated competition numbers after all entries received up to 18th May; they will start at an appropriate place in the starting order having regard to the drivers' past performance.

Methods of payment: Payment in Full to accompany entries.

All entries must be made using the on-line entries system which will be available from the event's website at www.NHMCWarcopStages.org.uk and accompanied by the appropriate fee.

If paying by cheque, please make cheques payable to **North Humberside Motor Club Ltd** and send them to the Entries Secretary:

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

All entries will be acknowledged and all cheques, etc. banked. 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 venue hire charges, MSA and DOE fees, Start and Finish Venue costs and VAT rates as at 1st March 2017. Should any of these be increased before the event, the Organisers reserve the right to increase the entry fee appropriately or reduce the competitive mileage. Any such increase will be collected at signing-on but will be publicised in advance if possible (GR H.30.1.3(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 (Acceptance)

The maximum entry for the meeting is 90 (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 H.30.1.3(f)).

Written acceptance of entry will be sent on a first-come first-served basis to the first 80 entries received. Entries received after this will be acknowledged and held until 18th May 2017. The organisers reserve the right to refuse an entry without giving a reason.

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

Entry Fees and other charges will be refunded in full to any entrant whose entry is not accepted or any entrant whose entry is **cancelled, in writing to the Entries Secretary**, on or before 18th May 2017. Entries cancelled in writing to the Entries Secretary between 18th May 2017 and 25th May 2017 will have a charge of up to £25 deducted (GR H.31.1.2(f)). Withdrawals and non-starters who fail to comply with the above timetable may receive a partial refund at the Organisers' discretion.

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

13. OFFICIALS

Officials are listed on page 2 of these Supplementary Regulations.

14. RESULTS

Provisional results will be published as soon as possible following the end of the event (GR D.26.1.2), and will be displayed on the Official Notice Board in Rally HQ. The results service is being provided by North East Rally Services.

15. PROTESTS

Any protest must be lodged in accordance with GR C.5.1-5.7.

16. 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.

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

N.B. Vehicles bearing a cherished registration number or vehicles whose registration prefix letter could mean the vehicle is over 3 years of age should produce the Vehicle Registration Document and if necessary a current MOT certificate.

The noise test will be carried out in accordance with GR R.4.1, GR J, Chart 5.18 section C (100dba at 4500 rpm 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 R.4.1.6 and 4.1.7).

Competitors wishing to carry a video camera in the car must present the camera fitting to be approved by a Scrutineer (GR R.48.10.10).

Road Books 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 R.33 and GR R.2.3.2; 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 R.25.6). The onus is on the competitor to follow the stage arrowing correctly and no protests will be allowed on this point (GR R.26.1).

17. 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 competitors' responsibility to ensure that their times are correctly recorded on their time card and that the time card is handed in when and where instructed (GR R.26.1.6).

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 70 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 15 minutes, that competitor will be excluded. Should any recorded time not be legible or not appear authentic, the Organisers may use any means at their disposal to establish a time (GR R.11.1.5 and R.11.1.6).

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. At the last Main Control of the rally competitors are allowed to check-in in advance of their due time using the procedure in R.30.3.3.

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.

Special Stage Start Control (SSS)

(GR R.25.7.1, R.25.7.2, R.25.8) 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 15 seconds to go, 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 an amber light will be shown,
- at 5 seconds before start time, the red light will go off, and the 5 sectors of the amber light will turn off at 4, 3, 2, 1 seconds before start time,
- at the start time the final sector of the 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 Ferme'.

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 R.25.6.1, Chart 32.2(p)).

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.

18. IDENTIFICATION

Competitors must display their competition number in accordance with R.6.1.3(a) (J.4) (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 R.6.1).

19. 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

20. GENERAL REGULATIONS

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

- GR J.5.13.4 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 2017 MSA Yearbook or fuel that complies with FIA Appendix J, Article 252, Art 9. No other fuels are permitted. Competitors using FIA specification fuel are **not** required to display an orange disc. Competitors competing in championships are reminded that they should check that their championship permits FIA specification fuel before using it on this event.
Competitors in classes H1 and H2 are only permitted to use fuel that conforms to the definitions of Pump Fuels in the 2017 MSA Yearbook.
- GR R.5.4.3 Only the first named driver may drive during the event.
- GR R.24.12 Subjective Route Notes from Patterson Agencies (<http://www.rallynews.net/>, 028 90844111) are permitted on this event, see SR 22.
- GR R38 Servicing will only be permitted in accordance with SR23. No other servicing is allowed and Judges of Fact will be appointed to enforce this.

21. 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 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. (**The competitor's RalliTrak hand-held emergency radio should also be used to alert the stage safety services immediately.**) 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.

22.SUBJECTIVE ROUTE NOTES

The MSA have issued a waiver of R.25.9.1 to allow the use of Subjective Route Notes for this event which will be available from Patterson Agencies Ltd (<http://www.rallynews.net/>, Brian Patterson, 028 90844111). It is the competitor’s responsibility to order and pay for their notes direct from Patterson Agencies 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 R.25.9. 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. 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 Patterson Agencies 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 R.5.1.4). 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. Your attention is drawn to the existence of 24 hour CCTV monitoring on the Warcop Ranges.

23.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. Any person travelling in a Service Vehicle is ‘Service Crew’.
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 on the competing car. These will only be accessible to Competitors and Service Vehicles 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.
4. Competitors may work unassisted on their own cars in ‘Non Service Areas’ except:
 - ii) within 100 metres of any control,
 - iii) between Special Stage Arrival and Special Stage Start controls, and
 - iv) in any *Parc Ferme*.

The only activity permitted in these areas is, with the permission of an event Official, to carry out the following work 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 vehicle registration numbers.
6. Service Crews 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 understand and comply with these regulations and that their Service vehicle bears an Official Plate showing the Competitor's Rally Number. This plate **must be fixed** to the front of each Service Vehicle and must be clearly visible at all times. Each service pack will contain only one Official Plate. The Competitor will be required to complete a Service Vehicle Registration Form before the pack is issued. Transferring a plate to a vehicle which has not been registered is an offence, and may be penalised under R.38.
 8. A competitor receiving assistance contrary to these SRs will be penalised in accordance with Chart 32.2 (n) or (o). Any Competitor whose Service Vehicle is observed in an Out of Bounds area will be penalised by Exclusion from the results.

24.DAMAGE

In the event of damage caused to third party property by a Competitor, the Organisers and the Promoters of the event reserve the right to pass the cost of repairs up to a maximum of the insurance excess under the MSA Master Policies (currently £425.00) to the competitor(s) involved. When more than one competitor is involved at the same location, the cost of repairs will be shared. All repairs have to be carried out by Landmarc.

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 R.40.1.3 and Chart 32.2(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 G.10.2 and GR R.24.7 the following facts will be judged by officials as specified:

Failure to comply with GR R.25.6	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 is a Judge of Fact in respect of Vehicle Eligibility (GR G.10.2.1)	

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 R.24.9.1). Competitors should pay particular heed to GR G.7.8 to G 7.10 and G 10.1 to G.10.3.

27.DRIVING STANDARDS OBSERVERS

Officials will be appointed to judge driving standards GR R.24.8.

Driving Standards Observers will have the powers listed in GR R.24.8 and they will have the power to instruct competitors to withdraw from the event (GR G.11.1).

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 D.10.1.23).

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 retired from the event (Chart 32.2(a)).

30.INSURANCE

The entrant is required to supply the name and address of his insurers on the entry form. Many insurance policies no longer provide cover for competition.

Vehicles must have Insurance in place which provides Third Party Liability cover that complies with the Road Traffic Act. This can be either, by extending an existing motor policy to cover the event, or, by purchasing additional cover as an adjunct to an existing motor policy.

If a competitor uses an extension to an existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

If a competitor wishes to purchase additional cover via the organisers then they can do so prior to the event providing they comply with the following.

- Age 19 years or over
- Has held a full licence for a minimum of 6 months
- Has no more than 6 points on their licence
- Has had no more than 1 fault claim in the last 3 years
- The vehicle has valid Tax, MOT and is currently insured for road use

Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25.

Any competitor who falls outside these parameters may be offered cover at equivalent terms or an agreed price, if approval from Reis Motorsport Insurance has been obtained by the event organisers, prior to the event.

Additional cover provided by this scheme is only effective whilst the vehicle is actively competing in the event, and remains under the control or direction of the event organiser(s). Cover will cease immediately if you are precluded, excluded or retire from the event.

The Event Organiser's RTA scheme is provided by Reis Motorsport Insurance and underwritten Zenith Marque Insurance Services Limited. Reis Motorsport Insurance is a trading name of the Insurance Factory Limited. Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority (No 306164). Registered in England and Wales number 02982445 at 45 Westerham Road, Bessels Green, Sevenoaks, Kent, TN13 2QB. Zenith Marque Insurance Services Limited registered in England and Wales (No 2135730) is authorised and regulated by the Financial Conduct Authority (No 47557).

31.ADDITIONAL INFORMATION

- A) Service will not be permitted on live stages.
- B) We shall be using the RalliTrak system of competitor tracking throughout the stages. RalliTrak uses a dedicated radio network operated by stage personnel who track each competitor through the Special Stages at approximately every 5 km. Each competitor will carry a RalliTrak 2-way radio, to be used in the event of accident or retirement. This radio, when operated, has an immediate link to the nearest operator who is in direct contact with the stage safety services. Full instructions for use of the RalliTrak radios, and penalties for mis-use, will be specified in Final Instructions or a Bulletin.
- C) Competitors looking for accommodation in and around Warcop may find these websites helpful: <http://visiteden.co.uk>, <http://visitappleby.com>.
- D) **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.

- E) Kevin Money (tel: 07779 235972, email kevin.money37@btinternet.com) will be attending the event as official photographer.
- F) Mad Video (Ian Maddison, PO Box 81, Keelby, Grimsby, DN37 5SN, tel: 01469 561281, email ian@madvideo.demon.co.uk) will be attending the event as official video photographer.

32.ACKNOWLEDGEMENTS

The Organisers extend votes of thanks to:

DIO	North East Rally Services
Landmarc	The various championship organisers and sponsors
Cumbria Constabulary	Patterson Agencies
Cumbria County Council	RalliTrak
Fred Bent (Cumbria RLO)	The Medical Staff
The organisers of the Pendragon Stages Rally	The Rescue and Recovery Units
IT@Spectrum Ltd	The Marshals and other Officials
Motor Sports Association	All Landowners on the route

33.NORTH HUMBERSIDE MOTOR CLUB

Throughout the year, North Humberside Motor Club Limited promotes stage rallies and autotests. NHMC is a member of five regional associations: ANCC, ANECCC, ANEMMC, ANWCC and EMAMC. We have a membership in excess of one hundred. We are keen to meet others interested in all aspects of motor sport as well as offering our help to other clubs with events they may be organising. Further details can be obtained from any of the officials listed in these regulations. The club's website is at <http://www.NorthHumbersideMotorClub.co.uk/>. A membership application form is included in these regulations.

34.CHAMPIONSHIP CO-ORDINATORS

The North of England Tarmac Rally Championship Co-ordinator is David Shield, 12 Dene Close, Ryton, Tyne and Wear, NE40 3RZ, telephone 0191 4138631 or 07979 594436, email: davidshield@sky.com.

The Chonka MOT ANCC Stage Rally Championship Co-ordinator is Bruce Lindsay, telephone 07446 642884, email: bruce.lindsay@ancc.co.uk or bruce111270@sky.com.

The ANWCC Stage Rally Championship Co-ordinator is Dave Thomas, 11 Maes Canol, Llandudno Junction, LL31 9UX, telephone 01492 584872 or 07788 995345, email: anwcc@talktalk.net.

The HRCR Motoscope Northern Historic Asphalt Rally Championship Co-ordinator is Mark Casey, 32 Windsor Drive, Wigginton, York, YO32 2QQ, telephone 07949 899 619, email: coordinator.nhrc@yahoo.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 spouse's :-

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:

Dennis Robinson, 53 West Ella Road, Kirk Ella, Hull, HU10 7QL

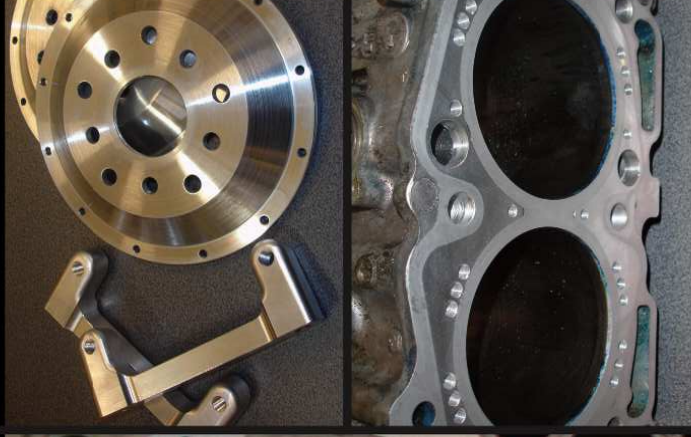
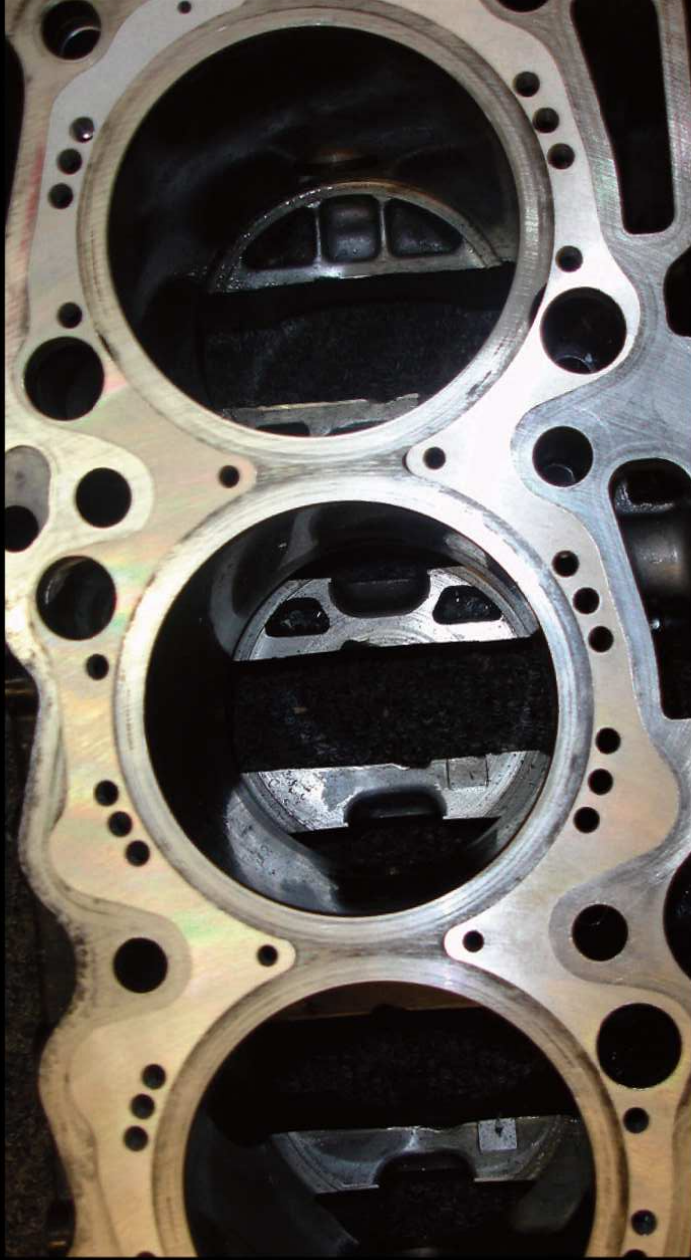
Telephone (01947) 820682

Notes



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A.N.C.C 2017 STAGE RALLY CHAMPIONSHIP



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