



E-Regulations



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ROGER ALBERT CLARK RALLY 2009

Introduction

Welcome to the sixth running of the Roger Albert Clark Rally, this year the event is being promoted by the new Roger Albert Clark Rally Motor Club Ltd and offers competitors and spectators greater insight into the event, by becoming members for only £10 a year.

With the current Economic Climate still in decline this years Roger Albert Clark Rally has tried to reduce costs for the Competitor across the board.

Road Mileage has been reduced by 130 miles, with Stage Mileage by 20 miles. The Entry Fee has been reduced by £230 if paid before the end of June, and with the event finishing on Monday lunchtime, will result in no accommodation costs for the Monday night.

So what's on Offer:

28 Special Stages, of which four are tarmac, over 150 competitive miles for £1650

Keeping with the events Policy of evolving the event, a few changers have been planned. Two new popular forest venues from the RAC Rallies of the 1980's and 90's are being used, and a change to Greystoke on Sunday afternoon.

The event is starting this year from Pickering Showground, which allows the event to go straight into the forests for Friday night action.

All the Support Events for this years event can be found in their own regulations, which are being organised and promoted by De Lacy Motor Club Ltd and managed by the Roger Albert Clark Rally Motor Club Ltd.

We look forward to welcoming you all to Pickering on November 13th for another friendly event.

The Organising Team.

Previous Winners

Roger Albert Clark Rally

2004	Stig Blomqvist / Ana Goni	Ford Escort MK2 RS
2005	Mark Higgins / Peter Martin	Ford Escort MK1
2006	Jimmy McRae / Andy Richardson	Ford Escort MK2 RS1800
2007	Steve Bannister / Kevin Rae	Ford Escort MK2 RS1800
2008	Malcolm Wilson / John Millington	Ford Escort MK2 RS1800

Roger Albert Clark Open Rally

2004	Steve Bannister / Kevin Rae	Ford Escort
2005	Steve Bannister / Kevin Rae	Ford Escort
2006	Steve Bannister / Kevin Rae	Ford Escort
2007	Richard Hill / Patrick Cooper	Ford Escort
2008	David Hemingway / Simon Ashton	Ford Escort

ROGER ALBERT CLARK RALLY 2009
SUPPLEMENTARY REGULATIONS

ARTICLE 1 – ANNOUNCEMENT

The Roger Albert Clark Rally Motor Club Limited will promote and manage a National 'A' Historic Special Stage Rally known as the **ROGER ALBERT CLARK RALLY** and National 'A' Special Stage Rally known as the **ROGER ALBERT CLARK OPEN RALLY** on Friday 13th November to Monday 16th November 2009. The event is organised by the De Lacy Motor Club Ltd and the events official name is the Roger Albert Clark International Rally.

ARTICLE 2 - JURISDICTION

1. The Event will be held under:
 - (a) The 2009 General Regulations of the Motor Sports Association Limited (incorporating the provisions of the International Sporting Code of the FIA)
 - (b) These Supplementary Regulations.
 - (c) Any written instructions the Roger Albert Clark Rally Motor Club Limited or De Lacy Motor Club Ltd may issue for the event.

ARTICLE 3 - AUTHORISATION

1. Permit Numbers
2. The event will comply with the Motor Vehicles (Competitions and Trials) Regulations where they are applicable.
3. MSA, RSAC and DOT Permit numbers will be advised in a Competitors Bulletin.

ARTICLE 4 - ELIGIBILITY

1. The Roger Albert Clark Rally is open to Competitors (whether Entrant, Driver or Co-driver) holding valid National A or International Licences issued by the Royal Automobile Club Motor Sports Association or Motorsport Ireland. The event has been inscribed on the 2009 International Sporting Calendar under the heading "National Event with Authorised Foreign Participation (NEAFP)", thus allowing competitors holding National Competition Licences issued by any one of 21 EU (or comparable) countries outside of the UK to compete. Such competitors will be subject to MSA Regulations whilst taking part in the event. Note (C(a)52)
2. Competitors are reminded of the MSA's requirements for Entrants Licences as laid down on the Licence Declaration Form and in the 2009 MSA Year Book. (H.18)
3. All Competitors Licences will be inspected at Documentation.

ARTICLE 5 – FORMAT

The Programme of the Meeting will be:

OPENING DATE FOR ENTRIES

Entries open on publication of these Supplementary Regulations

SEEDING AND PUBLICATION OF RECEIVED ENTRIES

1800hrs Saturday 24th October 2009

CLOSING DATE FOR ENTRIES

12.00hrs Wednesday 4th November 2009

DATE OF SCRUTINEERING

Friday 13th November 2009 – 12.00hrs to 17.00hrs

The Events Centre, Pickering Showground, Pickering, North Yorkshire

DATE OF PUBLICATION OF THE LIST OF CREWS ELIGIBLE TO TAKE THE START

Friday 13th November 2009

STARTING DATE OF THE RALLY

Friday 13th November 2009

LOCATIONS AND TIMES OF THE START AND FINISH OF THE VARIOUS LEGS

Leg 1: Start	Pickering Showground, Pickering 18.30hrs, Friday 13 th November 2009
Finish	Pickering Showground, Pickering 20.30hrs, Friday 13 th November 2009
Leg 2: Start	Pickering Showground, Pickering 08.30hrs, Saturday 14 th November 2009
Finish	Carlisle Airport, Carlisle 23.00hrs, Saturday 14 th November 2009
Leg 3: Start	Carlisle Airport, Carlisle 08.30 hrs, Sunday 15 th November 2009
Finish	Carlisle Airport, Carlisle 17.30 hrs, Sunday 15 th November 2009
Leg 4: Start	Carlisle Airport, Carlisle 07.00 hrs, Monday 16 th November 2009
Finish	Carlisle Town Centre 12.00 hrs, Monday 16 th November 2009

PUBLICATION OF THE RESULTS

Results will be declared final at Carlisle Racecourse at the end of the event.

ROGER ALBERT CLARK RALLY 2009

PRIZE PRESENTATION

Will take place at Carlisle Racecourse Map ref: 85/404¼ 521½ at 15.00 hrs.

OFFICIAL NOTICE BOARD

The Official Notice Board (H.9.25) for the event will be located in Rally Headquarters in the Building at the Events Centre, Pickering Showground, Pickering, North Yorkshire. A duplicate Official Notice Board shall be located in Carlisle from 16.00hrs Saturday 14th November 2009 to 12.00hrs Monday 16th November 2009. Then at Carlisle Racecourse from 14.00 on Monday 16th November 2009

RALLY HEADQUARTERS

The Building at the Events Centre, Pickering Showground, Pickering, North Yorkshire, then Regional Headquarters at Carlisle Airport.

PRESS/MEDIA OFFICE

The Building at the Events Centre, Pickering Showground, Pickering, North Yorkshire, then Regional Headquarters at Carlisle Airport.

ARTICLE 6 – CLASSES

ROGER ALBERT CLARK RALLY

Historic Category 1 - Cars registered before 31.12.1967 – (H.283)

Class B1	Cars up to 1000cc
Class B2	Cars 1001cc to 1300cc
Class B3	Cars 1301cc to 1600cc excluding twin cam engined cars
Class B4	Cars 1601cc to 2000cc including twin cam cars, but excluding Porsche 911's
Class B5	Cars over 2000cc and all Porsche 911s

Historic Category 2 - Cars registered between 1.1.1968 and 31.12.1974 – (H.284)

Class C1	Cars up to 1300 cc
Class C2	Cars 1301 cc to 1600 cc
Class C3	Cars 1601 cc to 2000 cc
Class C4	Cars over 2000 cc
Class C5	All twin cam multi valve engined cars

Historic Category 3 - Cars registered between 1.1.1975 and 31.12.1981 – (H.285)

Class D1	Cars up to 1300 cc
Class D2	Cars 1301 cc to 1600 cc
Class D3	Cars 1601 cc to 2000 cc
Class D4	Cars over 2000 cc
Class D5	All twin cam multi valve engined cars

In order to comply with the MSA technical regulations, the engine capacity will be defined as the capacity before any rebore has taken place. As an example, a car with an engine capacity of 2000cc which is bored out up to the maximum of 60 thousandths of an inch will still be regarded as a 2000cc engine for the purposes of defining the maximum rim widths of the wheels.

ROGER ALBERT CLARK OPEN RALLY

(Only two-wheel drive vehicles complying with the 2009 MSA technical regulations will be eligible to enter, and must comply with (H262 to H282) inclusive.

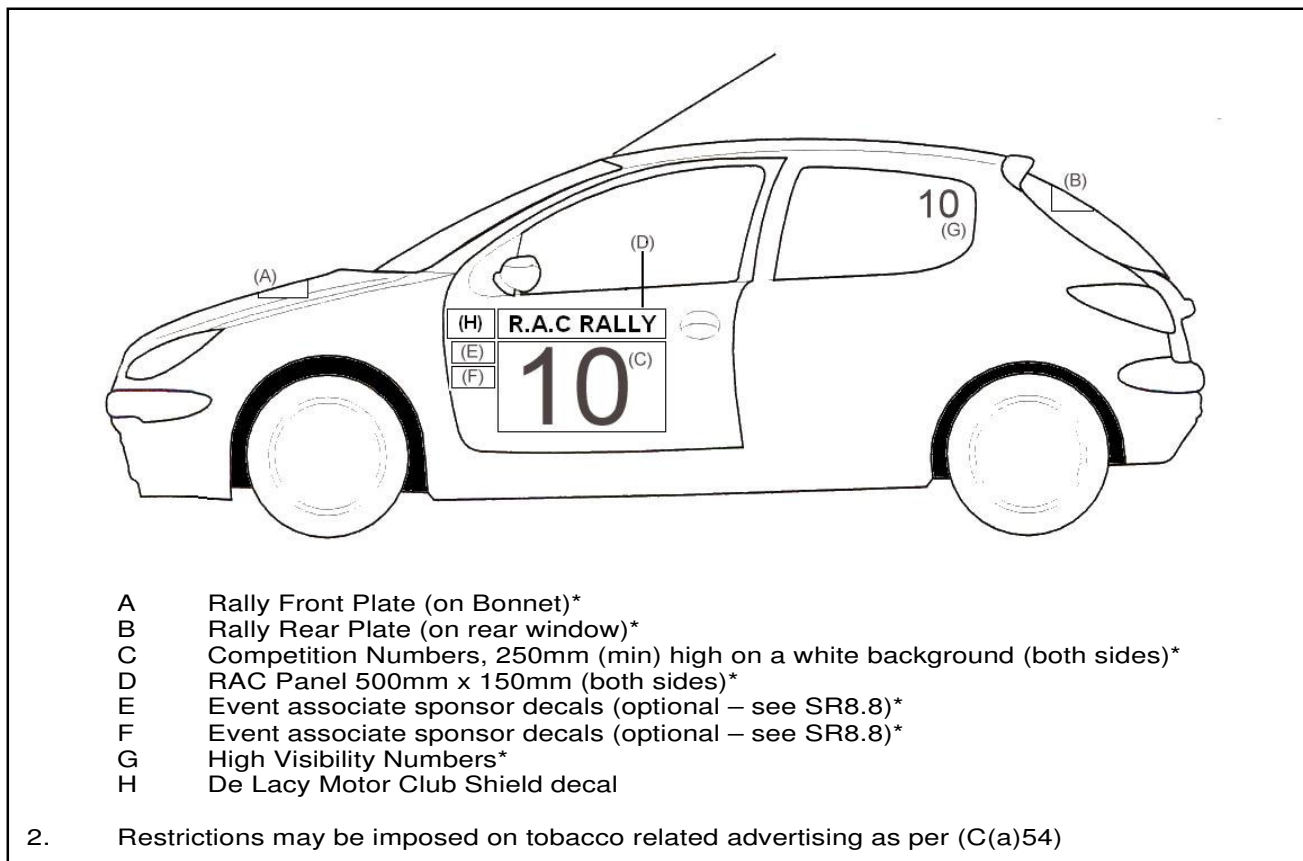
Class E1	Cars up to 1300cc
Class E2	Cars 1301cc to 1600cc
Class E3	Cars 1601cc to 2000cc
Class E4	Cars over 2000cc

- (a) Permitted modifications:
The addition of sump or chassis guards is permitted
Limited Slip Differentials are permitted
Entries in Category 1 to 3 must produce at Scrutineering an MSA Historic Vehicle Identity Form (hvif), (H.146)
- (c) Should any class have less than five entries, the Organisers have the right to amalgamate classes.
- (d) Studs or chains are not permitted.
- (e) All cars must be taxed, tested and insured for the public highway and must display a current tax disc applicable to that vehicle.
- (f) Cars with forced induction will have their engine capacity increased by 70% to establish their class.

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ARTICLE 7 - IDENTIFICATION

1. Competitors must make space available to the Organisers of the Event and the Promoters on the vehicle in the positions shown on the diagram below (on and above both front doors).



- A Rally Front Plate (on Bonnet)*
- B Rally Rear Plate (on rear window)*
- C Competition Numbers, 250mm (min) high on a white background (both sides)*
- D RAC Panel 500mm x 150mm (both sides)*
- E Event associate sponsor decals (optional – see SR8.8)*
- F Event associate sponsor decals (optional – see SR8.8)*
- G High Visibility Numbers*
- H De Lacy Motor Club Shield decal

3. Competitors are reminded that any event identification showing competition numbers must be completely removed on completion of or retirement from the event.
4. All Competitors are required to affix Event, and Sponsors decals in the prescribed positions, prior to presenting their cars to Scrutineering. Failure to do so (Article 7.1 above) will result in a refusal to start.

ARTICLE 8 - ENTRIES

1. Should the number of entries, overall or in each class, not reach the minimum stated, the Organisers have the right either to cancel the Event or to amalgamate classes where necessary. (See Article 6.2 (B) and 8.9)
2. A Competitors Bulletin containing details of the Competitor's start number will be posted to entrants at least seven days before the event.
3. The order of starting will be at the Organiser's discretion but to assist seeding, Entrants should note their previous results on their Entry Form.

The Roger Albert Clark Rally and the Roger Albert Clark Open Rally events will be running concurrently, Competitors will be seeded in order of anticipated performance irrespective of which event they have entered (H.136.2). However, competitors who have entered in Historic Category 1, and Cars in Class C1 and D1, will run at the head of the field.

4. Once the Entry List has been published, no communication will be entered into regarding it.
5. Competitors will be re-seeded at the start of Leg 2, 3 and 4 depending on their finishing position of the previous days Leg, Starting times for the next Leg will be located on the Official Notice Board as soon as practicable at the end of the day and will be sent via SMS text message to the designated number. The Organisers hold the right to restart any competitor

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higher than their finishing position for the respective day and no communication will be entered into regarding this.

6. Competitors are advised that information they provide will be stored in a computer retrieval system and may be used for organisation and publicity purposes by the event and or its sponsors.
7. Where applicable, the Entry Fee has been based on the current Forest Enterprise road charges at 1st March 2009. Should there be any variation in these charges it may be necessary to levy a supplementary entry fee, to be collected at Documentation, although it will be advised to Competitors in advance (C(a)57(e)).
8. Entries open on publication of these Supplementary Regulations and close at 12.00hrs on Wednesday 4th November 2009, please remember that to be included in the programme and published entry list, entries must be received by Saturday 24th October 2009.
9. Sum of the Entry Fees

- (i) With the optional advertising proposed by the Organisers:
£1,750

Entries may be submitted as follows:

- | | |
|--|--|
| a)Entries received prior to 30 June | A cheque for £250 in date
Post dated cheque for £200 to 31 July 2009
Post dated cheque for £300 to 30 August 2009
Post dated cheque for £300 to 30 September 2009
Post dated cheque for £700 to 31 October 2009, plus any other fees
Special rate if paid in Full in date £1,650.00 |
| b)Entries received prior to 31 July | A cheque for £450 in date
Post dated cheque for £350 to 30 August 2009
Post dated cheque for £350 to 30 September 2009
Post dated cheque for £600 to 31 October 2009, plus any other fees
Special rate if paid in Full in date £1,700.00 |
| c)Entries received prior to 30 August | A cheque for £550 in date
Post dated cheque for £500 to 30 September 2009
Post dated cheque for £700 to 31 October 2009, plus any other fees |
| c)Entries received prior to 30 September | A cheque for £750 in date
Post dated cheque for £1000 to 31 October 2009, plus any other fees |
| d)Entries received after 1 October | Cheque for £1,750 in date, Post dated cheque for any other fees to 31 October 2009 |

To encourage entries in the Historic Category 1, for entries received prior to 30 August 2009 will be issued with a free Management Pack

Other fees are: Management pack, support pack, third party insurance etc

The entry fee includes:

One Service Pack
Dunlop Advertising
Organisers Optional Advertising
4 personal service passes

- (ii) Without this advertising:
Double the appropriate fee as detailed in 9.1
10. **Each crew member must be members of the Roger Albert Clark Rally Motor Club Ltd to allow them to compete on the event. Membership of the Motor Club is £10 per person and runs from 1st June each year and expires 31 May the following year. All monies from membership go towards the promotion of the rally.**

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11. All cheques must be made payable to 'Roger Albert Clark Rally Motor Club Limited' and sent to:
- Rally Office
Roger Albert Clark Rally 2009
3 Scotsmill Crescent
Blackburn
Aberdeen
AB21 0JG**
- Tel: 01224 790724**
12. Fees for accepted entries withdrawn in writing will be refunded as follows:
- Entries received prior to 1st July 2009 and withdrawn in writing prior to 24th October 2009 will be refunded all fees paid less £40 administration fee. These refunds will be paid in accordance with the below dates.
 - Entries received after 1 July 2009 and withdrawn in writing prior to 6th October 2009 will be refunded all fees paid less £40 administration fee, this will be paid prior to the event.
 - Entries withdrawn prior to 24th October 2009 will be refunded all fees paid less £100 administration fee, this will be paid after the 1st December 2009.
 - Entries withdrawn prior to 4th November 2009 will be refunded all fees paid less £200 administration fee, this will be paid after the 1st December 2009.
 - No refunds will be issued for withdrawal of entries after the 4th November 2009
- Entries not accepted will be refunded their full entry fee. Withdrawn entries must be made in writing to the Entries Secretary and will become valid only when received. The sending of an email does not confirm that an entry has been withdrawn.
13. In the event that the rally is abandoned or postponed, entrants will have fees repaid less £100.00 administration cost.
14. Should it be necessary to cancel the event due to legal requirements or other unforeseen circumstances, the actual administration expenses incurred will determine the exact amount of refund. The Organisers and or Promoter are not liable for any further consequential losses incurred by prospective competitors because of event cancellation.
15. Maximum number of entries: 120 (plus 30 reserves)
Minimum number of entries: 50
16. All entries received will be acknowledged within seven days, this acknowledgement does not constitute a contract for an entry on the event. The event will accept the first 60 entries in Category 1 to 3 inclusive, and the first 30 entries in the Open Rally. The remainder of the 30 entries will be accepted from acknowledged entries from all categories, these entries will be issued at the organisers discretion, at or before the date of seeding on Saturday 26th October 2009. The 30 reserves will be accepted on an earliest date received basis and will be issued as a full entry in the order accepted. The Organisers reserve the right to refuse any entry without the need to give a reason for doing so.
17. Entrants must state on their entry form the FULL ADDRESS, including any post code, that they require all documents sent by the Organisers to be delivered to. Where all details are supplied to the Organisers prior to the dispatch of pre-event information, all relevant identification plates, advertising decals and numbers, along with service and any requested management packs, will be delivered to this address the week prior to the event. Arrangements should be made for this documentation to be accepted up to Thursday prior to the event, otherwise an alternative method of receiving this information should be agreed with the Entries Secretary and confirmed in writing.
18. The seeding committee will undertake seeding on **Saturday 24th October 2009**, and a provisional entry list will be published at that time. Late entries may run at the end of the field if an appropriate gap in the entry list is not available.

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ARTICLE 9 – OFFICIALS

Rally Executive Committee

Brian Avery (Chairman), Paul Adams, Colin Heppenstall, Nicola Heppenstall, Malcolm Higgins, Graham James,

Patron

Judith Clark

Stewards

Appointed by the MSA

Lyn Jenkins

Appointed by the Organisers

Roy Brader

Appointed by the Organisers

Steve Stringwell

Clerk of the Course &
Rally Manager

Colin Heppenstall MSA C.o.C Nat A
01224 790724 (H)
Email: r.a.c.rally@btinternet.com

Deputy Clerk of the Course
Assistant Rally Manager
Assistant Clerk of Course
& MSA Timekeeper

John Trevethick
Graham James MSA Int. Timekeeper
Lloyd Walker

Secretary of the Meeting
Assistant Clerk of Course Route &
PA to Rally Manager

Malcolm Higgins
Nicola Heppenstall

Area Co-ordinators

Pickering

Mark Booth

Yorkshire

John Smallwood

Carlisle Service

Neil Dodd

Kielder

Bryan Marshall

Scotland

Peter Stanhope

Chief Safety Officer

Brian Avery
07968 979948 (M)

Entries Secretary

Claire Greendale

Rally Office for all Enquiries

Rally Office
3 Scotsmill Crescent
Blackburn
Aberdeen
AB21 0JG

Tel. 01224 790724

Email: r.a.c.rally@btinternet.com

Marshal & PC Co-ordinator

Steve Cowley

Email: marshals@delacymc.co.uk

Chief Medical Officer

Chris Ruddlesdin

Safety Radio Controller

Chrys Worboys – Mercury Radio

Logistics Manager

Ken Roberts Email: ken@delacymc.couk

Public Relations Officer

Brian Heppenstall

Event Media Officer

Paul Adams

0780 9696816

MSA Chief Scrutineer

John Cooper (Nat A)

01208 863406 (H)

MSA Environmental Scrutineer

TBA

Competitor Liaison Officer

Dylis Trevethick

Results System

Tynemouth Computers

TELEPHONE CALLS TO OFFICIALS HOME NUMBERS – 1900HRS to 2100HRS ONLY

ARTICLE 10 - RESULTS

1. Provisional results will be published within two hours of the end of each leg. Final Results will be published at Carlisle Racecourse. Protests must be made in accordance with (C(d)45-49) and appeals in accordance with (C(d)60-80). Printed results will be sent via email to all competitors after the event, and will available on the event web site.

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2. Competitors shall ensure that they and their cars are available for inspection, should a protest be submitted in accordance with (C(d)49). If the protested vehicle is not available for inspection the competitor may be penalised as under (C(d)35).

ARTICLE 11 - ROUTE AND ROAD BOOK

1. The event will contain several Special Stages on private land or on closed public roads, joined by public highway sections. Cars will start the event at one minute or 30 second Intervals. The route will be defined by six figure national map references or by a tulip Road Book.
2. Full details of the route and Special Stages will be given in the Road Book issued to competitors. This document will contain all the necessary information to enable competitors to comply with (H.9.11 and H213).
3. The Road Book, Service pack, and Management pack will be dispatched at least 5 days prior to the event.
4. Total Distance of the road route: 630 miles
Total Distance of the Special Stages: 160 miles

During the road route sections both the Driver and Co-driver are able to drive the competing vehicle as more than 200 miles of road route will be covered in a day.

Type of Special Stage surface: Four Stages Tarmac and Twenty Four stages Gravel

Maps and route information:

The complete route is contained on the following Ordnance Survey Maps:

Landranger® (1:50,000 scale) 78, 80, 84, 85, 86, 87, 88 road route possible, 90, 92, 93, 94, 100, 101

The event will be making it compulsory for the below maps to be purchased of the event, these are being provided by Bobby Willis of RallyMaps.

Service Overview maps
Competitors Map Book
1:25,000 Stage Maps Cost £100.00 for 1 set

Extra Maps can be pre ordered
Service Overview maps £20.00
Competitors Map Book £50.00
1:25,000 Stage Maps £50.00

ARTICLE 12 - SCRUTINEERING AND DOCUMENTATION

1. 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 C(b)7-26, H262-312, 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.
2. A validated MSA Rally Special Stage Vehicle Log Book (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**.
3. All cars shall have fire extinguishing systems as follows: All classes as per 2009 MSA requirements.
4. Safety helmets will be examined and must conform to current regulations (C(c)87-100) and must be worn on Special Stages. (H.147)
5. Cars shall have fitted and the Driver and Co-Driver shall use, seat belts (H.147) which conform to C(c)45 (four point) and H278
7. Drivers and Co-Drivers are reminded that they must wear flame resistant overalls C(c)77-86 on all Special Stage Rallies (H.147)
8. All cars must be taxed and insured for the Public Highway. H.308
9. A valid MOT Test Certificate must be produced at Scrutineering for any car required by law to have such a certificate. Failure to produce this document will lead to a **REFUSED START** (H.308).

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10. No studs, chains or non-skid attachments are permitted (H.271).
11. Lights – A maximum of six (6) forward facing auxiliary lights with no gas discharge, will be permitted.
12. Tyres: all tyres must comply with Section C(e) of the 2009 MSA Yearbook (H.274). A minimum profile of 70 series will be permitted to use on the event, Penalty for the use of a smaller profile will be EXCLUDED from the results.

Tyres for the Open Rally must comply with Section C(e) of the 2009 MSA Yearbook (H.274)

13. Competitors requiring to carry video cameras **MUST** have written permission from the Clerk of the Course **PRIOR** to Scrutineering and present the written authorisation to the Chief Scrutineer at Scrutineering, (C9(b)26(e)). Failure to produce will lead to a **REFUSED START**. The competitor may be issued with a sponsor logo, which must be located in the centre of the dashboard in view of the camera. The Commercial Rights to all video/electronic recording and sound material recorded on the event is the copyright of Roger Albert Clark Rally Motor Club Ltd.
14.
 - (a) The Organisers will conduct a static sound test both prior to the start and during the event. These will be conducted in accordance with H.12-14 and C(b)24, all competitors vehicles must pass, failure to do so will result in penalties as under Article 18.4(a).
 - (b) A competitor must have signed-on and completed all Documentation within 1 hour of their scheduled time at Scrutineering.
 - (c) At least 5 days before the event, competitors will be advised of their Scrutineering time, failure to comply with the published Scrutineering time will be penalised with a £100 fine.
 - (d) Scrutineering and Documentation will take place at locations specified in Bulletin No.1
 - (e) Rally Headquarters is in the Building, The Event Centre, Pickering Showground, Pickering, where the Official Notice Board will be located for the duration of the event. Rally Headquarters opening hours will be published in Bulletin 1.

ARTICLE 13 - 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 (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 (H212 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 72hrs of the finish of the event (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 (see Article 13.1)

ARTICLE 14 - 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 (H.140 and H.144). The names of these Officials will be posted on the Official Notice Board.
2. The Chief Scrutineer will be appointed Judge of Fact in respect of vehicle eligibility.
3. The start Officials on all Special Stages are empowered to Judge whether or not a Competitor has made a false start (H.140(c)).
4. The Organisers will appoint Driving Standards Observers in accordance with (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 (C9(d)1(d)) (any proceeding or act prejudicial to the interest of the Motor Sports Council or of Motor Sports generally). The competitor concerned is liable to be penalised in accordance with (H212 chart 212(k) and/or H212(i), H.143, H.238) and may be called before an MSA Disciplinary Tribunal.
6. Any cases reported to the MSA Ltd. By the Police for speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of (C(d)1(d)) (any proceeding or act prejudicial to the interest of the Motor Sports Council or of Motor Sports

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generally) and the competitor concerned will be liable to be called before a Disciplinary Tribunal. It will not be necessary to prove that a traffic offence was committed, as the involvement of the Police may give rise to contravention of (C(d)1(d))

7. 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 18.4 (a). Competitors should also pay attention to (B.78-82 and B.62)

ARTICLE 15 - TIMING AND CONTROLS

1. Timing of the event will be governed by the Target Timing Regulations (H.194-211), using digital clocks operated by Officials, under the control of an MSA appointed 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 31 minutes after the due time of the last Competitor still running, having taken into account any delays (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 30 minutes (H.200 and H201) 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 15.5).
7. It is the Competitors' responsibility to ensure that his 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 (H180).
9. (a) **Special Stage Timing** will be to the previous whole second (H.195).
(b) Each Special Stage will have a Bogey Time set at 65mph for unsealed surfaces or 75mph for sealed surfaces, and a Target Time set at approximately 30mph (less on short stages) which will be indicated in the Road Book and/or the Time Cards and/or Competitors Bulletin.
(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 Competitors' cumulative lateness (Article 15.5).

(d) Competitors' must be ready to start a Special Stage when instructed to do so by the Start Marshal (H152-154).
10. (a) **Road Timing** will be to the previous whole minute.
(b) Each Road Section will be allotted a Target Time based on approximately 28mph average or less and a Competitor can calculate his Due Time of arrival at any Time Control (TC) by adding this Target Time to his actual 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 (MC's, SSA's, and STC's; see Article 15.11) 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 (ie. A competitors' car may enter the Control Area up to 59 seconds before their due time without incurring a penalty for early arrival). (H.188-192).

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11. **Time Controls.** All controls, other than Passage Controls (PC's) and Route Controls (RC's), will be Time Controls (TC's). The following titles shall describe the various types of Time Controls:
- (a) **Main Control (MC)**
 - (i) The MC at the Start and MC's after any Rest Halt, or at any other specified point, will be designated as MC(OUT).
 - (ii) The MC at the Finish of the Rally and MC's before any Rest Halt or any other specified point will be designated as MC(IN).
 - (iii) At an MC(OUT) after a Rest Halt, Competitors will restart at one minute intervals either in number order or in order of their arrival at the MC(IN) or as may be specified in an Official Bulletin.
 - (iv) Competitors shall be given a due starting time from any MC(OUT); the difference between this and their actual starting time will be counted towards exclusion for cumulative lateness, also a time penalty will be applied.
 - (v) Competitors arriving at any MC(IN) within their maximum permitted lateness will, subject to Article 15.11 (a) (iv) above, restart from the MC(OUT) with zero lateness, ie. Lateness is accumulated only between two successive MC's
 - (vi) Regroup Controls:
The Road Book will specify the Controls, if any, where Competitors NOT excluded by reason of having accumulated more than the maximum permitted lateness at that Control will start the next section with zero lateness.
 - (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 Special Stage Start is Parc Ferme but should the crew need to change a flat tyre a maximum of five (5) minutes will be allowed without penalty and the start time will be amended accordingly. Any time in excess of this eight minutes will be penalised in accordance with (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 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 followed by 5-4-3-2-1-GO. He will raise the flag at GO. The raising of the flag will be the signal to start (H.152). If the stage start interval is less than one minute, the 30 second warning will be replaced by a 20 second warning.(H.153)
 - (d) **Special Stage finish Control (SSF)**
 - (i) At the SSF Competitors will be given their finish time in Hours, Minutes and Seconds. This time, in hours and minutes, constitutes his 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** (H.150 and H.212 chart 212(p)).
 - (e) **Service Time Controls (STC)**

All Service Areas will have IN and OUT Time Controls. At Service Areas not designated as MC's at Target Time will be specified between these controls. The section between STC(IN) and STC(OUT) will be marked as a Road Section.
12. **Other Controls.** The following titles shall describe the types of Control other than Time Controls:
- (a) **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. A Competitor failing to provide the necessary documents at any PC will be deemed not to have reported there and will be **EXCLUDED** (H.212 chart 212(a)).
 - (ii) 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.

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(b) **Route Check (RC)**

The Organisers may also establish checks along the route in accordance with (H.9.12)

ARTICLE 16 – ROUTE NOTES

1. Unauthorised pre-event practising or testing over the Special Stages on this event is forbidden (H.17 and H.167).
2. Any Competitor or their agent observed on private land, without the relevant permission, within the area covered by the maps specified in these Supplementary Regulations, after their publication, 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 along part of the route used on the event.

3. The possession of Pace Notes (as defined in H.155) by a Competitor during the course of the rally is forbidden, whether or not they relate to stages used on the rally (Article 18.3).
4. The Organisers may set up checks at certain controls, and a proportion of Competitors and competing cars will be searched (H.144).

The penalty for being found in possession of Pace Notes, Unauthorised Route Notes or refusing to allow a search for these to be made is **EXCLUSION** (Article 18.3).

At these checks the Organisers request the co-operation of all Competitors in order to minimise delay.

ARTICLE 17 – SERVICING

1. Three categories of support vehicle will be permitted; Service Vehicles, Management Vehicles and Support Vehicles (Article 17.4). Any person travelling in a Service Vehicle is "Service Crew"; and any person travelling in a Management Vehicle is "Management Personnel".
2. Each Service or Management or Support Vehicle must be registered with the Organisers, giving it's make, vehicle registration number, colour and the name of the responsible driver before an Official Plate is issued for it. The use of a Service or Management or Support Plate on a vehicle not previously registered with the Organisers is an offence for which a penalty up to **EXCLUSION of the competing car** may be applied.
3. (a) There will be various Service Areas around the route where work may be carried out by the Service Crew and/or Management Personnel on the competing car. These areas will only be accessible to Competitors and Service, Management or Support Vehicles bearing Official Plates.

(b) Official Plates will be as follows:

Service Vehicle	Vinyl Rally Plate (Service)
Management Vehicle	Vinyl Rally Plate (Management)
Support Vehicle	Vinyl Rally Plate (Support)

THE CHECKING OF PLATES ON VEHICLES, ESPECIALLY MANAGEMENT VEHICLES WHILE EMERGENCY SERVICING IS BEING UNDERTAKEN VIGOROUSLY.

Competitors found servicing and / or receiving any assistance from any vehicle not displaying an official rally plate will be fined £150 for each and every instance. (Competitors are reminded they are allowed to purchase two Management Plates from the Entries Secretary.) The report from any official of the event as to whether assistance has taken place can not be protested.

4. (a) Emergency servicing will be permitted in designated areas after some Special Stages, from Management Vehicles displaying the appropriate Management Plate – (see Article 17.3(b) above).
- (b) Emergency servicing will also be permitted on private property with the landowners permission, from Management Vehicles displaying the appropriate Management Plate – (see Article 17.3(b) above).

Competitors undertaking Emergency servicing on private property must have permission from the landowner in writing, and have it available for inspection by any official of the event. Failure to provide the letter of consent will be penalised with a penalty of **30 minutes** for their first offence and for any second offence penalty of Exclusion from the results and reported to the MSA for bringing the sport into disrepute.

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Management Vehicles are reminded that servicing on Black lines in the Road Book is strictly forbidden, the penalty for each offence is 15 minutes. Management Vehicles may NOT wait for their respective competing cars on Black lines in the road book.

Management Vehicle plates may only be used on conventional saloon cars or their estate derivatives, or on certain 4x4 off-road leisure vehicles, subject to approval by the Organisers. The use of roof racks is not permitted. These vehicles must follow the instructions issued in the Management Vehicle pack which will specify sections of the rally route which are out of bounds to Management Vehicles. Application for Management Vehicle packs must be made on the Official Entry Form (see Article 8.8). The Organisers reserve the right to restrict or refuse any application for additional packs.

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, and
 - (iii) in any Parc Ferme.

The only work permitted in these areas is. With the permission of an event Official, to carry out the following unassisted:

- (a) replace a wheel with a flat tyre by a wheel carried in the competing car;
 - (b) clean lamp glasses, windscreen, windows, competition numbers and number plates.
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 infringement of these rules (Article 14)
7. Competitors are responsible for ensuring that their Service Crews and Management Personnel understand these Regulations and that their Service Vehicle And Management Vehicle bear an Official plate. These plates **MUST BE FIXED** to the front of the vehicle at all times, Penalty for the Plate not been fixed to the vehicle with its own adhesive will be penalised **10 MINUTES**. Please note Article 17.4 above.
8. Competitors receiving assistance contrary to these SR's will be penalised in accordance with (H.212), subject to the following modifications:
 - (i) any Competitor whose Service Vehicle or Management Vehicle is *observed* in an Out of Bounds area will be penalised **10 MINUTES** for a first offence, and by **EXCLUSION** from the results for a second offence.
 - (ii) any Competitor *receiving assistance* from a Service or Management Vehicle in an Out of Bounds area will be **EXCLUDED** on the first offence.
9. Each competitor will receive one Service Vehicle Pass, as part of the entry fee. Competitors will be allowed to purchase up to a maximum of two Management Packs, at a cost of £150 each. It will not be possible to purchase more. These passes may be numbered with the same number as the competing car. These packs will each contain one Management Vehicle Plate, one Road Book (Competitors Route), one Competitors Map Book, the pack does not give a mandatory route for the vehicle to follow, but gives sufficient information to allow the crew to plot a required route.
10. Support Plates are for use of Motorhomes or Caravans, use of these vehicles can only be used in designated service areas, competitors are allowed to purchase one plate at a cost of £200. The issuing of this plate will be at the organisers discretion. Any Support Plate who tries to enter a Service Area that is not designated for this plate the competitor responsible for the support vehicle will be penalised **10 MINUTES**.
11. All servicing work carried out and the carrying of fuel must comply with H & SE Regulations.

ARTICLE 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 (H.212 chart 212) apply unless specifically modified in these Supplementary Regulations.
4. (a) It is at the discretion of an Environmental Scrutineer, a Driving Standards Observer or the Organisers whether a car which causes excessive sound is **REFUSED A START/REFUSED PERMISSION TO PROCEED/OR EXCLUDED** at any time (H.12-14).

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- (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 (H.212 chart 212(l)).
5. Competitors are reminded of (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 the Target Time, and will be treated in every other respect 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.
 8. On the 1st July 2004 Motor Sports Council immediately implemented the following ruling.
 'After an accident, the crew must display the red SOS sign if urgent medical attention is required, or the OK sign to indicate no assistance is necessary. Any following car that has the SOS sign displayed to them, or that sees a car where both crew members are still in the car but is not displaying a sign, must immediately and without exception stop to render assistance. All other cars following shall also stop, except the second car, which shall continue to the next radio point to report the accident.'

ARTICLE 19 – AWARDS

Roger Albert Clark Rally 2009

1. **General Classification:**
Only entries in Historic Category 1 to 3 will be eligible for the overall awards.

1 st Overall	Souvenir Awards
2 nd Overall	Souvenir Awards
3 rd Overall	Souvenir awards
1 st Overall – Historic Category 1	Souvenir Awards
1 st Overall – Historic Category 2	Souvenir Awards
1 st Overall – Historic Category 3	Souvenir Awards

Roger Albert Clark Open Rally	
1 st Overall	Souvenir Awards
2 nd Overall	Souvenir Awards

2. **Class Awards:**

1 st in each Class	Awards to Driver & Co-Driver
2 nd in each Class	Awards to Driver & Co-Driver (Subject to 7 Starters in Class)
3 rd in each Class	Awards to Driver & Co-Driver (Subject to 12 Starters in Class)
3. **Special Awards:**

(i) Spirit of the Rally	Trophy supplied by Dunlop Awarded at the Autosport International Show 2010
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4. It is the Competitors responsibility to attend the Prize Presentation, any awards NOT collected will be forfeit. Award winners unable to attend, may nominate another person to collect their awards on their behalf. **This person MUST be notified in writing to the Organisers before the start of the Awards Presentation.** Awards will not be forwarded except by prior written agreement.
5. No Competitor may win more than one award, other than Special Awards.

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ARTICLE 20 – INSURANCE

1. The Organisers have applied to Richard Egger Insurance for a blanket certificate of insurance to provide those competitors who need to use the scheme to obtain Third Party Cover to meet RTA requirements on the Road Sections of the event.
The basic rate for the event, before any loadings, will be £75.00. This price includes Insurance Premium Tax and is based on the rates applicable at the time of publication of these Supplementary Regulations.

The Insurance is provided by Chaucer Insurance. Automatic acceptance will be given to all competitors meeting the following criteria:

- Age 19 years of age or over
- Has held a full licence for a minimum of 6 months
- Has less than 9 points of their licence
- Has had 2 or less fault claims in the last 3 years

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

Anyone falling outside these limits can be referred directly to Val Thompson by calling 0115 985 0165 at least one working day prior to the event commencing – only in extreme conditions will we refuse insurance or a load premium.

2. Event Insurance covering Third Party damage whilst on private land currently carries an excess of £250 per incident. If there are a number of such claims for damage, the Organisers will be unable to cover these costs within the event budget. The Organisers therefore reserve the right to recover the cost of repair of any third party damage, to a maximum of £250 per incident, from the entrant whose vehicle causes such damage

ARTICLE 21 – SUPER RALLY RULES FOR CARS RETIRING DURING A LEG

1. Any crew who has retired from a leg, may re start the next leg. However the crew will be penalised with a 10 minute penalty added to the fastest time set by a competitor in the same class for each missed stage which shall include the Special Stage on which the crew has retired.
2. Should retirement occur after the last Special Stage of the leg the crew will nevertheless be deemed to have missed that Stage.
3. A crew which has failed to complete a leg and wish to restart the next leg must inform the Secretary of the Rally or Entries Secretary by 23.00 hrs each day. If the crew does not wish to re start, the form declaring retirement from the event which will be located in the rear of the Time Card Book must be completed and passed to the event organisers in the normal manner.
4. Crews who have retired and wish to restart must present their cars to the Scrutineer at the Rally Office on Carlisle Airport 1 hour before the start time of the first car, or at an agreed time the previous evening.

ARTICLE 22 – ADDITIONAL INFORMATION

1. **PRESS/MEDIA:**
Press packs will only be issued to those persons who register with the Event Media Officer prior to the event. Paul Adams **01495 320321 (H) 0780 9696816 (M)**, padams911@aol.com
2. **COMPETITOR NEWSLETTERS**
To build upon the Competitor Newsletters on last year's event, if you can provide an email address for both the Driver and Co-driver on the entry form, the latest event information will be forwarded by this format each month.
3. **WEB SITE:**
The Official Web Site containing latest information about the event, along with on-line regulations etc, can be accessed via the De Lacy web pages at www.delacymc.co.uk or directly on www.rogeralbertclarkrally.org
4. **DATA PROTECTION ACT:**
Competitors are advised that the information they provide will be stored in a computer retrieval system and may be used for organisation and publicity purposes.

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5. **SERVICE, MANAGEMENT, AND SUPPORT PLATES**
Bulletin No 1 will include a form for competitors to complete and return at documentation. The form will give the organisers the type of vehicle and registration number for each plate to be issued. Unless this form is returned at documentation none of the plates will be issued.
6. **FILMING**
Any party wishing to make a film or video/electronic recording of any part of the event for commercial purposes must obtain the necessary permissions from the Organisers beforehand. The Commercial Rights to all video/Electronic recording and sound material recording on the event is the copyright of Roger Albert Clark Rally Motor Club Ltd. The Official Rally Film Crew for the production of an event DVD is Acceleration TV.

ARTICLE 23 – ACKNOWLEDGEMENTS

The Organisers wish to acknowledge the co-operation, assistance and support of the following:

All the Marshals, Stage Officials, Doctors, Rescue, Recovery and Radio Operators
The Parish Councils along the route
All landowners, Tenants and Residents along the route
The Permit Department and Competition Authorisation Section of the MSA
All Route Liaison and Forestry Liaison officers
The Sponsors
All support advertisers

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Draft Route – Roger Albert Clark Rally

Times are a guide only, but are correct as at 1 June 2009.

Friday 13th

	1 st Car Due
SS 1 Showground 1	18.45
SS 2 Langdale 1	19.30
SS 3 Showground 2	20.20

Saturday 14th

SS 4 Olivers Mount 1	09.15
SS 5 Olivers Mount 2	09.40
SS 6 Harwood Dale 1	10.21
SS 7 Langdale 2	10.55

Pickering Showground Service 11.45

SS 8 Olivers Mount 3	12.50
SS 9 Olivers Mount 4	13.15
SS 10 Harwood Dale 2	13.57
SS 11 TBA	16.30
SS 12 Shepheardshield 1	18.35
SS 13 Chirdonhead 1	19.05

Carlisle Service 20.10

SS 14 Shepheardshield 2	21.30
SS 15 Chirdonhead 2	22.00

Sunday 15th

SS 16 Holehouse Hill 1	10.00
SS 17 Ae 1	10.20

Heathhall Service 11.05

SS 18 Heathhall 1	11.30
SS 19 Holehouse Hill 2	12.40
SS 20 Ae 2	13.05
SS 21 Heathhall 2	13.48

Heathhall Service 14.03

SS 22 Greystoke 1	16.05
SS 23 Greystoke 2	16.28

Monday 16th

SS 24 Hopehouse	07.50
SS 25 Falstone 1	08.40
SS 26 Archys Rigg	09.10

Service Kielder 09.30

SS 27 Falstone 2	10.00
SS 28 Samual Crag	10.30

Finish Carlisle Town Centre 12.00