



# E-Regulations Final Version



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# ROGER ALBERT CLARK RALLY 2011

## Introduction

Welcome to the eighth running of the Roger Albert Clark Rally.

After the very challenging event of 2010 and the snow we all had to endure, how can 2011 be bigger and better.

Well a new start venue at Duncombe Park in Helmsley will bring a stunning location venue to the event and will offer some great photographic opportunities. A new stage to this years event see's Gale Rigg in Yorkshire being used for the first time and a welcome return to Croft race circuit.

The economic climate has once again not been good over the last 12 months with VAT increasing all costs by 2.5% and Forestry Fees going up by 4.5%. So this year we are proud to offer 170 competitive stage miles over 24 special stages for an early entry fee of £1,850

The event will once again return into Dalby on the Friday night for a 9 mile stage visiting the famous woodyard twice to give spectators good viewing opportunities.

Carlisle Racecourse is once again being used for the overnight halts on Saturday and Sunday and the event welcomes Invest in Cumbria as a partner in bringing the event back to the Carlisle area.

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 Helmsley on the 2nd December 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
2009	Gwyndaf Evans / John Millington	Ford Escort MK2 RS1800
2010	Stefan Stouf / Joris Erad	Ford Escort MK 1

### 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 Hemmingway / Simon Ashton	Ford Escort
2009	Marcus Noble / Brian Hodgson	Ford Escort
2010	David Hemmingway / Simon Ashton	Ford Escort

ROGER ALBERT CLARK RALLY 2011  
**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 2<sup>nd</sup> December to Monday 5<sup>th</sup> December 2011. 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 2011 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 2011 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 MSA GR H.26.2.1
2. Competitors are reminded of the MSA's requirements for Entrants Licences as laid down on the Licence Declaration Form and in the 2011 MSA Year Book. MSA GR.R.5.2 – R.5.2.1
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 12th November 2011

**CLOSING DATE FOR ENTRIES**

12.00hrs Wednesday 23<sup>rd</sup> November 2011

**DATE OF SCRUTINEERING**

Friday 2<sup>nd</sup> December 2011 – 12.00hrs to 17.00hrs

Duncombe Park, Helmsley, North Yorkshire

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

Friday 2<sup>nd</sup> December 2011

**STARTING DATE OF THE RALLY**

Friday 2<sup>nd</sup> December 2011

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

**Leg 1: Start**

Duncombe Park, Helmsley  
17.30hrs, Friday 2<sup>nd</sup> December 2011

**Finish**

Duncombe Park, Helmsley  
21.30hrs, Friday 2<sup>nd</sup> December 2011

**Leg 2: Start**

Duncombe Park, Helmsley  
08.00hrs, Saturday 3<sup>rd</sup> December 2011

**Finish**

Carlisle Racecourse, Carlisle  
20.45hrs, Saturday 3<sup>rd</sup> December 2011

**Leg 3: Start**

Carlisle Racecourse, Carlisle  
08.15 hrs, Sunday 4<sup>th</sup> December 2011

## ROGER ALBERT CLARK RALLY 2011

<b>Finish</b>	Carlisle Racecourse, Carlisle 21.00 hrs, Sunday 4 <sup>th</sup> Decemebr 2011
<b>Leg 4: Start</b>	Carlisle Racecourse, Carlisle 08.15 hrs, Monday 5 <sup>th</sup> December 2011
<b>Finish</b>	Carlisle Town Centre 13.30 hrs, Monday 5 <sup>th</sup> December 2011

### **PUBLICATION OF THE RESULTS**

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

### **PRIZE PRESENTATION**

Will take place at Carlisle Racecourse Map ref: 85/404¼ 521½ at 15.00 hrs on Monday 5<sup>th</sup> December 2011.

### **OFFICIAL NOTICE BOARD**

The Official Notice Board MSA GR.2.8.1 for the event will be located in Rally Headquarters Marquee at Duncombe Park, Helmsley, North Yorkshire.

A duplicate Official Notice Board shall be located in Carlisle Racecourse from 16.00hrs Saturday 3<sup>rd</sup> December 2011 to 17.00hrs on Monday 5<sup>th</sup> December 2011.

### **RALLY HEADQUARTERS**

The Event marquee, Duncombe Park, Helmsley, North Yorkshire, then Regional Headquarters at Carlisle Racecourse.

### **PRESS/MEDIA OFFICE**

The Event marquee, Duncombe Park, Helmsley, North Yorkshire, then Regional Headquarters at Carlisle Racecourse.

## **ARTICLE 6 – CLASSES**

### **ROGER ALBERT CLARK RALLY**

Historic Special Stage Rally vehicles must comply with the MSA GR J & R46 with the following exceptions: R46.2., R46.3., R48.2., R48.2.6., R48.3., R48.4., R48.5., R48.6. & R48.8.

Historic Category 1 - Cars registered before 31.12.1967

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

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

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.

European FIA	Cars registered before 31.12.1981
Class E1	Cars up to 1300 cc
Class E2	Cars 1301 cc to 1600 cc
Class E3	Cars 1601 cc to 2000 cc
Class E4	Cars over 2000 cc
Class E5	All twin cam multi valve engined cars

To be eligible to enter in the European FIA Class vehicles MUST be able to produce a valid FIA Historic Technical Passport (FIA HTP) for the vehicle, and the vehicle be in compliance with this document.

No other papers will be required to be produced to allow the vehicle to compete on the event. (This regulation is different than the 2010 Event Regulations.)

## ROGER ALBERT CLARK RALLY 2011

All vehicles must comply with the minimum safety regulations of the MSA Blue Book. (For clarity this means vehicles must have a plumbed in Fire Extinguishers and a hand held Extinguisher to the MSA specification, the event can loan a hand held extinguisher to crews if required, but this must be pre ordered.

### ROGER ALBERT CLARK OPEN RALLY

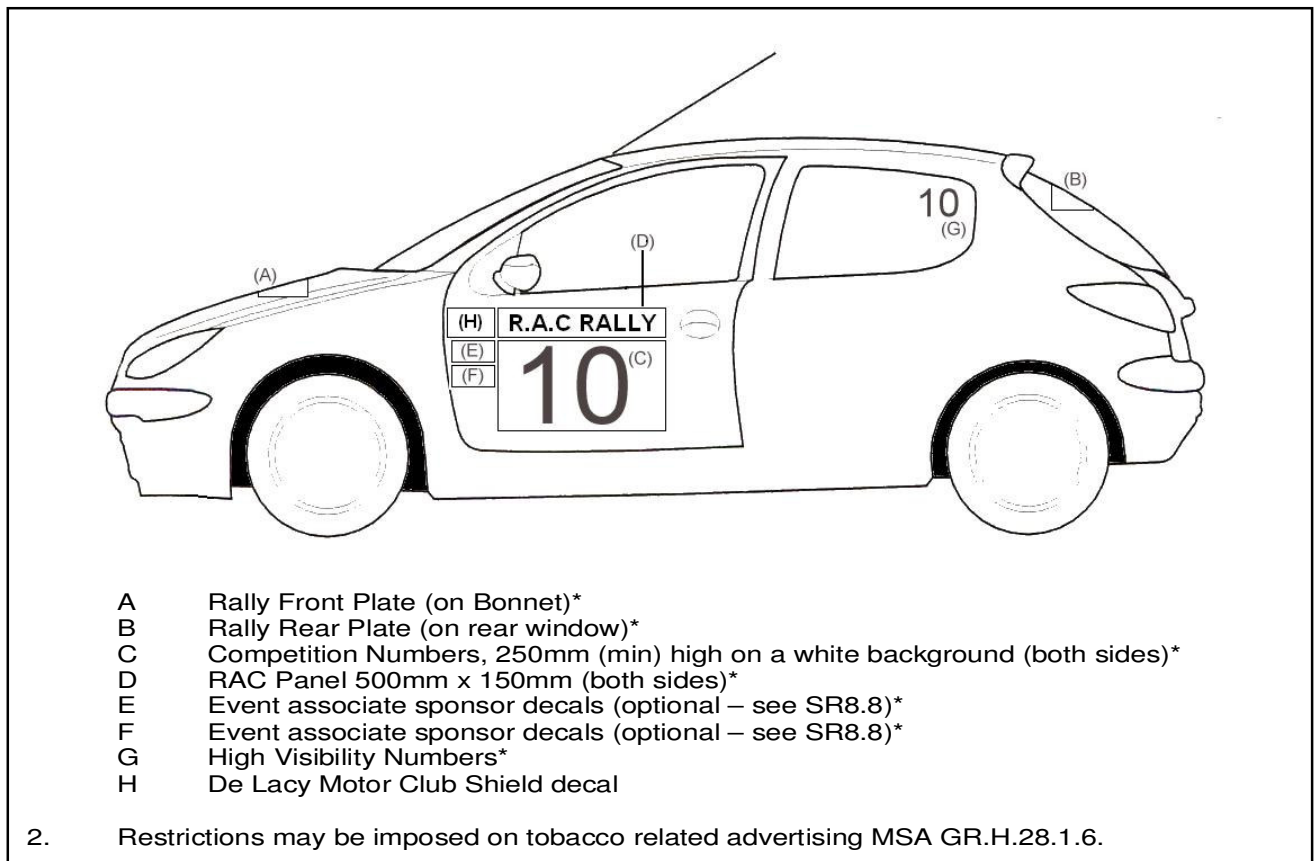
(Only two-wheel drive vehicles complying with the 2011 MSA technical regulations will be eligible to enter.

Class G1	Cars up to 1000cc
Class G2	Cars 1001cc to 1300cc
Class G3	Cars 1301cc to 1600cc
Class G4	Cars 1601cc to 2000cc
Class G5	Cars over 2000cc

- (a) Permitted modifications:  
The addition of sump or chassis guards is permitted  
Limited Slip Differentials are permitted
- (b) Entries in Category 1 to 3 must produce at Scrutineering an MSA Historic Vehicle Identity Form (hvif), MSA GR.R.25.2.1,
- (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.

### 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).



3. Competitors are reminded that any event identification showing competition numbers must be completely removed on completion of or retirement from the event.

## ROGER ALBERT CLARK RALLY 2011

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 MSA GR.R.24.1.4. However, competitors who have entered in Historic Category 1, and Cars in Class C1, D1, E1 and G1, 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 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 1<sup>st</sup> March 2011. 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 MSA GR.H.30.1.3(E)
8. Entries open on publication of these Supplementary Regulations and close at 12.00hrs on Wednesday 23rd November 2011, please remember that to be included in the programme and published entry list, entries must be received by Saturday 12th November 2011.
9. Sum of the Entry Fees
  - (i) With the optional advertising proposed by the Organisers:  
£1,950, The entry Fee can be paid in Euro's, please contact the Rally Manager.

Entries may be submitted as follows:

- |   |  |
|---|--|
| a) Entries received prior to 31 July      | A cheque for £250 in date<br>Post dated cheque for £400 to 30 August 2011<br>Post dated cheque for £450 to 30 September 2011<br>Post dated cheque for £850 to 31 October 2011, plus any other fees<br>Special rate if paid in Full in date £1,850.00 |
| b) Entries received prior to 30 August    | A cheque for £550 in date<br>Post dated cheque for £550 to 30 September 2011<br>Post dated cheque for £850 to 31 October 2011, plus any other fees<br>Special rate if paid in Full in date £1,900.00   |
| c) Entries received prior to 30 September | A cheque for £750 in date<br>Post dated cheque for £1200 to 31 October 2011, plus any other fees   |
| d) Entries received after 1 October       | Cheque for £1,950 in date, Post dated cheque for any other fees to 31 October 2011   |

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To encourage entries in the Historic Category 1, for entries received prior to 30 September 2011 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  
Organisers Optional Advertising  
2 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. This is a requirement of HM Revenue & Customs. 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.

11. All cheques must be made payable to '**Roger Albert Clark Rally Motor Club Limited**' and sent to:

**Rebecca Hinton  
Entries Secretary  
Roger Albert Clark Rally 2011  
61 Trehannick Close  
St Teath  
Bodmin  
Cornwall  
PL30 3LF**

**Email: rogeralbertclarkentries@hotmail.co.uk  
Tel. Rally Office: 01224 790724**

Or the Fee's can be paid direct into the Bank of Scotland,  
Sort Code : 80.12.08, Account No : 06002797  
BIC: BOFSGB21024  
IBAN: GB09 BOFS 8012 0806 0027 97

12. Fees for accepted entries withdrawn in writing will be refunded as follows:

- Entries received prior to 1st August 2011 and withdrawn in writing prior to 12th November 2011 will be refunded all fees paid less £10 administration fee, this will be paid prior to the event.
- Entries received after 1 August 2011 and withdrawn in writing prior to 12th November 2011 will be refunded all fees paid less £40 administration fee, this will be paid prior to the event.
- All Entries withdrawn prior to 18th November 2011 will be refunded all fees paid less £100 administration fee, this will be paid after the 1st January 2012.
- All Entries withdrawn prior to 24th November 2011 will be refunded all fees paid less £200 administration fee, this will be paid after the 1st January 2012.
- No refunds will be issued for withdrawal of entries after the 24th November 2011

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, and a confirmation email must be received from the Organisers for the withdrawal to be valid.

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 and European FIA Classes inclusive, and the first 30 entries in the Open Rally. The remainder of the 30 entries will be accepted from acknowledged entries from all entries, these entries will be issued at the organisers discretion, at or before the date of seeding on Saturday 12<sup>th</sup> November 2011. The 30 reserves will be accepted on an earliest date received

## ROGER ALBERT CLARK RALLY 2011

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 12<sup>th</sup> November 2011**, 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.

### ARTICLE 9 – OFFICIALS

#### Rally Executive Committee

Brian Avery (Chairman), Nicola Heppenstall, Colin Heppenstall, Graham James

Patron

Judith Clark

*Stewards*

Appointed by the MSA

Steve Stringwell

Appointed by the Organisers

Roy Brader

Appointed by the Organisers

Ian Howells

Clerk of the Course &  
Rally Manager

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

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

John Trevethick     MSA C.o.C International  
Richard Hinton     MSA C.o.C Nat B  
Graham James  
Lloyd Walker     MSA Int. Timekeeper

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

Shaun Brader  
Nicola Heppenstall

Chief Safety Officer

Brian Avery  
07968 979948 (M)

Entries Secretary

Rebecca Hinton  
61 Trehannick Close  
St Teath  
Bodmin  
Cornwall  
PL30 3LF  
Email: [rogeralbertclarkentries@hotmail.co.uk](mailto:rogeralbertclarkentries@hotmail.co.uk)  
01224 790724

Marshal & PC Co-ordinator

Steve Cowley  
Email: [marshals@delacymc.co.uk](mailto:marshals@delacymc.co.uk)

Chief Medical Officer  
Safety Radio Controller  
Logistics Manager  
Public Relations Officer  
Event Media Officer

Chris Ruddlesdin  
Chrys Worboys – Mercury Radio  
Ken Roberts Email: [ken@delacymc.co.uk](mailto:ken@delacymc.co.uk)  
Brian Heppenstall  
Steve Higgins  
01977 682933 (H)

MSA Chief Scrutineer

John Cooper (Nat A)  
01208 863406 (H)

Deputy Chief Scrutineer  
Competitor Liaison Officer  
Results System  
Child Protection Officer

Chris Williams  
Mike Sones  
Tynemouth Computers  
Judith Worboys

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

# ROGER ALBERT CLARK RALLY 2011

## 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 MSA GR.C.5.1 TO C.5.7 and appeals in accordance with MSA GR.C6.1 TO C6.6. Printed results will be sent via email to all competitors after the event, and will available on the event web site.
2. Competitors shall ensure that they and their cars are available for inspection, should a protest be submitted in accordance with MSA GR.C.5.2.2. If the protested vehicle is not available for inspection the competitor may be penalised as under MSA GR.C3.2

## 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 MSA GR.R.2.3.2 & R2.3.3.
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: 698 miles  
Total Distance of the Special Stages: 170 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: Two Stages on Tarmac, Four Stages on Concrete and Eighteen stages on Gravel

Maps and route information:

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

Landranger® (1:50,000 scale) 78, 79, 84, 85, 86, 87, 88, 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 2011 MSA tyre, technical and safety regulations as well as for class eligibility (attention is drawn to MSA GR.J.5 – J.5.20.13 K & R.46 – R.49.10.3 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 MSA GR.R.46.1.3., R.25.2., R.25.2.1., R25.2.2., R47.1.1., R47.1.2. and J2.1 – J.2.1.5.F 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**. This is not required for those crews in the European FIA class E.
3. All cars shall have a fire extinguishing systems as MSA GR. R48.10.5 and K3 – K3.5 and must carry a small spill kit MSA GR R 46.1.5. All used spill kits must be disposed of by the crew concerned in accordance with the appropriate regulations. Breach of this regulation will result in EXCLUSION Art 19.13(h).

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4. Safety helmets will be examined and must conform to current regulations MSA GR K10.1 – K10.4 and must be worn on Special Stages. MSA GR R25.3.1.
5. Cars shall have fitted and the Driver and Co-Driver shall use, seat belts MSA GR R25.3.2. in conformity with MSA GR K2.1.2 and R48.10.4.
7. Drivers and Co-Drivers are reminded that they must wear flame resistant overalls MSA GR K9.1. – K9.3. on all Special Stage Rallies MSA GR R25.3.2.
8. All cars must be registered and taxed as a private car MSA GR R46.1.1. and insured for the Public Highway Part 3:Appendix 2 (24)
9. A valid MOT Test Certificate must be produced at Scrutineering for any car required by law to have such a certificate MSA GR R46.1.2. Failure to produce this document will lead to a **REFUSED START**.
10. No studs, chains or non-skid attachments are permitted MSA GR R48.5.1.
11. Tyres: all tyres must comply with Section L of the 2011 MSA Yearbook MSA GR R48.5.10. 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 L of the 2011 MSA Yearbook. Please note the restrictions imposed by MSA GR R48.5.1 – R48.5.13.

Should the event be affected by snow, a Bulletin will be issued relaxing the clause on 70 series profile, these types of tyres cannot be used unless instructed by the Clerk of Course.

12. Auxiliary Lights: Cars entered in Historic Category 1 to 3 and European FIA Classes inclusive may not be fitted with gas discharge bulbs. Cars entered in Historic Category 1 and 2 may have a maximum of six (6) forward facing beams excluding side lights and Cars entered in Historic Category 3 and European FIA Class may have a maximum of eight (8) forward facing beams excluding side lights.
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, MSA GR J.5.20.5. 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 MSA GR R4.1. – R4.1.7 & J5.18.1 – J5.18.11 , 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 event Marquee, at Duncombe Park, Helmsley, where the Official Notice Board will be located for the duration of the event. Rally Headquarters opening hours will be published in Bulletin 1.
15. **Additional Vehicle Checks for Competitors running in the top 15 cars**

Invited crews will be required to attend scrutineering at a designated time. Failure to attend at the given time will be penalised in accordance with SR.12.14(c).

Competitors should attend scrutineering with the Vehicle and service crew in attendance for the removal of parts and production of any spares that may be required for sealing. (Additional information on the process will be issued when crews are invited to attend.)

Vehicles are to be placed on a vehicle lift to inspect certain items and to have various parts sealed. These parts will not be removed from the competing vehicle unless there is a scrutineer present. All sealed parts must be retained for inspection until the results are final or the competing car retires from the event.

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Post event scrutineering will be undertaken on selected crews. Failure to present the vehicle at the nominated place and at the appointed time may be penalized under MSA GR R.32.2 Chart 32.2 penalties (aa).

### 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 MSA GR R40.1.3. Information given will not incur a penalty, but failure to disclose details of any such incident, or failure to hand in a duly completed form will be penalised in accordance with MSA GR R32.2. Section R, Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (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 MSA GR R40.1.4. 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 MSA GR R24.7. – R24.7.10 AND R24.11 & R24.11.1. 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 MSA GR R24.7.3.
4. The Organisers will appoint Driving Standards Observers in accordance with MSA GR G11.1. – G11.1.3. and R24.8 – R24.8.3.
5. Any notified offence by a competitor or by his service crew or management personnel which involves speeding, reckless driving, or failing to observe road signs will automatically be considered as a possible contravention of MSA GR C1.1.4. (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 MSA GR R32.2. Section R, Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (k) and/or (l), R24.10, R38.3 and R38.3.1. and may be called before an MSA Disciplinary Tribunal.
6. Any cases reported to the Organisers or the MSA by the Police for speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of MSA GR C(d) 1(d) (any proceeding or act prejudicial to the interest of the Motor Sports Council or of Motor Sports 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 MSA GR C1.1.4.
7. Sound Control: 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 MSA GR G10.1. – G10.3.1 and G7.8. – G7.8.2.

### ARTICLE 15 - TIMING AND CONTROLS

1. Timing of the event will be governed by the Target Timing Regulations MSA GR R31.1. – R32.1.3. 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 MSA GR R31.2.5. & R31.2.6.



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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 MSA GR R32.2. Section R, Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (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 MSA GR R35.7. – R25.7.1 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** MSA GR R25.6.1. and MSA GR R32.2. Section R, Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (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** MSA GR R32.2. Section R, Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (a) Article 15.6 & 15.7..
  - (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.
- (b) **Route Check (RC)**  
The Organisers may also establish checks along the route in accordance with MSA GR R2.3.3.

### ARTICLE 16 – ROUTE NOTES

1. Unauthorised pre-event practising or testing over the Special Stages on this event is forbidden MSA GR R5.1.4. and R26.7.
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.

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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 MSA GR 25.9) 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 MSA GR R24.11 – R24.11.1.

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:

<b>Service Vehicle</b>	Vinyl Rally Plate (Service)
<b>Management Vehicle</b>	Vinyl Rally Plate (Management)
<b>Support Vehicle</b>	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.

**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.

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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 MSA GR R32.2. Section R, Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (n). 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 MSA GR R32.2. Section R, Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties 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 MSA GR R4.1 – R4.1.7
  - (b) A Driving Standards Observer's decision on imposing a penalty for excess speed or bringing the sport into disrepute shall also be reported to the Stewards of the Meeting MSA GR R32.2. Section R, Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (l).
5. Competitors are reminded of MSA GR R24.5. – R24.5.2. 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

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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 1<sup>st</sup> 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 2011

1. **General Classification:**

Only entries in Class B, C, D and E will be eligible for the overall awards.

1 <sup>st</sup> Overall	Souvenir Awards
2 <sup>nd</sup> Overall	Souvenir Awards
3 <sup>rd</sup> Overall	Souvenir awards
1 <sup>st</sup> Overall – Historic Category 1	Souvenir Awards
1 <sup>st</sup> Overall – Historic Category 2	Souvenir Awards
1 <sup>st</sup> Overall – Historic Category 3	Souvenir Awards
1 <sup>st</sup> Overall – European FIA	Souvenir Awards

#### Roger Albert Clark Open Rally

1 <sup>st</sup> Overall	Souvenir Awards
2 <sup>nd</sup> Overall	Souvenir Awards

2. **Class Awards:**

1 <sup>st</sup> in each Class	Awards to Driver & Co-Driver
2 <sup>nd</sup> in each Class	Awards to Driver & Co-Driver (Subject to 7 Starters in Class)
3 <sup>rd</sup> in each Class	Awards to Driver & Co-Driver (Subject to 12 Starters in Class)

3. 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.
4. No Competitor may win more than one award, other than Special Awards.

### ARTICLE 20 – INSURANCE

1. All competitors must either:- Extend their own Private Motor Insurance in accordance with MSA GR D13.1.1.(b) OR Comply with the requirement of the Richard Egger Insurance Road Traffic Scheme.

The event has applied to Reis Insurance for a Blanket Cover Note under this Scheme. This will provide Competitors who need to use the Scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the event.

The basic rate for the event, before any loadings, will be £90.00. This price includes Insurance Premium Tax and is based on the rates applicable at the time of publication of these Supplementary Regulations.

Competitors must have Insurance in place which provides Third Party Liability cover that complies with the Road Traffic Act. This can be an extension to the existing motor policy for the car or purchased via the event organisers.

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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 purchase cover via the organisers then they can do so prior to the event providing they comply with the following.

- Age 19 years of age or over**
- Has held a full licence for a minimum of 6 months**
- Has no more than 6 points of their licence**
- Has had no more than 1 fault claims in the last 3 years**

Any competitor, who falls outside these parameters, may be offered cover at the standard price (or a higher price) depending on circumstances. These competitors must ask the event organisers to obtain agreement from REIS prior to the event.

The Event Organiser's RTA scheme is provided by REIS and underwritten by Chaucer Insurance.

2. Event Insurance covering Third Party damage whilst on private land currently carries an excess of £350 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 £350 per incident, from the entrant whose vehicle causes such damage

### ARTICLE 21 – RE-START AFTER RETIREMENT

1. Any crew who has retired from a leg, may re start the next leg. This will apply to any car which has been excluded on the grounds of exceeding the latest allowable limit or has failed to report to a control, but shall not apply where the car has been excluded for breach of eligibility requirements, traffic infringements or by decision of the Clerk of the Course. However the crew will be penalised with a 5 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. Any crew that retires from the final leg will not be classified.
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 and the crew must hand in their time cards.
5. Crews who have retired and wish to restart must present their cars to the Scrutineer at the Rally Office on Carlisle Racecourse 1 hour before the start time of the first car, or at an agreed time the previous evening. The car must retain its original body shell and engine block.

### 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. Steve Higgins (h) 01977 682933
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](http://www.delacymc.co.uk) or directly on [www.rogeralbertclarkrally.org](http://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 Rally TV.

### ARTICLE 23 – CHILD PROTECTION POLICY

1. De Lacy Motor Club Ltd and the Roger Albert Clark Rally Motor Club Ltd Child Protection policy is as follows:-
2. The Child's welfare is paramount
3. All children, whatever their age, culture, disability, gender, language, racial origin, religious belief and / or sexual identity, have the right to protection from abuse.
4. All suspicions and allegations of inappropriate behaviour will be taken seriously and responded to swiftly and appropriately.
5. Anyone under the age of 18 years, as defined in the Children Act 1989, will be considered as a child for the purpose of this document.
6. Any concerns about child protection whilst at this event should be communicated to the Clerk of Course, Secretary of the Meeting or Child Protection Officer, whose details will be listed Final Instructions (Bulletin 1).

### ARTICLE 24 – 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

# ROGER ALBERT CLARK RALLY 2011

## Draft Route – Roger Albert Clark Rally

All mileage's and times are a guide only, and do not represent that actual mileage's to be used

### Friday 2<sup>nd</sup> December 2011

		Miles	Due Time
Scrutineering			12.00 – 17.00
Start / SS 1	Duncombe Park	2.10	17.34
SS2	Dalby 1	8.71	18.42
Service	Duncombe		19.34
SS 3	Duncombe Park 2	2.10	19.52
SS 4	Dalby 2	8.71	21.00
Overnight	Duncombe		21.37

### Saturday 3<sup>rd</sup> December 2011

Restart	Duncombe		08.01
SS 5	Newton House 1	7.50	09.04
SS 6	Gale Rigg 1	6.00	10.08
Service	Duncombe		10.54
SS 7	Duncombe Park 3	2.10	11.12
SS 8	Duncombe Park 4	2.10	11.30
SS 9	Newton House 2	7.50	12.38
SS 10	Gale Rigg 2	6.00	13.37
Service	Croft		15.43
SS 11	Croft 1	3.91	16.11
SS 12	Croft 2	3.91	16.29
SS 13	Hamsterley	5.80	17.28
SS 14	Sheperhshield	6.28	19.21
Overnight	Carlisle Racecourse		20.46

### Sunday 4<sup>th</sup> December 2011

Restart	Carlisle Racecourse		08.16
SS 15	Ae 1	14.34	09.38
SS 16	Twiglees 1	8.47	10.56
Service	Dumfries		11.57
SS 17	Heathhall 1	0.68	12.25
SS 18	Ae 2	14.34	13.08
Service	Dumfries		14.38
SS 19	Heathhall 2	0.68	15.06
SS 20	Twiglees 2	8.47	16.04
SS 21	Newcastleton 1	7.20	17.28
Service	Carlisle Racecourse		18.41
SS 22	Newcastleton 2	7.20	20.09
Overnight	Carlisle Racecourse		21.22

### Monday 5<sup>th</sup> December 2011

Restart	Carlisle Racecourse		08.16
SS 23	Kershope 1	18.00	09.19
Service	Carlisle Racecourse		10.39
SS 24	Kershope 2	18.00	12.12
Finish	Premier Inn Jct 44		13.32
Ceremonial Finish	City Centre		14.15

# ROGER ALBERT CLARK RALLY 2011

## DE LACY MOTOR CLUB HISTORY



On the 23<sup>rd</sup> October 1952 at a meeting of 20 “founder members”, the De Lacy Motor Club was formed and with the permission of the De Lacy Family, adopted the name of the original Motor Club formed in 1911 by Lord De Lacy of Pontefract. To this day a number of those founding members, are still members of the club.

Some of the first recorded events of the club were:

- Navigation Event 29<sup>th</sup> March 1953
- Rally 17<sup>th</sup> May 1953
- Gymkhana 15<sup>th</sup> July 1953
- Standard Car Trial 20<sup>th</sup> September 1953

In those days the club used to meet at the Queens Hotel in Pontefract and during the 1950s it moved to it's first clubhouse. This was in Ferrybridge and is located somewhere under the current A1! This building, as a result of the development of the A1 dual carriageway in the 1960s meant that the club was on the move again. In 1964 the current clubhouse known to us all as the “Rallyhouse” was purchased. This was the old school in Brotherton which was renovated, converted and donated by some of the founding members of the club.

We are one of the very few Motor Sport Affiliated clubs in the UK with it's own premises. Our clubhouse, capable of catering for over one hundred people, is often used by other clubs for meetings and briefings and has a lively social calendar. Amongst the benefits of our clubhouse are it's own car park, spacious interior and of course its licensed and fully stocked bar! Attached premises are utilised by a motorsport communications company

As far as the motorsport commitment of the club is concerned, we have a long history of successful Rally organisation. Over the years the club has organised some of the best Rallying in the UK we are well known for our organisational expertise.

De Lacy organised the Seven Dales Rally road rally, which was always well subscribed. This event was a very popular event at the beginning of the year and has seen some very famous winners in its time. Amongst those winners was Roger Clark so it is with pride that as a club we are currently involved in the running of the Roger Albert Clark Rally.

The Seven Dales, to later be known as the Mintex Seven Dales rally, became the vehicle for the club to become involved in stage rallying and the event, under the sponsorship of a number of different companies, was the opening round of the British Rally Championship for many years. The Rally first ran in the Forests of North Yorkshire in 1972. Some of the companies we are pleased to have worked closely with are Mintex, National Breakdown, Cartel Communications and Talkland Communications.

De Lacy motor club remains a very active club in both the organisation of our own events and marshalling on those of other clubs. We regularly supply a large number of qualified radio crews for other events across the country and we have twelve radio crews currently registered, together with 2 regional radio co-ordinators. We will always respond to any requests for assistance on events and our members can be seen out on events large and small across the country most weekends.

Membership of the club is £12.00 per person over the age of sixteen, further details from:

**The De Lacy Motor Club  
Membership Secretary  
“Rally House”  
Old Great North Road Brotherton  
Knottingley  
WF11 9EF**