



E-Regulations Final Version



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ROGER ALBERT CLARK RALLY 2017



Introduction

Welcome to the 12th running of the Roger Albert Clark Rally.

This new biennial format of the event will offer competitors over 300 stage miles over 4 days to bring you the largest event in Rallying since 1995.

Once again details of all the Support Events can be found in their own regulations which will be published shortly, 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 Leominster on the 9th November 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
2011	Gwyndaf Evans / John Millington	Ford Escort MK2 RS1800
2012	Martin McCormack / Phil Clarke	Ford Escort MK2 RS1800
2013	Steve Bannister / Kevin Rae	Ford Escort MK2 RS1800
2014	Matthew Robinson / Sam Collis	Ford Escort MK2 RS1800
2017		

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
2009	Marcus Noble / Brian Hodgson	Ford Escort
2010	David Hemingway / Simon Ashton	Ford Escort
2011	Martin Hawkswell / Nick Welch	Ford Escort
2012	Martin Hawkswell / Nick Welch	Ford Escort
2013	Martin Hawkswell / Nick Welch	Ford Escort
2014	Nigel Barber / Stuart Popplewell	Vauxhall Astra Sport
2017		

ROGER ALBERT CLARK RALLY 2017
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 10th November to Monday 13th November 2017. 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 2017 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, 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 2017 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 27 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 2017 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 Wednesday 25th October 2017

CLOSING DATE FOR ENTRIES

12.00hrs Wednesday 1st November 2017

DATE OF SCRUTINEERING

Wednesday 8th November 2017 **14.00hrs to 18.00hrs**

For Foreign Crews requiring MSA Historic Papers

Thursday 9th November 2017 **12.00hrs to 20.00hrs**

Friday 10th November 2017 **06.30hrs to 07.30hrs**

Brightwells, Easters Court, Leominster, Herefordshire, HR6 0DE

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

Friday 10th November 2017

STARTING DATE OF THE RALLY

Friday 10th November 2017

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

Leg 1: Start	Shelsey Walsh Hill Climb Venue 09.45hrs, Friday 10 th November 2017
Finish	Brightwells, Easters Court, Leominster, Herefordshire, HR6 0DE 19.53hrs, Friday 10 th November 2017
Leg 2: Start	H&H Auctions, Jct 43 M6, Carlisle 09.00hrs, Saturday 11 th November 2017
Finish	H&H Auctions, Jct 43 M6, Carlisle 22.07hrs, Saturday 11 th November 2017
Leg 3: Start	H&H Auctions, Jct 43 M6, Carlisle 08.00 hrs, Sunday 12 th November 2017
Finish	H&H Auctions, Jct 43 M6, Carlisle 19.19 hrs, Sunday 12 th November 2017
Leg 4: Start	H&H Auctions, Jct 43 M6, Carlisle 07.00 hrs, Monday 13 th November 2017
Finish	Kielder Waterside, Kielder Water 15.15 hrs, Monday 13 th November 2017

PUBLICATION OF THE RESULTS

Results will be published on the official notice board and then declared final at Kielder Waterside, Kielder Water at the end of the event.

PRIZE PRESENTATION

Will take place at Kielder Waterside, Kielder Water Map ref:80/660¼ 878¼ at 16.00 hrs on Monday 13th November 2017.

OFFICIAL NOTICE BOARD

The Official Notice Board MSA GR.2.8.1 for the event will be located at Rally Office.
Thursday 9th – Friday 10th Brightwells, Easters Court, Leominster, HR6 0DE
Saturday 11th AM – Monday 13th AM- H&H Auctions, Jct 43 M6, Carlisle, then Kielder Waterside, Kielder Water PM

RALLY HEADQUARTERS & PRESS/MEDIA OFFICE

Thursday 9th – Friday 10th Brightwells, Easters Court, Leominster, HR6 0DE
Saturday 11th AM – Monday 13th - AM H&H Auctions, Jct 43 M6, Carlisle, then Kielder Service Area PM
Exact times of opening will be in Bulletin 1.

ARTICLE 6 – CLASSES

ROGER ALBERT CLARK RALLY

Historic Special Stage Rally vehicles must comply with the MSA R49.

Category 1 registered before 31.12.67 :

	Class B1 and B2 amalgamated
Class B2	{Cars up to 1000 cc. {Cars 1001 cc. to 1300 cc.
Class B3	Cars 1301 cc to 1600 cc excluding Twin Cam engined cars
Class B4	Cars over 1601 cc, including Twin Cam engined cars,
Class B5	Cars over 2000 cc including all Porsche 911s

Category 2 registered between 01.01.68 and 31.12.74 :

	Class C1 and C2 amalgamated
Class C2	{Cars up to 1300 cc. {Cars 1301 cc to 1600 cc including 2 valve twin cam engines
Class C3	Cars 1601 cc to 2000 cc.
Class C4	Cars over 2000 cc.
Class C5	Cars over 2000 cc including All Multi-valve Twin Cam engined cars

Category 3 registered between 01.01.75 and 31.12.81 :

	Class D1 and D2 amalgamated
Class D2	{Cars up to 1300 cc. {Cars 1301 cc to 1600 cc including 2 valve twin cam engines
Class D3	Cars 1601 cc to 2000 cc.
Class D4	Cars (including Multi-valve Twin Cam engined cars) over 2000 cc
Class D5	All other Multi-valve Twin Cam engined cars

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Category 4a registered between 01.01.82 and 31.12.85

- Class E1 Cars up to 1600 cc
- Class E2 Cars over 1601 cc

Category 4b registered between 01.01.86 and 31.12.90

- Class F1 Cars up to 1600 cc
- Class F2 Cars over 1601 cc

Category K - FIA Appendix K Cars registered before 31.12.85 :

- Class G1 Cars up to 1600 cc.
- Class G2 Cars over 1601 cc

Safari Vehicle Specification up to 31.12.1985

- Class H1 Cars up to 1600 cc.
- Class H2 Cars over 1601 cc

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.

To be eligible to enter in the FIA Class - Category K, 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.

Any Foreign Competitor who does not have an FIA HTP for the vehicle MUST contact the event Chief Scrutineer John Cooper on 01208 863406 (H) or email jccmstech@gmail.com , to ensure the vehicle can comply with the UK Motorsports Association (MSA) regulations. Crews who fall into this category will have to be scrutineering on Wednesday 8th November for the MSA Vehicle Papers to be written and issued.

Cars with forced induction must comply with FIA restrictor sizes and restrictor seals. These seals must be in place before pre-event scrutineering and recorded in the HTPs. At any time before, during and at the end of competition the stewards, clerk of the course or the scrutineers, may request the seals and or restrictor to be checked/ measured. Extra seals may be used and fitted at any time.

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 2017 MSA technical regulations will be eligible to enter.

- Class J1 Cars up to 1000cc
- Class J2 Cars 1001cc to 1400cc
- Class J3 Cars 1401cc to 1600cc
- Class J4 Cars 1601cc to 2000cc
- Class J5 Cars over 2000cc

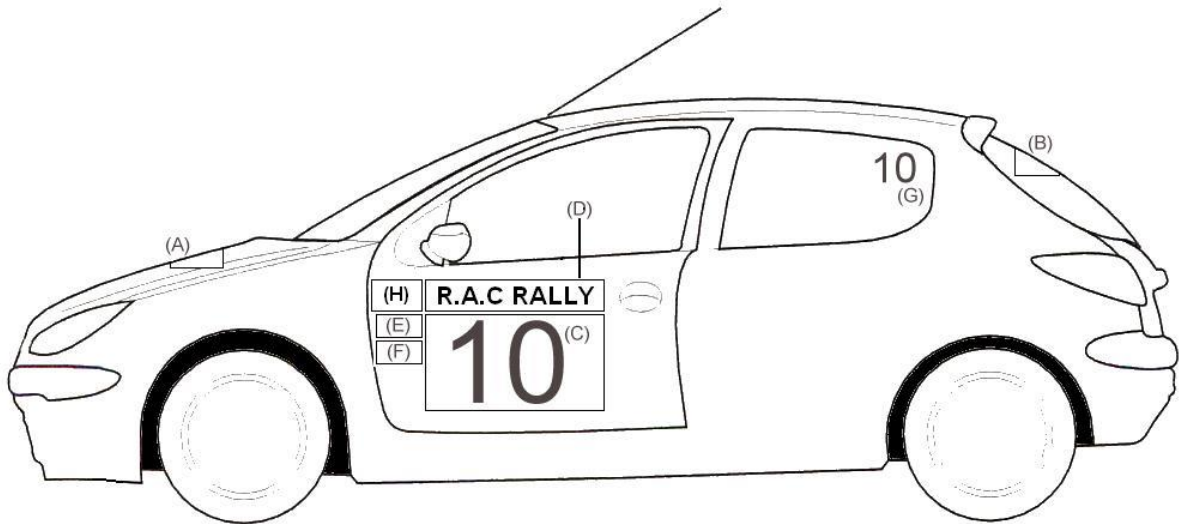
- (a) Permitted modifications:
The addition of sump or chassis guards is permitted
Limited Slip Differentials are permitted
- (b) Entries in Category 1 to 4 must produce at Scrutineering an MSA Historic Vehicle Identity Form (hvif), Category 3 and 4 must also present their Homologation Forms.
- (c) Should 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.

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- (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).



- 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

2. Restrictions may be imposed on tobacco related advertising MSA GR.H.28.1.6.

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.

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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, should the MSA relax the current rules on running order, the event retain the right to change this on issue of a Bulletin prior to the start of the event.

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, Rally4Wales Contracts Ltd and MOD road charges at 1st March 2017. 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 1st November 2017, please remember that to be included in the programme and published entry list, entries must be received by Wednesday 25th October 2017.
9. Sum of the Entry Fees

- (i) With the optional advertising proposed by the Organisers: £3,500.00, the entry Fee can be paid in Euros, please contact the Rally Manager.

Other fees are: Support pack, third party insurance etc

The entry fee includes:
One Service Pack
One Management Pack
Organisers Optional Advertising
2 personal Service passes
2 personal Management passes

Due to the volume of pre-registered entries received, one Management Pack is being included within the Entry Fee, additional packs may be purchased for £150.00

Entries may be submitted as follows:

- a) Entries received prior to 31 July 2017 - Special rate if paid in Full in date £3,250.00

All entries received and paid in full by the 31st July will be entered into a raffle which will be drawn on 5th August 2017 and the winning entry will receive 50% of the entry fee refunded (£1,625.00), this will be paid 1st September 2017.

- b) A deposit scheme is in use for the event where crews may pay as much or as little as they wish into a secure event account and this will be debited against the crews entry, an initial £300 deposit will register the crews name onto the entry list, up to the 31st July 2017. An additional payment of at least £500 must

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be received by the 1 August 2017 to be listed on the entry list see point 16 below. Crews must have paid the full entry of £3,500 by the 25th October 2017 to receive paperwork on the event. Refunds will be in accordance with point 12 below.

- (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 £15 per person and expires 31 December 2017. 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:

Kate Hinchliffe
Entries Secretary
Roger Albert Clark Rally 2017
36 Luck Lane
Marsh
Huddersfield
West Yorkshire
HD3 4AB

Email: entries.r.a.c@gmail.com
Tel. Rally Office: 01355 276483

Or the Fee's can be paid direct into the Bank of Scotland.

Account Name: **Roger Albert Clark Rally Motor Club**

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:
- Deposits paid and no additional payment received before 31 July 2017 will be refunded £300 before 31st August 2017, and a reserved entry position will be lost on the 1st August 2017.
 - Entries received and withdrawn in writing prior to 1st October 2017 will be refunded all fees paid, less £30 administration fee, this will be paid prior to the event.
 - Entries received and withdrawn in writing prior to 25th October 2017 will be refunded all fees paid, less £50 administration fee, this will be paid prior to the event.
 - Entries received prior to 25th October 2017 and withdrawn in writing prior to 1st November 2017 will be refunded all fees paid less £100 administration fee, this will be paid prior to the event. All Entries withdrawn prior to 6th November 2017 will be refunded all fees paid less £500 administration fee, this will be paid after the event but before 31st December 2017.
 - All Entries withdrawn prior to 8th November 2017 will be refunded all fees paid less £1,500 administration fee, this will be paid after the event but before 31st December 2017.
 - No refunds will be issued for withdrawal of entries from the 9th November 2017.

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 £350.00 administration cost.

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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: 130 (plus 20 reserves)
Minimum number of entries: 100
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 120 entries paying the second instalment of £500 on top of the deposit already paid.
- 20 Entries of the total number of 130 will be reserved for foreign entries. These will be from the deposits already received and new entries up to 31 July 2017. The remainder of the places up to a maximum of 130 entries will then be filled from reserve entries from the deposit reserved entries list who have paid the second instalment of the entry fee of £500 prior to the 31 July 2017.
- The 20 reserves via the deposit system, will be acknowledged on a deposit earliest date received basis and will be accepted as a full entry solely at the Organisers discretion when the additional payment of £500 is paid prior to 31 July 2017. Other places on the full entry list will be filled after the 1st August 2017 where other reserved entrants fail to pay the second instalment due.
- New entries received will be placed on the reserve list on a date received basis subject to a payment of £800, and will become a full entry after the 1st August 2017 if an entry is lost. 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 where they require all documents sent by the Organisers to be delivered. Where all these 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 dispatched to this address during 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 **Wednesday 25th October 2017**, 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, John Cooper, Paul Lawrence

Patron Judith Clark

Stewards

Appointed by the MSA Jonathan Lord
Appointed by the Organisers Steve Stringwell
Appointed by the Organisers Roy Brader

Clerk of the Course & Rally Manager Colin Heppenstall MSA C.o.C Nat A
01355 276483 (H)
Email: r.a.c.rally@btinternet.com

Deputy Clerk of the Course John Trevethick MSA C.o.C International
Deputy Clerk of Course Route Nicola Heppenstall MSA C.o.C Nat B
PA to Rally Manager 01355 276483 (H)
07765 222847 (M)

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Assistant Clerk of Course & MSA Timekeeper	Lloyd Walker	MSA Int. Timekeeper
Assistant Clerk of Course Wales	Gareth Thomas	
Assistant Clerk of Course Scotland	TBA	
Assistant Clerk of Course Kielder	Brian Kinghorn	
Secretary of the Meeting	Rik Hinchliffe	
Chief Safety Officer	Brian Avery	07968 979948 (M)
Deputy Chief Safety Officer	Simon Goodwin	
MSA Safety Delegate	Nicky Moffat	
Entries Secretary	Kate Hinchliffe	entries.r.a.c@gmail.com
	01484 318689 (H)	
Staffing Officer	Joy Hewson	joyhewson@googlemail.com
PC Co-ordinator	Steve Cowley	stevecowleyrally@gmail.com
Chief Medical Officer	TBA	
Safety Radio Controller	Chrys Worboys – Mercury Radio	
Logistics Manager	Ken Roberts	
Equipment Manager	Steve Walshaw	
Public Relations Officer	Margaret Heppenstall	
Event Media Officer	Paul Lawrence	
MSA Chief Scrutineer	John Cooper	01208 863406 (H)
Competitor Liaison Officer	TBA	
Results System	Tynemouth Computers	
Child Protection Officer	Judith Worboys	

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 the Kielder Waterside, Kielder Water. Protests must be made in accordance with MSA GR.C.5. and appeals in accordance with MSA GR.C6. Printed results will be sent via email to all competitors after the event, and will be 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 Road Route and Special Stages will be given in separate Road Books 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 Books, Service pack, and Management pack will be dispatched at least 5 days prior to the event.
4. Total Distance of the road route: 620 miles
Total Distance of the Special Stages: 301 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.

ROGER ALBERT CLARK RALLY 2017

Type of Special Stage surface: One stage on asphalt, one stage on part asphalt part gravel and thirty 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, 80, 81, 85, 86, 87, 147, 148, 149, 160, 161

Additional Map requirement for the Transport Section is:

90, 91, 97, 102, 108, 109, 117, 126, 137

The event will be making it compulsory to purchase printed maps for the event provided by Bobby Willis of RallyMaps. These are based on OS originated mapping and will allow crews to complete the event. These should be paid for along with the entry fee. Should the event have in excess of 120 starters then the fee for one set of maps will be refunded to the nominated crew member after the event.

Service Overview maps For use by the Service Crew

Competitors Map Book For use by the Competition Crew of full route at 1:50,000

Cost £100.00 for 1 set

Additionally, maps of all stages showing actual stage routes are available and should be ordered and paid for with the entry fee to ensure availability.

1:25,000 Stage Maps Cost £60.00 for 1 set – Optional for those crews wishing to use Maps

Each Management Pack contains a Competitors Map Book and an additional Road Book as issued to competitors.

Extra Maps can be pre ordered at the following prices:

Service Overview maps £25.00

Competitors Map Book £75.00

1:25,000 Stage Maps £60.00

Subjective route notes will be available from Patterson Pace notes. They will conduct the route survey as near to the rally date as possible. The organisers WILL NOT be providing notes as part of the entry and it is the responsibility of the Competitor to order and pay for their own route notes. Brian or Liz can be contacted either by telephone between 9am and 5pm: Tel: (+44) 028 90 844111 or online: <http://www.rallynews.net/pattersonpacenotes/onlineorders.asp>

No other route notes are authorised for use on this event and if found competitors will be penalised in accordance with R25.9

1. After MTC 2 competitors will be required to **transport** the competition vehicle, either by its own power or on a trailer, from Leominster to Carlisle. Crews must then present the cars at Pre MTC 3 Holding, 20 minutes before their due time to be re-scrutineered to ensure the vehicle remains in the general condition of its initial scrutineering approval. Competitors will NOT be allowed to re-start until this process is completed and a second scrutineered sticker is issued to the vehicle.
A 20 minute time penalty will apply for breach of this time schedule.

ARTICLE 12 - SCRUTINEERING AND DOCUMENTATION

1. At Scrutineering before the start of the event, cars will be examined for compliance with the 2017 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 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.

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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 F.
- 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).
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 2017 MSA Yearbook MSA Please note the restrictions imposed by MSA GR R48.5.1 – R48.5.13.
12. Auxiliary Lights: Cars entered in Historic Category 1 to 4 and 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, 4 and European FIA Class may have a maximum of eight (8) forward facing beams excluding side lights.
13. Competitors wishing or required 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 may 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

ALL competing vehicles will be required to have scrutineering checks carried out before their scheduled re-start at MTC3. Vehicles that have had any material changes made since its initial scrutineering may be re-classified or refused a re-start.

15. **Additional Vehicle Checks for Competitors running in the top 15 cars**

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Invited crews may 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.

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

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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.
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 MSA GR R31.2.5. & R31.2.6. 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), or in accordance with Article 21.
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 MSA GR R29.1. – R29.5.
9. (a) **Special Stage Timing** will be to the previous whole second MSA GR R31.1.3.
(b) Each Special Stage will have a Bogey Time set at 70mph 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 MSA GR R25.7.1 – R25.8.2.
10. (a) **Road Timing** will be to the previous whole minute.

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- (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, so long as they do not hand the time card to the appropriate marshal until their Due Time). Competitors should familiarise themselves with MSA GR R30.2. which clarifies Control Procedure and also MSA GR R30.2.1 – R30.3.3.

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 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

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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.

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.

Subjective route notes will be available from Patterson Pace notes. They will conduct the route survey as near to the rally date as possible. The organisers WILL NOT be providing notes as part of the entry and it is the responsibility of the Competitor to order and pay for their own route notes. Brian or Liz can be contacted either by telephone between 9am and 5pm: Tel: (+44) 028 90 844111 or online: <http://www.rallynews.net/pattersonpacenotes/onlineorders.asp>

A DVD of the stages will be available of the event and information regarding this will be published on the event web site and to competitors direct.

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No other route notes are authorised for use on this event and if found competitors will be penalised in accordance with R25.9

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.
5. 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 VIGOROUS CHECKING OF PLATES WILL BE UNDERTAKEN ON THE EVENT, ESPECIALLY MANAGEMENT VEHICLES.

Competitors found servicing and / or receiving any assistance from any vehicle not displaying an official rally plate or not registered with the organisers will be fined £150 for each and every instance and could lead to EXCLUSION of the associated competitor/s. (Competitors are reminded they are allowed to purchase one additional Management Plate 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

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Exclusion from the results and reported to the MSA for bringing the sport into disrepute.

Management Vehicle crews are reminded that servicing where there are black lines in the road book is strictly forbidden. The penalty for each offence is 15 minutes. Management Vehicles may NOT stop or wait for their respective competing cars where there are 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 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 and one Management Vehicle Pass, as part of the entry fee. Competitors will be allowed to purchase an additional Management Pack, 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 an advisory one, and 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. The refuelling of competitors cars should where available be**

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undertaken at Petrol Station Forecourts along the route. Where this is not available the refuelling of competitors cars from management cars should be undertaken as the last task on the competition car. The Management Car should carry a fire extinguisher and the management crew to be aware of how to use the extinguisher should a fire break out during the refuel process. The Health and Safety of Management car crew and Competition crews must also be put first during the process of refuelling cars. Further guidance of vehicle fuel storage is available from the Health & Safety Executive website: <http://www.hse.gov.uk/fireandexplosion/petrol-storage-club-association.htm>

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 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.’

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ARTICLE 19 – AWARDS

Roger Albert Clark Rally 2017

1. **General Classification:**
Only entries in Class B, C, D, E, F1 and G will be eligible for the event overall awards.

1 st Overall	Roger Albert Clark Rally Trophy & 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
1 st Overall – Historic Category 4a	Souvenir Awards
1 st Overall – Historic Category 4b	Souvenir Awards
1 st Overall – FIA Appendix K pre 1985	Souvenir Awards

Roger Albert Clark Open Rally

1 st Overall	Souvenir Awards
2 nd Overall	Souvenir Awards
3 rd Overall	Souvenir Awards (Subject to 12 Starters)

2. **Class Awards:**
1st in each Class Awards to Driver & Co-Driver
2nd in each Class Awards to Driver & Co-Driver
(Subject to 5 Starters in Class)
3rd in each Class Awards to Driver & Co-Driver
(Subject to 10 Starters in Class)
3. **Special Awards:**
Highest Place Overall finisher using Maps Souvenir Awards
Second Place Overall finisher using Maps Souvenir Awards
Third Place Overall finisher using Maps Souvenir Awards
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.

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 REIS Insurance Road Traffic Scheme.

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

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

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

The basic rate for the event before any loading is £55.00. This price is inclusive of Insurance premium Tax and is based on the rates applicable at the time of publication of these Regulations.

Age 19 years or over

Has held a full licence for a minimum of 6 months

Has no more than 6 points on their licence

Has had no more than 1 fault claim in the last 3 years

The vehicle has valid Tax, MOT and is currently insured for road use

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

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

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

The Event Organiser's RTA scheme is provided by Reis Motorsport Insurance and underwritten Zenith Marque Insurance Services Limited.

Reis Motorsport Insurance is a trading name of the Insurance Factory Limited. Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority (No 306164). Registered in England and Wales number 02982445 at 45 Westerham Road, Bessels Green, Sevenoaks, Kent, TN13 2QB.

Zenith Marque Insurance Services Limited registered in England and Wales (No 2135730) is authorised and regulated by the Financial Conduct Authority (No 47557)

2. Event Insurance covering Third Party damage whilst on private land currently carries an excess of £425 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 £425 per incident, from the entrant whose vehicle causes such damage

ARTICLE 21 – RE-START AFTER RETIREMENT

1. Any crew which has failed to complete a Leg can only re-start the rally from the start of the next Leg or Service Out Control only. The competitor must advise the organiser of the reason for retirement (e.g. accident, technical problems, etc.) and the intention to have the car re-scrutineered. This shall apply to any car which has not been classified on the grounds of exceeding the time 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 a decision of the Stewards. For all crews which re-start a time penalty will be applied. This time penalty will be as follows: For every stage or super special stage missed: 7 minutes. This time penalty will be added to the fastest time of the driver's class for each missed stage, which shall include the special stage or super 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 the previous day. If the

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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 **07776 038761 or 07979 942574**, 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. Paul Lawrence at paul@tfmpr.com
2. **COMPETITOR NEWSLETTERS**
To build upon the Competitor Newsletters on previous events, 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 www.racrally.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.
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. Who will actively protect its rights in this respect.

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).

ROGER ALBERT CLARK RALLY 2017

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

Draft Route – Roger Albert Clark Rally

Times are a guide only

Friday 10th November 2017

	Due Time
SS 1 Shelsey Walsh 1	09.49
SS 2 Shelsey Walsh 2	
SS 3 Radnor 1	12.27
SS 4 Epynt 1	14.18
Service Epynt	14.38
SS 5 Epynt 2	17.06
SS 6 Radnor 2	18.51

Saturday 11th November 2017

SS 7 Sheperdshield 1	10.44
SS 8 Whitehill 1	11.07
SS 9 Roughside 1	12.25
Service Kielder	11.37
SS 10 Sheperdshield 2	13.40
SS 11 Whitehill 2	14.08
SS 12 Roughside 2	15.28
SS 13 Ogre Hill 1	16.26
SS 14 Harwood 1	17.16
Management Service	17.36
SS 15 Ogre Hill 2	19.09
SS 16 Harwood 2	19.52

Sunday 12th November 2017

SS 17 Greskine 1	09.34
SS 18 Ae East 1	10.12
SS 19 Ae West 1	10.40
Service Lockerbie Lorry Park	11.08
SS 20 Greskine 2	12.11
SS 21 Ae East 2	12.49
SS 22 Ae West 2	13.17
Service Lockerbie Lorry Park	14.05
SS 23 Twiglees 1	15.00
SS 24 Castle Ore 1	15.25
SS 25 Craik	16.16
SS 26 Twiglees 2	17.49
SS 27 Castle Ore 2	18.21

Monday 13th November 2017

SS 28 Newcastleton	07.49
SS 29 Chapelstone Fell 1	08.29
Service Kielder	09.02
SS 30 Falstone 1	09.50
Service Kielder	10.16
SS 31 Chapelstone Fell 2	11.14
Service Kielder	11.47
SS 32 Falstone 2	12.30
Finish Kielder Waterside	13.30

ROGER ALBERT CLARK RALLY 2017

DE LACY MOTOR CLUB HISTORY



On the 23rd 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 29th March 1953
- Rally 17th May 1953
- Gymkhana 15th July 1953
- Standard Car Trial 20th 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 £15.00 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**