



# E-Regulations Final Version



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# ROGER ALBERT CLARK CLUBMANS RALLY 2019



## Introduction

Welcome to the 13th running of the Roger Albert Clark Clubmas Rally.

This year the Clubmas Rally will be the only support event for the Roger Albert Clark Rally and I would like to welcome the competitors of the Race & Rally Rally 2 Championship to the event.

Six Stages offering 52 miles are on offer for a very competitive £450 entry fee.

The first 20 entries received will be guaranteed an entry then a reserve list will be started and subject to the number of entries still running on the Roger Albert Clark Rally depends on the number of starters allowed.

I look forward to welcoming you to Lockerbie Lorry Park on Sunday 24<sup>th</sup> November.

## **The Organising Team.**

### Previous Winners

#### Roger Albert Clark Clubmans Rally

2005	Keith Robathan / Martin Forest	Ford Escort
2006	Marcus Noble / Simon Martin	Ford Escort
2007	Marcus Noble / Malcolm Capstick	Ford Escort
2008	Paul Drinkall / Roy Brown	Porsche 911
2009	Mark Shaw / Ken Willan	Talbot Sunbeam Ti
2010	James Robertson / Claire Robertson	Citroen C2
2011	Iain Haining / Mairi Riddick	Vauxhall Nova
2012	Chris White / Chris Dewsnap	Ford Escort
2013	James Potter / Bob Duck	Ford Escort
2014	Jim Robertson / Colin Maxwell	Citroen C2R2
2017	Seb Perez / Alex Lee	Ford Escort

## SUPPLEMENTARY REGULATIONS

### ARTICLE 1 – ANNOUNCEMENT

The Roger Albert Clark Rally Motor Club Limited will promote and organise a National 'B' Special Stage Rally known as the **ROGER ALBERT CLARK CLUBMANS RALLY** on Sunday 24<sup>th</sup> November 2019.

### ARTICLE 2 – JURISDICTION

1. The Event will be held under:
  - (a) The 2019 General Regulations of Motorsport UK (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

### ARTICLE 3 – AUTHORISATION

1. The event will comply with the Motor Vehicles (Competitions and Trials) Regulations where they are applicable for a specified event.
2. Motorsport UK, and DOT Permit numbers will be advised in a Competitors Bulletin.

### ARTICLE 4 – ELIGIBILITY / CHAMPIONSHIPS

1. The Roger Albert Clark Rally is open to Competitors (whether Entrant, Driver or Co-driver) holding valid National B or higher Licences issued by Motorsport UK or Motorsport Ireland.
2. Competitors are reminded of the Motorsport UK's requirements for Entrants Licences as laid down on the Licence Declaration Form and in the 2019 Motorsport UK Yearbook (Motorsport UK GR R5.2 – R5.2.1).
3. All Competitors Licences will be inspected at Documentation.
4. Championships
  - (a) The event is a competing round of the following Championship:  
Rally 2WD Challenge (69/2019)

### ARTICLE 5 – FORMAT

The Programme of the Meeting will be:

- a. **OPENING DATE FOR ENTRIES**  
Entries open on publication of these Supplementary Regulations
- b. **SEEDING AND PUBLICATION OF RECEIVED ENTRIES**  
1800hrs Wednesday 31<sup>st</sup> October 2019
- c. **CLOSING DATE FOR ENTRIES**  
12.00hrs Wednesday 7<sup>th</sup> November 2019
- d. **SCRUTINEERING**  
Will take place at Lockerbie Lorry Park, Lockerbie

# ROGER ALBERT CLARK CLUBMANS RALLY 2019

Sunday 24<sup>th</sup> November 2019      **08.00hrs to 09.00hrs**

**e. PUBLICATION OF THE LIST OF CREWS ELIGIBLE TO TAKE THE START**

Sunday 24<sup>th</sup> November 2019

**f. STARTING DATE OF THE RALLY**

Sunday 24<sup>th</sup> November 2019 – 09.00 hrs.

**g. PUBLICATION OF FINAL RESULTS**

Final results will be published at Lockerbie Lorry Park, and the prize presentation will take place as soon as the results are final.

**h. OFFICIAL NOTICE BOARD AND RALLY HEADQUARTERS**

The Official Notice Board (Motorsport UK GR R2.8.1) for the event will be located in the Rally Motorhome sponsored by Swift Go, at Lockerbie Lorry Park.

Times of opening and exact locations will be notified in a bulletin.  
Final results will be published in accordance with **g.** (above).

## ARTICLE 6 – CLASSES

### 1. ROGER ALBERT CLARK CLUBMANS RALLY

Historic Special Stage Rally vehicles must comply with the Motorsport UK R49 for classes B to F

- a) Class B      -      Category 1 registered before 31.12.67
- b) Class C      -      Category 2 registered between 01.01.68 and 31.12.74
- c) Class D      -      Category 3 registered between 01.01.75 and 31.12.81
- d) Class E      -      Category 4a registered between 01.01.82 and 31.12.85 and  
Category 4b registered between 01.01.86 and 31.12.90
- e) Class F      -      Category K - FIA Appendix K Cars registered before 31.12.85

Only two-wheel drive vehicles complying with the 2019 Motorsport UK Technical Regulations will be eligible to enter, Class G to K.

- f) Class G      -      Cars up to 1000cc
- g) Class H      -      Cars 1001cc to 1400cc
- h) Class I      -      Cars 1401cc to 1600cc
- i) Class J      -      Cars 1601cc to 2000cc
- j) Class K      -      Cars over 2000cc

- 2. For Class designation, up to 60thou re-bore has no effect, above this the actual swept volume is used. For determining maximum rim widths (GR R49.10.1-5) the capacity before any re-bore has taken place (or the nominal model c.c. or that shown on the HRVIF) will be used.
- 3. 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
- 4. Cars with forced induction must comply with FIA restrictor sizes and restrictor seals.

## ROGER ALBERT CLARK CLUBMANS RALLY 2019

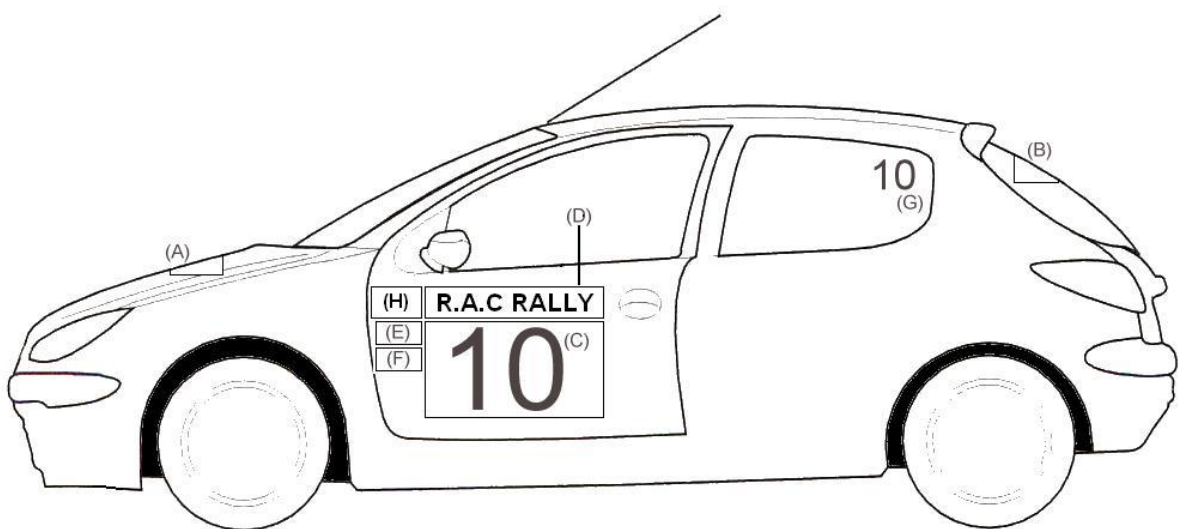
These seals must be in place before pre-event scrutineering and recorded in the HTPs. At any time before, during and at the end of competition the stewards, clerk of the course or the scrutineers, may request the seals and or restrictor to be checked/measured. Extra seals may be used and fitted at any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

5. All vehicles must comply with the minimum safety requirements of the 2019 Motorsport UK Yearbook. (For clarity, this means vehicles must have a plumbed in Fire Extinguishers and a hand-held Extinguisher to the Motorsport UK specification), the event can loan a hand-held extinguisher to crews if required, but this must be pre-ordered.
6. Should any class or category have less than five entries, the Organisers have the right to amalgamate these where necessary.
7. Entries in Category 1 to 4 must produce at Scrutineering a Motorsport UK Historic Vehicle Identity Form (hvif).
8. Entries in Category 3 and 4 must also present their Homologation Forms.
9. All cars must be taxed, tested and insured for the public highway (Art:12.7 & .8).
10. Cars with forced induction will have their engine capacity increased by 70% to establish their class.
11. VEHICLE MODIFICATIONS

- a) The addition of sump or chassis guards is permitted.
- b) Limited Slip Differentials are permitted.
- c) Studs or chains are not permitted.

### 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 SR8.9)                    |
| F | Event associate sponsor decals (optional – see SR8.9)                    |
| G | High Visibility Numbers  |
| H | Event associate sponsor decals (optional – see SR8.9)                    |

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2. Restrictions may be imposed on tobacco related advertising (Motorsport UK GR.H28.1.6).
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 will result in a refusal to start (Article 7.1).

### 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 (Article 6.8).
2. A Competitors Bulletin containing details of the Competitor's start number will be posted and/or emailed to entrants at least seven days before the event.
3. The Roger Albert Clark Clubmans Rally will be interspersed with the Roger Albert Clark Rally and competitors will be seeded on expected performance and 'slotted' into the running order at the appropriate location.
4. 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.
5. Competitors who's cars are up to 1600cc will run at the head of the field in reverse seeded order. There will then be a 10 to 15 minute gap (depending on stage length) followed by the remainder of the field in anticipated performance order. Competition numbers will not indicate the running order.
6. Once the Entry List and running order have been published, no communication will be entered into regarding it. A provisional running order will be published 5 days before the event starts.
7. 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.
8. The Entry Fee has been based on the current Forest and Land Scotland road charges at 1<sup>st</sup> February 2019. Should there be any variation in these charges it may be necessary to levy a supplementary entry fee to be collected at documentation. Should this be necessary it will be advised to Competitors in advance (Motorsport UK GR.H30.1.3(e)).
9. Entries open on publication of these Supplementary Regulations and close at 12.00hrs on Wednesday 7<sup>th</sup> November 2019. **Please remember that to be included in the programme and published entry list, entries must be received by Wednesday 31<sup>st</sup> October 2019.**
10. ENTRY FEES
  - (i) **With** the optional advertising proposed by the Organisers (Art 7.1E, F & H):  
**£450.00**
  - (ii) **Without** optional advertising:  
**Double** the appropriate fee as detailed in Art.8.11(i)

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The entry fee includes:

- All paperwork to enable competitors to comply with Motorsport UK GR.R26.1 & R2.3.
- 2 x Competitor ID Tags.
- One full set of Event Maps including a Service overview map.
- Front, rear, side Rally Plates and Hi-Viz Numbers.
- Organisers advertising material.
- One Service Pack (containing 1 x Vehicle Pass/Plate and 2 x personal Service passes).
- One Management Pack (containing 1 x Vehicle Pass/Plate and 2 x personal Management passes)

Additional fees will apply for:

Club Membership fees	£15 each
Third party insurance	£25
Route Notes	(Art:16.3)

12. 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 is £15 per person and expires 31 December 2019. All monies from membership go towards the promotion of Motor Club activities.
13. All cheques must be made payable to '**Roger Albert Clark Rally Motor Club Limited**' and sent to:

**Victoria Heppenstall**  
**Entries Secretary**  
**Roger Albert Clark Clubmans Rally 2019**  
**2 Monroe Avenue**  
**Lindsayfield**  
**East Kilbride**  
**G75 8WA**

**Email: [entries.r.a.c@gmail.com](mailto:entries.r.a.c@gmail.com)**  
**Tel. Rally Office: 01355 276483**

Fees can also 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

14. **WITHDRAWAL OF ENTRY AND REFUND OF FEES**  
Withdrawal of any entry 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. A confirmation email must be received from the Organisers for the withdrawal to be valid.

Fees will be refunded as follows:

- Entries withdrawn prior to 23.59hrs on 20<sup>th</sup> November 2019 will be refunded all fees paid less £50 administration costs, this will be paid after the event but before 31<sup>st</sup> December 2019.
- No refunds will be issued for withdrawal of entries after the 20<sup>th</sup> November 2019.

Entries not accepted will be refunded their full entry fee.

15. In the event that the rally is abandoned or postponed, entrants will have fees repaid less a maximum figure of £50.00 administration cost.

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16. 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.
17. Maximum number of entries will be based on the number of entries entered into the Roger Albert Clark Rally. However, the minimum number of entries to be accepted on a first come first served basis will be 20 entries up to the maximum number of entries across all rallies of 180 cars running on Sunday 24<sup>th</sup> November. Entries received after 20 will be placed on a reserve list up to a maximum of 15 reserves.
18. The Organisers reserve the right to refuse any entry without the need to give a reason for doing so.
19. 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.
20. The seeding committee will undertake seeding on **Thursday 31<sup>st</sup> October 2019**, 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), Colin Heppenstall, Nicola Heppenstall, John Cooper

Patron Judith Clark

#### Stewards

*Appointed by Motorsport UK*

TBA

*Appointed by the Organisers*

Steve Stringwell

*Appointed by the Organisers*

Roy Brader

Clerk of the Course &  
Rally Manager

Colin Heppenstall Motorsport UK C.o.C Nat A  
01355 276483 (H)  
07736 083745 (M)  
Email: [r.a.c.rally@btinternet.com](mailto:r.a.c.rally@btinternet.com)

Clerk of the Course

John Trevethick Motorsport UK C.o.C Int

Deputy Clerk of the Course

Robert Lodge

Assistant Clerk of Course  
& Timekeeper

Lloyd Walker

Motorsport UK Int. Timekeeper

Assistant Clerk of Course Scotland

TBA

Secretary of the Meeting  
Chief Safety Officer

Rebecca Williamson  
Simon Goodwin

Motorsport UK Safety Delegate

Kevin Whitton

Motorsport UK Deputy Safety Delegate

David Walton



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Entries Secretary	Victoria Heppenstall 01355 276483 (H)	<a href="mailto:entries.r.a.c@gmail.com">entries.r.a.c@gmail.com</a>
Staffing Officer	Joy Hewson	<a href="mailto:joyhewson@googlemail.com">joyhewson@googlemail.com</a>
Chief Medical Officer	Stuart Hateley	
Safety Radio Controller	Chrys Worboys – Mercury Radio	
Equipment Manager	Steve Walshaw	
Public Relations Officer	Nicola Heppenstall	
Event Media Officer	Paul Lawrence	
Motorsport UK 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 PLEASE**

### ARTICLE 10 - RESULTS

1. Provisional results will be published within two hours of the end of each leg. Final Results will be published at Lockerbie Lorry Park. Protests must be made in accordance with Motorsport UK GR.C5. and appeals in accordance with Motorsport UK GR.C6. 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 Motorsport UK GR C5.2.2. If the protested vehicle is not available for inspection the competitor may be penalised as under Motorsport UK GR.C3.2

### ARTICLE 11 – ROUTE AND ROAD BOOK

1. The event will contain Special Stages on private land or on closed public roads, joined by public highway sections. Cars will start 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 Road Books issued to competitors. This document will contain all the necessary information to enable competitors to comply with Motorsport UK GR R2.3.2 & 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 planned distance of the road route: 86.26 miles  
Total planned distance of the Special Stages: 51.71 miles

During the road route sections, it is permissible for both the Driver and Co-Driver to drive the competing vehicle (subject to holding appropriate licences) as more than 200 miles of road route will be covered in a day.

Type of Special Stage surface: six 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.

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5. The Entry Fee includes ONE full set of printed maps, showing planned event routes, produced by Bobby Willis of RallyMaps. These are based on OS originated mapping and will allow crews to complete the event.
6. Subjective route notes will be available only 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) No other route notes are authorised for use on this event and if found competitors will be penalised in accordance with Motorsport UK GR R25.9

### ARTICLE 12 - SCRUTINEERING AND DOCUMENTATION

1. At Scrutineering before the start of the event, cars will be examined for compliance with the 2019 Motorsport UK tyre, technical and safety regulations as well as for class eligibility (attention is drawn to Motorsport UK GR J5 – J5.20.13, K & R46). 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 it is to compete.**
2. A validated Motorsport UK Rally Special Stage Vehicle Log Book (Motorsport UK GR R46.1.3., R25.2., R47.1.1., R47.1.2. and J2.1 – J2.1.5.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**.
  - a) This is not required for those crews in the European FIA class F.
3. All cars shall have fire extinguishing systems to Motorsport UK GR R48.10.5 and K3 – K3.5 and **must carry a small spill kit** (Motorsport UK GR R46.1.5). It is the sole responsibility of the crew to dispose of used spill kits in accordance with the appropriate regulations. Penalty for Breach is **EXCLUSION**.
4. Safety helmets, FHR devices and overalls will be examined and must conform to current regulations (Motorsport UK GR K10.1 – K10.4) and must be worn on Special Stages (Motorsport UK GR R25.3).
5. Cars shall have fitted, and the Driver and Co-Driver shall use, seat belts (Motorsport UK GR R25.3.1) in conformity with Motorsport UK GR R48.10.4.
6. Drivers and Co-Drivers are reminded that they must wear flame resistant overalls (Motorsport UK GR K9.1. – K9.3) on all Special Stage Rallies (Motorsport UK GR R25.3.2).
7. All cars must be registered and taxed as a private car (Motorsport UK GR R46.1.1) and insured for the Public Highway (Motorsport UK Part 3:Appendix 2 (24)).
8. A valid MOT Test Certificate must be produced at Scrutineering for any car required by law to have such a certificate (Motorsport UK GR R46.1.2). Failure to produce this document will lead to a **REFUSED START**.
9. **Tyres:** all tyres must comply with Section L of the 2019 Motorsport UK Yearbook. Please note the restrictions imposed by Motorsport UK GR R48.5.1 – R48.5.13. No studs, **chains** or non-skid attachments are permitted (Motorsport UK GR R48.5.1).

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10. **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. Cars entered in Historic Category 3, 4 and European FIA Class may have a maximum of eight (8) forward facing beams excluding side lights.
11. Competitors wishing or required to carry video cameras **MUST** have written permission from the Clerk of the Course **PRIOR** to attending scrutineering which must be available to the Chief Scrutineer at Scrutineering (Motorsport UK GR J5.21). Failure to produce may 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.
  - a. 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.
12.
  - (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 Motorsport UK 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.
  - (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 issued a Scrutineering time. Failure to attend at the published Scrutineering time may be penalised with a £100 fine.
  - (d) Scrutineering and Documentation will take place at locations specified in a Bulletin.

ALL competing vehicles will be required to have scrutineering checks carried out before their scheduled re-start at MTC5 (Art:11.7a). Vehicles that have had any material changes made since its initial scrutineering may be re-classified or refused a re-start.

### 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 (Motorsport UK GR R40.1.3).
  - a. 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 Motorsport UK GR R32.2 Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (p) and may be reported to the Motorsport UK 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 (Motorsport UK GR R40.1.4). Competitors who fail to comply may be penalised by a fine of up to £100.
3. If a competitor is involved in any accident, full details must be provided to the Organisers as soon as possible following the incident, and in any case, the same day the incident occurred (see Article 13.1.a).

### 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

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Motorsport UK 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 (Motorsport UK GR R24.7.3).
4. The Organisers will appoint Driving Standards Observers in accordance with Motorsport UK 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 Motorsport UK GR C1.1.4. (any proceeding or act prejudicial to the interest of the Motor Sports Council or of motor sport generally). The competitor concerned is liable to be penalised in accordance with Motorsport UK GR R32.2. 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 a Motorsport UK Disciplinary Tribunal.
6. Any cases reported to the Organisers or the Motorsport UK by the Police for speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of Motorsport UK GR C1.1.4 (any proceeding or act prejudicial to the interest of the Motor Sports Council or of motor sport 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 Motorsport UK 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 (Article 18.4). Competitors should also pay attention to Motorsport UK 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 (Motorsport UK GR R31.1. – R32.1.3) using digital clocks operated by Officials, under the control of a Motorsport UK 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 (Motorsport UK 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 (Motorsport UK 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

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appear authentic the Organisers may use any means at their disposal to establish a time.

8. Control and Stage Signs will conform to Motorsport UK GR R29.1. – R29.5.
9. **Special Stage Timing** will be to the previous whole second (Motorsport UK GR R31.1.3).
  - a. 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.
  - b. Competitors will receive penalties on Special Stages as follows

i. Under Bogey	<b>Bogey Time</b>
ii. Over Bogey, under Target	<b>Actual Time Taken</b>
iii. Over Target	<b>Target Time</b>
  - c. 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 Motorsport UK GR R25.7.1 – R25.8.2.
10. **Road Timing** will be to the previous whole minute.
  - a. 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.
  - b. At all TC's on Road Sections (MTC's, ATC's, and TC(Service)'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 Motorsport UK GR R30.2. which clarifies Control Procedure and also Motorsport UK 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 (MTC)**
    - (i) The MTC at the Start and MTC's after any Rest Halt, or at any other specified point, will be designated as MTC(OUT).
    - (ii) The MTC at the Finish of the Rally and MTC's before any Rest Halt or any other specified point will be designated as MTC(IN).
    - (iii) At an MTC(OUT) after a Rest Halt, Competitors will restart at one minute intervals either in number order or in order of their arrival at the MTC(IN) or as may be specified in an Official Bulletin.
    - (iv) Competitors shall be given a due starting time from any MTC(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 MTC(IN) within their maximum permitted lateness will, subject to Article 15.11 (a) (iv) above, restart from the

## ROGER ALBERT CLARK CLUBMANS RALLY 2019

MTC(OUT) with zero lateness, ie. Lateness is accumulated only between two successive MTC'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 (ATC)**

On arrival at an ATC 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 an additional 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 Motorsport UK GR R32.2. Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (d).

c. **Special Stage Start Control (SS)**

- (i) At the SS the Marshal will enter the actual time, which will normally correspond with the provisional start time. Once Competitors have clocked in at an ATC, 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 ATC to SS is 'Dead Time' and delays are automatically allowed for.
- (iii) The area between ATC and SS 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 Motorsport UK GR R25.7.1, 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 (Motorsport UK GR R25.8.1).

(d) **Special Stage finish Control (SF)**

- (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** Motorsport UK GR R25.6.1. and Motorsport UK GR R32.2. Section R, Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (p).

(e) **Service Time Controls (TC(SERVICE))**

All Service Areas will have IN and OUT Time Controls. At Service Areas not designated as MTC's a Target Time will be specified between these controls. The section between TC(SERVICE IN) and TC(SERVICE 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** Motorsport UK GR R32.2. Section R, Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (a) Article 15.6 & 15.7.

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- (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 Motorsport UK GR R2.3.3.

### ARTICLE 16 – ROUTE NOTES

1. Unauthorised pre-event practising or testing over the Special Stages on this event is forbidden (Motorsport UK 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.

3. Subjective route notes and DVD 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 Motorsport UK GR R25.9.

- a. If a stage route amendment is required after subjective route notes are issued, competitors will be given the route via an Ordnance Survey Map of either 1:50,000 or 1:25,000 scale. **No amended subjective route notes for the re-route will be issued.**
4. The possession of Pace Notes (as defined in Motorsport UK GR R25.9) 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).
5. The Organisers may set up checks at certain controls, and a proportion of Competitors and competing cars will be searched (Motorsport UK GR R24.11 – R24.11.1). **At these checks the Organisers request the co-operation of all Competitors in order to minimise delay.**
6. 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).

### ARTICLE 17 – SERVICING

1. Three categories of support vehicle will be permitted; Service Vehicles, Management Vehicles and Support Vehicles. 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

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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, 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)    |

**Vigorous checking of plates will be undertaken on the event, especially management vehicles.**

**Competitors found servicing and / or receiving assistance from any vehicle not displaying an official rally plate and/or not registered with the organisers will be fined £100 for each and every instance and could lead to EXCLUSION of the associated competitor. The report from any official of the event as to whether assistance has taken place cannot be protested.**

4. (a) Emergency servicing (servicing outside of a designated Service Area) will be permitted in designated areas after some Special Stages, **ONLY** 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, **ONLY** 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 Motorsport UK 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. Management Vehicles, Service Vehicles or Support Vehicles may NOT stop or wait for their respective competing cars where there are Black lines in the road book. The penalty for each offence is 15 minutes.**

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 (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 damaged wheel or deflated tyre with a wheel carried in the competing car;
- (b) clean lamp glasses, windscreen, windows, competition numbers and number plates.



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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 Motorsport UK 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 Pack, as part of the entry fee. 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 and a list of any Out of Bounds areas. 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. Not used
11. **All servicing work carried out and the carrying of fuel must comply with H & SE Regulations.**
12. **Refuelling: Vital Equipment** will be providing a refuel service during the event at Lockerbie Lorry Park. Additional fuel can be purchased / ordered direct from them. It is however, recognised that additional fuel during the event will be required (Art:17.12-14)
13. **The refuelling of competitor's cars should, where possible, be undertaken at Petrol Station Forecourts along the route. Where this is not available the refuelling of competitor's cars from management cars should be undertaken as the last task on the competition car.**
14. No one should be in the vehicle e.g. driver, navigator, service crew, and the engine should be stopped throughout the refuelling process.

The Management Car should carry a fire extinguisher which should be readily accessible, and the management crew be aware of its operation, should a fire break out during the refuel process.

**The Health and Safety of Management car crew and Competition crews must always be put first.**

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

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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 Motorsport UK GR R32.2. Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties apply unless specifically modified in these Supplementary Regulations.
4. 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 (Motorsport UK GR R4.1 – R4.1.7).
  - (a) 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 (Motorsport UK GR R32.2. Section R, Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (I)).
5. Competitors are reminded of Motorsport UK GR R24.5. – R24.5.2. for details of computation of penalties in the event that the normal running of a stage be stopped.
6. 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.
7. Causing an obstruction on an access road to or from a Special Stage will be penalised by **EXCLUSION** from the results.
8. Failure to attend Post Event Scrutiny within the time limit specified for those Competitors selected, will result in **EXCLUSION** from the results.

### ARTICLE 19 – AWARDS

#### Roger Albert Clark Clubmans Rally 2019

1. **General Classification:**

1 <sup>st</sup> Overall	Awards to Driver & Co-Driver
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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. 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.

### ARTICLE 20 – INSURANCE

1. All competitors must either:

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- a. Extend their own Private Motor Insurance in accordance with Motorsport UK GR D13.1.1.(b) OR
- b. 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.

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.

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

The basic rate for the event before any loading is £xx.00. This price is inclusive of Insurance premium Tax and is based on the rates applicable at the time of publication of these Regulations.

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 Reiss 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 Reiss Motorsport Insurance and underwritten Zenith Marque Insurance Services Limited.

Reiss 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 £450 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 £450 per incident, from the entrant whose vehicle causes such damage.

### ARTICLE 21 – RE-START AFTER RETIREMENT

1. A crew which has failed to complete a stage and wishes to restart must inform the Secretary of the Rally or Entries Secretary.

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2. The competitor must advise the organisers of the reason for the retirement (e.g. accident, technical problems, etc.) and the intention to have the car re-scrutineered and re-start the event.
3. This shall apply to any crew which has been classified on the grounds of exceeding the time limit or has failed to visit a control but shall NOT APPLY where a crew has been excluded for breach of eligibility requirements, traffic infringements or by decision of the Stewards.
4. Any crew which has failed to complete a stage can only re-start the rally from the start of a subsequent Service Out Control.
5. Crews who have retired and wish to restart must present their cars for scrutineering checks at a location agreed with the Scrutineers. Contact numbers will be provided in a bulletin.
6. The car must retain its original body shell and engine block.
7. All crews which re-start, will have time penalties applied. This penalty will be calculated as the time of the fastest crew in the appropriate class PLUS 7 minutes for each Stage or Super Special Stage missed, which shall include the Special Stage or Super Special Stage on which the crew retired.
8. Should retirement occur after the last Special Stage of the leg the crew will nevertheless be deemed to have missed that Stage.
9. Any crew not wishing to re-start must complete the form declaring retirement from the event which will be printed in the rear of the Time Card Book and pass it to the event organisers in the normal manner and hand in their time cards.

### 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](mailto: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.racrmc.org](http://www.racrmc.org)
4. **GDPR Statement:**  
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 by the event, the organising club and/or its sponsors (Art:8.6). The Roger Albert Clark Rally Motor Club's privacy statement can be found at <http://racrmc.org/club-membership>

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### 5. SERVICE, MANAGEMENT, AND SUPPORT PLATES

Bulletin 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. Roger Albert Clark Rally Motor Club Ltd Child Protection policy is as follows:-

- a. The Child's welfare is paramount
- b. All children, whatever their age, culture, disability, gender, language, racial origin, religious belief and / or sexual identity, have the right to protection from abuse.
- c. All suspicions and allegations of inappropriate behaviour will be taken seriously and responded to swiftly and appropriately.
- d. 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.
- e. 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 in a bulletin.

## 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 Motorsport UK

All Route Liaison and Forestry Liaison officers

The Sponsors.

All support advertisers.