



SUPPLEMENTARY REGULATIONS



BRITISH RALLY CHAMPIONSHIP



MOTORSPORT RALLY CUP IRE & UK



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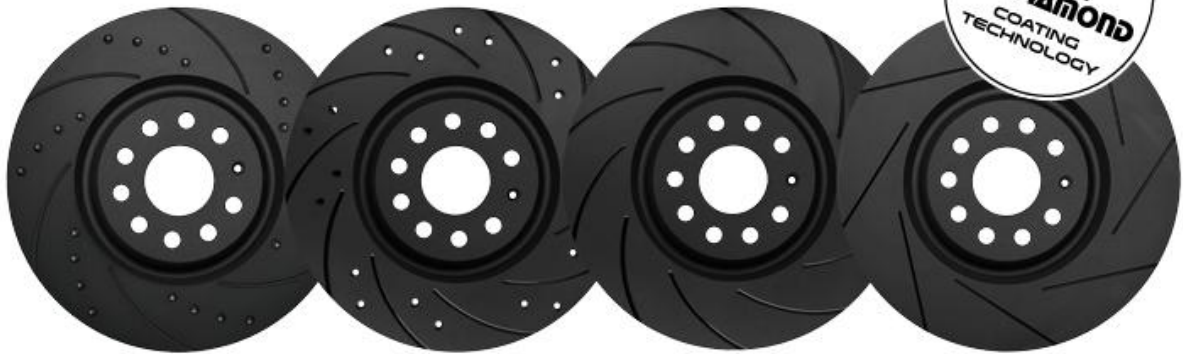
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Previous Winners

Previous Winners				
2013	Historic	Martin McCormack	Phil Clarke	Ford Escort
	Modern	Peter Taylor	Andrew Roughead	Ford Focus WRC
2014	Historic	Jason Pritchard	Phil Clarke	Ford Escort
	Modern	Quintin Milne	Martin Forrest	Ford Focus WRC
2015		Dave Weston	Kirsty Riddick	Subaru Impreza WRC
2016		Desi Henry	Liam Moynihan	Skoda Fabia R5
2017		Peter Taylor	Andrew Roughhead	Ford Fiesta WRC
2018	Historic	Matthew Robinson	Sam Collis	Ford Escort MkII
	Modern	Mat Edwards	Darren Garrod	Ford Fiesta WRC
2019	Historic	Matthew Robinson	Sam Collis	Ford Escort MkII
	Modern	Roger Chilman	Patrick Walsh	Ford Escort MkII
2021	Historic	Ben Condell	Paul Kelly	Ford Escort MkII
	Modern	Garry Pearson	Niall Burns	Skoda Fabia
2022	Historic	Henri Grehan	Dan Petrie	Ford Escort MkII
	Modern	Elliott Payne	Patrick Walsh	Ford Fiesta Rally2
2023	Historic	Jason Pritchard	Phil Clarke	Ford Escort RS1800
	Modern	Elliott Payne	Jack Morton	Ford Fiesta Rally 2
2025				

1. Introduction

The Roger Albert Clark Rally Motor Club Limited will organise and promote the Kielder Carlisle Stages National Rally and the Kielder Carlisle Stages Interclub Rally on Saturday 12th April 2025.

2. Preamble

These rallies will be run in compliance with the National Competition Rules (NCR) of Motorsport UK, incorporating the provisions of the FIA International Sporting Code including appendices, Regulations issued by the various championships of which the event forms a part, these Supplementary Regulations, and any additional instructions the promoters may issue for the event.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated Bulletins (issued by the organisers).

The various documents will be written in English

The event will be assisting the Kielder Osprey Project with financial support for their work in Kielder.

3. Length of Special Stages and Road surface

3.1 The event will be 50 stage and 75 road miles over 5 special stages on gravel Forestry England roads within Kielder Forest Complex area.

Type of Special Stage surface: 100% loose gravel

Maps and route information:

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

Landranger® (1:50,000): 79, 80, 85, 86

3.2 Overall SS distance and total distance of the itinerary
Kielder Carlisle Stages

Number of Legs	1	
Number of Sections	3	
Number of Special Stages	5	
Total distance of the itinerary	125	miles
Overall length of Special Stages	50	miles

4. Organisation

4.1 Championships and titles for which the rally counts

Probite British Rally Championship (BRC)	CH2025/RALLY001 (A)
Fuchs Lubricants British Historic Rally Championship (BHRC)	CH2025/RALLY007 (B)
Motorsport UK Pirelli Welsh Stage Rally Championship	CH2025/RALLY005
Stellantis Motorsport Rally Cup	TBA

4.2 Approvals

The event will comply with the Motor Vehicles (Competition and Trials) Regulations where they are applicable.

Motorsport UK permit number:

Kielder Carlisle Stages National	Permit No.:	201935
Kielder Carlisle Stages Interclub	Permit No.:	TBA

DoE Authorisation:

CSA Route Authorisation	TBA
RSAC Route Authorisation	TBA

4.3 Organiser's name, address and contact details

Organising Club:	Roger Albert Clark Rally Motor Club Ltd
Organiser's representative:	Colin Heppenstall
Street:	2 Monroe Avenue, Lindsayfield
Post code/city:	G75 8WA, East Kilbride
Phone:	+44 (0)7765 222847
E-mail:	r.a.c.rally@btinternet.com
Website:	www.racrmc.org

4.4 Organising Committee

Robert Lodge (Chair), Brian Avery, John Cooper, Matt Cotton, Colin Heppenstall, Nicola Heppenstall, Thomas Heppenstall, Victoria Heppenstall, Bex Hinton, Brian Kinghorn, Barry Lindsay

4.5 Stewards of the Meeting

	Name
Motorsport UK Steward (Chairperson):	Steve Smith
Event Steward	Steve Stringwell
Event Steward	John Arnold

4.6 Motorsport UK Delegates & Observer

	Name
Motorsport UK Safety Delegate	TBA

4.7 Senior Officials

	Name
Rally Manager & Clerk of the Course	Colin Heppenstall
Clerk of the Course (HQ Management)	Malcolm Higgins
Deputy Clerk of the Course	Nicola Heppenstall
Deputy Clerk of the Course (Equipment)	Robert Lodge
Deputy Clerk of the Course (Planning & Set-Up)	Brian Kinghorn
Event Safety Officer	Geoff Balls
Spectator Safety Officer & Assistant Clerk of the Course	Thomas Heppenstall
Secretary of the Meeting & Entries Secretary	Victoria Heppenstall
Chief Marshal:	Paul Jones
Communications Officer:	Dave Brodie
Service Area(s) Manager	TBA
Safety Tracking Officer:	Bill Sturrock (RBI Sport Geotraq)
Chief Scrutineer:	John Cooper – 07702 240970
Eligibility Scrutineer BRC	Andrew Farrington
Eligibility Scrutineer BHRC:	Jim McDowall
Environmental Scrutineer:	Gail Hislop
Chief Medical Officer (CMO):	TBA
Competitors' Liaison Officer (CLO):	Andy Jardine
Chief Timekeeper	Richard Blackshaw
Results Officer:	Martin Liddle (Tynemouth Computer Services)
Media Manager:	Matt Cotton
Safeguarding Officer	Robert Lodge

4.8 Location of Rally HQ and contact details:

4.8.1 Friday 11th April 2025

Name:	H & H Boarderway Mart
Location	Montgomery Way, Carlisle
Times in operation	Will be advised in a bulletin
Phone	+44 (0)7765 222847
E-mail	r.a.c.rally@btinternet.com

4.8.2 Saturday 12 April 2025.

Name:	Kielder Castle
Locations:	Kielder Village, Northumberland
Times in operation	Will be advised in a bulletin
Phone	+44 (0)7765 222847
E-mail	r.a.c.rally@btinternet.com

4.8.3 The event notice board will be DIGITAL ONLY (DNB) on the 'Sportity' mobile app and web site.



5. Programme in chronological order and locations

	Location:	Date:	Time:
Publishing of the supplementary regulations	www.racrmc.org	3 February 25	
Entries open	Rallies.Info	10 February 25	18.00
Publication of accepted Entries	Rallies.Info	3 March 25	
Closing date for entries	Rallies.Info	4 April 25	18.00
Publication of provisional entry list	Internet (DNB)	1 April 25	
Issuing of final instructions	DNB	5 April 25	
Issuing of the road book & maps – On Line	DNB	5 April 25	
Opening of Service & Trailer Park	Carlisle	10 April 25	15:00
Signing On for Recce – BRC Only	Greenside CP	11 April 25	07:30
Collection of decals and documents	Carlisle	11 April 25	12:00 – 18.00
Administrative checks	Carlisle	11 April 25	12:00 – 18.00
Collection of rally safety tracking system	Carlisle	11 April 25	12:00 – 18.00
Scrutineering	Carlisle	11 April 25	12.00 – 18.00
Publication of start list	DNB	11 April 25	19:00
First Car Starting	Carlisle	12 April 25	08:01
First Car Finishing	Kielder	12 April 25	14:30
Publication of Provisional Final Classification	DNB	12 April 25	

6. Entries

6.1 Times of applications for entries.

Entries for both events will open for all competitors at 18.00 GMT on 10nd February 2025. Entries for inclusion in the seeded entry list must be submitted and fully paid before 12.00 GMT on 31 March 2025.

Entries will finally close on Friday 4th April 2025.

Spaces have been reserved (SR 6.7) for championship registered contenders. In order to utilise these spaces entries MUST be in place and fees received before 28 February 2025. The Organisers reserve the right to refuse any entry.

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6.2 Contract of entry

The submission of an entry, whether online or by Post, establishes a contract with the Roger Albert Clark Rally Motor Club Ltd. Once it has been acknowledged, full payment of the Entry Fee must be made in accordance with these regulations. Any entrant failing to make full payment will be reported to Motorsport UK for breach of contract and withdrawal of Competition Licence requested, until all outstanding fees are paid. NCR 2.2.1.6.

6.3 Eligibility

The events are open to Motorsport UK and Motorsport Ireland International competitors who hold a valid NATIONAL or INTERCLUB licence, in vehicles that are eligible to compete. BRC and BHRC registered contenders will compete under a National Rally permit so MUST hold a National competition licence.

Interclub event drivers must hold an RS Interclub, Stage Rally (UK only), or higher, status licence, or Motorsport Ireland equivalent. Interclub event co-drivers must hold an Interclub status, or higher, licence, or Motorsport Ireland equivalent.

Where applicable, the appropriate grade entrants' licence must be held.

6.4 Foreign Participation

In addition, both events have been inscribed on the National Competitions with Authorised Foreign Participation (NCAFP) Calendar 2025, therefore holders of the appropriate grade licence issued by other FIA recognised ASN's will be allowed to compete providing they have approval from their own ASN.

6.5 Entry Procedure

Entries must be submitted in accordance with NCR 3.5.1 to 3.5.11.

An electronic entry application (Internet) will be accepted using the rallies.info system on the organisers' website [www.racrmc.org]. An electronic entry application must be confirmed by way of personal signature by the competitor by the latest at administrative checks.

Other than in exceptional circumstances agreed by the organisers, a change of only any two of DRIVER, CO-DRIVER and VEHICLE is permitted up to the close of entries. If any of these are submitted as TBA on the entry application, then at least one of the completed fields must remain valid. **Only persons named on the entry application are allowed to make this request.**

Mailing address for entry form

Name:	Roger Albert Clark Rally Motor Club Ltd
Street:	2 Monroe Avenue, Lindsayfield
Post code/city:	G75 8WA, East Kilbride
Phone:	+44 (0)7765 222847
E-mail:	r.a.c.rally@btinternet.com

An entry application (also made electronically) will only be accepted when the appropriate fees are paid.

6.6 Maximums and minimums.

The maximum number of competitors shall be limited to 150 starters. The minimum is 100. Only the first 15 reserves will be published on any entry list. The minimum for each class for awards is 5.

Should any of the above figures not be reached, the organisers reserve the right to amalgamate classes or cancel the event.

6.7 Process for accepting entries.

Entries will be acknowledged within seven days of receipt of a completed entry form along with full payment of the entry fee. This DOES NOT constitute an acceptance of, or contract for an entry on the event until an actual acceptance email is sent following determination as below.

Entries received before 28 February 2025 will be allocated as follows

	Event Type
• 45 Entries will be allocated to BRC registered contenders	National
• 45 Entries allocated to BHRC registered contenders	National
• 30 Entries allocated to Welsh Championship registered contenders	Interclub
• 30 entries will be determined by random ballot.	From National & Interclub

All remaining acknowledged entries will be placed on a reserve list subject to NCR 3.5.5.5. A list of accepted and acknowledged entries with fees paid will be published on Monday 3 March 2025.

Should the entries received by 28 February 2025 be below the maximum allowed, entries will then be accepted on a 'first come' basis.

The favoured method of submitting an entry is by completing the on-line form via Rallies.info. Physical entry forms may also be sent by post.

Entrants wishing to embargo any entry information must contact the Clerk of the Course prior to submitting an entry form.

All drivers and co-drivers must be members of the Roger Albert Clark Rally Motor Club Limited to allow them to compete in the event. This is a requirement of HM Revenue & Customs. The membership fee is £15 per person for the year to 31 December 2025. All monies from the membership fees goes towards the promotion of the Clubs activities.

Seeding of accepted and fully paid entries will take place on Saturday 29th March 2025 and a provisional start list published shortly thereafter.

6.8 Entry Fees and payment schedules

The following entry fees are applicable to those accepting to carry the organisers additional advertising decals detailed in **SR:9**.

National Permitted Event

British Rally Championship Contenders:

GBP £1,250.00 Includes Recce, Tracking & donation to Kielder Osprey Project

British Historic Rally Championship Contenders:

GBP £975.00 Includes Tracking & donation to Kielder Osprey Project

Interclub Permitted Event

All other entries:

GBP £975.01 Includes Tracking & donation to Kielder Osprey Project

Fees can be paid direct to 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

If choosing not to carry the additional advertising decals the appropriate fees will be doubled.

The Entry Fee is fixed and includes:

- One set of competitor roadbooks
- One set of timecards
- All event competitor decals and numbers
- One set of competitors maps
- Service decals & ID for 1 service vehicle under 7m in length
 - One set of service maps
 - One Service Book
- Legal Liability Insurance
- Safety Tracking system hire
- All environmental measures
- Donation to the Kielder Osprey Project

Additional fees are applicable for:

- Support Pack (for Caravan or Motorhome) 1 only per competitor. - £250
 - One set of Service Maps and Vehicle ID
 - One Service Book
- RACRMC Club Membership fee - £15 per person
- Third Party Insurance – (see **SR:8.2.**)
- Contribution to marshals' prize fund – suggested donation £10.

Entrants must state on their entry form the FULL ADDRESS, including any post code, where they require any posted documents sent by the organisers.

The Entry Fee has been based on the expected Forestry England road charges at 1st February 2025, which was published in 2023. Should there be any variation in these expected 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 (NCR 6.1.10.3f)

6.9 Payment

The entry fees should be paid by bank transfer to the account indicated below or by cheque made payable to Roger Albert Clark Rally Motor Club Limited and sent to the address in **SR:6.5.**

Any entry wishing to pay fees in Euros should contact the organisers for details.

6.10 Withdrawal of Entry and Refund of Fees

For a withdrawal of entry request to be valid, it must be made, in writing (email is acceptable) to the Entries Secretary. The sending of an email, letter or message does not confirm that an entry has been withdrawn, a confirmation email must be received from the organisers for the withdrawal to be valid.

Entries not accepted will be refunded their fee. Acknowledged reserve entries not having been accepted to a full entry will be refunded their fee. Fees paid will be refunded as follows:

- Entries withdrawn prior to 22 March 2025 will be refunded all fees, less a £30 administration fee.

- Entries withdrawn between the 22 March 2025 and 29 March 2025 will be refunded all fees less a £100 administration fee.
- No refunds will be made for withdrawal of entries on or after 29 March 2025 unless their place is filled by a reserve entry when a determination will be made by the organisers of the amount of any refund.

Refunds will be actioned as soon as practicable but please bear in mind that it may be after the event.

If the event is abandoned or postponed, entrants will have fees repaid less a maximum figure of £300 administration cost. 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 promoters are not liable for any further consequential losses incurred by prospective competitors because of event cancellation.

7. Classes

7.1 Kielder Carlisle Stages

As per NCR 13.24.1 (Chart 50)

Class	Description
1	Homologated (and formerly homologated) FIA Rally 2 and R5 cars and any derivatives*. FIA S2000 specification cars and any derivatives All World Rally cars (must comply with their homologation) • Derivatives of Rally2/R5 specification cars permitted only until 31st December 2025. RHD conversions which retain all other aspects of the homologation will remain valid beyond this date. • Exceptionally, Motorsport UK may grant a dispensation to use non-homologated parts to replace homologated components which are no longer available. Details on request from Motorsport UK Technical Department
2	All 4-wheel drive cars not eligible for Classes 1 & 4* *Not including derivatives of Rally2/R5 specification cars
3	2-wheel drive cars with normally aspirated engines over 2000cc or forced induction engines over 1500cc. Homologated (and formerly homologated) FIA RGT cars
4	Homologated FIA Rally 3 cars and Group N4 that still comply with their homologation
5	Homologated FIA Rally 4 and R2 cars with forced induction that still comply with their homologation
6	Cars with normally aspirated engines over 1600cc up to and including 2000cc or forced induction engines up to and including 1500cc
7	Homologated FIA Rally 5 and Rally 5-Kit cars
8	Cars with normally aspirated engines over 1400cc up to and including 1600cc, including R2, or forced induction engines up to and including 1000cc
9	Cars with normally aspirated engines up to and including 1400cc
10	Rally Start: Cars over 1600cc that meet the current technical specification of Rally First (as published on Motorsport UK website) plus Road Rally cars as per Ch.13 App.15 Art.1
11	Rally Start: Cars over 1400cc up to and including 1600cc that meet the current technical specification of Rally First (as published on Motorsport UK website) plus Road Rally cars as per Ch.13 App.15 Art.1

12	Rally Start: Cars over 1000cc up to and including 1400cc that meet the current technical specification of Rally First (as published on Motorsport UK website) plus Road Rally cars as per Ch.13 App.15 Art.1
13	Rally Start: Cars up to and including 1000cc that meet the current technical specification of Formula 1000 (as published on ASN website)
14	Junior 1000: Cars up to and including 1000cc that meet the current technical specification of Junior 1000 (as published on ASN website)
CLASS	HISTORIC VEHICLE GROUPS
Category 1 Rally Cars including Appendix K. valid before 31.12.67	
H1(a)	Cars up to 1600cc
H1	Cars 1601cc and over including twin cam engine cars
Category 2 Rally Cars including Appendix K. 01.01.68 and 31.12.74	
H2	Cars up to 1600 cc
H3	Cars 1601 cc to 2000 cc
H4	Cars over 2001cc.
Category 3 Rally Cars including Appendix K. 01.01.75 and 31.12.81	
H5	Cars up to 1600 cc
H6	Cars 1601 cc to 2000 cc
H7	Cars over 2001cc.
H8	Cars having engines with both more than one camshaft and more than two valves per cylinder and all rotary engine cars.
Category 4 Rally Cars including Appendix K. 01.01.82 and 31.12.90	
H9	Cars up to 1300 cc
H10	Cars 1300cc to 1600cc
H11	Cars 1601cc to 2000cc
H12	Cars over 2001cc
H13	Historic Rally Cars complying with FIA Appendix K not able to comply with Motorsport UK Tyre & Wheel Regulations
Category 5 Rally Cars including Appendix K. 01.01.91 and 31.12.99	
H14	Up to 1600cc
H15	1601cc to 2000cc including 'Formula 2' Kit Cars (including all Evolution and Maxi variants) that still comply with their homologation.

Vehicles that comply and run under 2025 Motorsport UK NCR for Historic Rally Cars (NCR 13.17) must be in possession of a Historic Rally Vehicle Identity Form (HRVIF)

Vehicles that comply and run under the current FIA Appendix K regulations must be in possession of a valid FIA Historic Technical Passport. Category 3, 4 and 5 cars must also present the appropriate homologation form, or any other documentation listed in the National Competition Rules (NCR's).

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 (Motorsport UK) regulations.



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All vehicles must comply with the minimum safety requirements of the 2025 Motorsport UK NCR's. (For clarity, this means vehicles must have a plumbed in Fire Extinguishers and a hand-held Extinguisher to the Motorsport UK specification).

8. Insurance Cover

8.1 Organisers Arrangements

The organisers have made arrangements to insure entrants and drivers against third party risks whilst taking part in such parts of the event as are held on private lands or roads specifically closed for the purpose. This insurance cover will come into effect from the start of the event and will cease at the end of the event or at the moment of retirement or disqualification or exclusion of a competitor.

8.2 Entrants and Drivers Requirements

Vehicles must have a valid motor insurance policy which provides, as a minimum, 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, provided under the Event Road Section Scheme as an adjunct to an existing motor policy.

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

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

- Is aged 19 years or older
- Has held a full UK/EU driving licence for a minimum of 6 months
- Has no more than 6 conviction points on their licence and no Bans of any kind
- Has no more than one fault claim in the last 3 years
- Do not have Third Party Extension cover on their existing motor policy
- The vehicle has a valid MOT and is taxed for the road unless exempt from doing so. Anyone 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 be over 25.

Any competitor who falls outside these parameters may be offered cover at equivalent terms or an agreed price if approval from the appointed Insurance Broker has been obtained by the organisers prior to the event. Approval can be sought by Event Organisers sending an email to the contact@reis.co.uk and provide the drivers name and date of birth, the date they passed their driving test and full details of any motoring claims and/or convictions.

Additional cover provided 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 Road Section scheme is underwritten by First Underwriting Limited who are authorised and regulated by the Financial Conduct Authority (FCA No 62485) and are registered in England and Wales (No 07857938). Registered Office: Level 15, The Gerkin, 30 St Mary Axe, London, EC3A 8EP.

Reis Motorsport Insurance is a trading name of Kingfisher Insurance Services Limited. Authorised and regulated by the Financial Conduct Authority No. 310218. Registered in England and Wales No. 01469545. Registered Office: 768 Hagley Road West, Oldbury.

At the time of publication of these SR's, we are unable to confirm the exact price of this scheme. Therefore, a provisional sum, before any loadings, of £31 (including insurance premium tax at 12%) has been included within these regulations as the basic rate per driver for the insured event.

9. Advertising and Identification

The organisers will provide each crew with the advertising decals, identity stickers and numbers as in Appendix 3 of these SR's "Decals and position of supplementary advertising"

Obligatory organisers advertising is in locations A, B & C. The optional (SR:6.8.) organisers associate sponsor advertising panel in location E of Appendix 3.

Restrictions may be imposed on tobacco related advertising NCR 6.1.8.1(e).

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

All Competitors are required to affix Event, and Sponsors decals in the prescribed positions, prior to presenting their cars to Scrutineering. These must remain in place throughout the event. Failure to do so will result in a refused start or disqualification.

Any names identifying the crew affixed to the car MUST relate to the actual crew in the car.

10. Tyres

All tyres used by competitors must comply with the National Competition Rules. Please note the restrictions imposed by NCR 13.16.7.

Studs, chains or non-skid attachments are NOT ALLOWED.

Hand cutting of tyres is NOT ALLOWED.

In accordance with NCR 13.16.7.11, the approved maximum quantity of tyres to be used by each competing car is restricted to 10 tyres.

11. Fuel

All types of fuel used must follow FIA Appendix J Art. 252.9 & NCR 8.1.1.7.

The recommended fuel supplier for the event is Vital Equipment Ltd. Fuel can be ordered via their website (www.vitalequipment.co.uk) or by calling them on 01981 241169.

The event organisers will not be involved in any of the on-event supply or requirements of fuel. The onus is solely that of individual competitors to arrange.

Re-fuelling is only allowed in the Refuelling Zone (RZ) and commercial fuel station. The refuelling of competitor's cars should, where possible, be undertaken at Petrol station Forecourts along the route.

No one should be in the vehicle e.g. driver, co-driver or any service personnel, and the engine should be stopped throughout the refuelling process. All personnel involved in refuelling operations must wear clothing that provides adequate protection against fire and includes at least: long trousers, long-sleeved top, closed shoes, gloves and a balaclava. The requirement of protecting the ground with an Environmental Mat, which shall be composed of an absorbent upper part and an impermeable lower part, is assigned to the competitors.

The health and safety of management car crew, service crew and competition crew must always be put first

Further guidance on vehicle fuel storage is available on the Health and Safety Executive website: www.hse.gov.uk/fireandexplosion/petrol-storage-club-association.htm



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12. Reconnaissance of Special Stages and Pace Notes / Route Notes

BRC entered crews will be allowed to recce the stages on Friday 11th April. A maximum of two passes of each stage venue will be allowed to prepare Pace Notes.

Any other unauthorised pre-event reconnaissance, practicing or testing over the Special Stages used on this event is FORBIDDEN.

Any Competitor or their agent observed on Forestry England 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 disqualified from the results as appropriate. The only exception to this regulation will be for people who live on or whose employment causes them to travel along part of the route used on the event, or an organised event utilising the said route.

Route Notes for the events are permitted, in accordance with NCR 13.14r., and will be available from:

Michael Patterson:
Tel: 028 9084 4111 Business hours
Fax: 028 9084 9231
Email: sales@rallynews.net
Online ordering at www.rallynews.net

ONTHEPACEnote.co.uk
Tel: 07977 234790
E mail: onthepacenoteuk@gmail.com
Online ordering at www.onthepace.co.uk

Scotmaps:
Tel: 01356 667090
Mobile: 07767602855
Email: bill@scotmaps.co.uk
Web: www.scotmaps.co.uk

Other than BRC entered crews, no other route notes are authorised for use on this event and, if found, will be penalised in accordance with NCR 13.10.7.42 They will conduct a route survey as near to the rally date as possible.

The organisers will NOT be providing notes as part of the entry (including any stage re-routes), and it is the responsibility of individual competitors to order and pay for their own route notes

No other route or pace notes are authorised for use on this event. NCR 13.14(r).

The Organisers may set up checks at certain controls, and a proportion of Competitors and competing cars will be searched (NCR 13.2.4.46). At these checks the Organisers request the co-operation of all Competitors in order to minimise delay.

The penalty for being found in possession of unauthorised Route Notes or refusing to allow a search for these to be made is DISQUALIFICATION.

Competitors are advised that the organisers accept no liability or responsibility for the use of any Subjective Route Notes.

FR /_{Jmp} 80 ! ML → KR + Ć

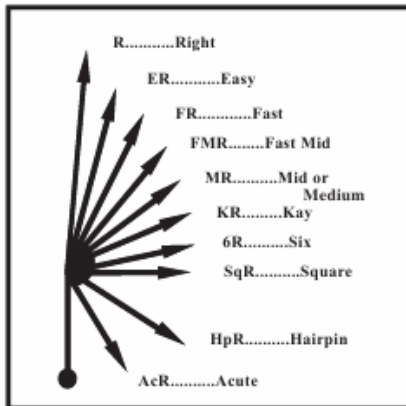
Fast Right over Jump 80 (yds) Caution Medium Left into Kay Right and Flat Crest

2R /_{Jmp} 80 ! 4L → 5R + Ć

Two Right over Jump 80 (yds) Caution Four Left into Five Right and Flat Crest

These notes are designed to describe the road ahead, for a wide cross section of drivers and cars. They are not speed related, and must be interpreted according to road width, surface and conditions.

Bend Indication



Descriptive

1-9, 6 Fastest No 1st, Direction 1st etc. also available

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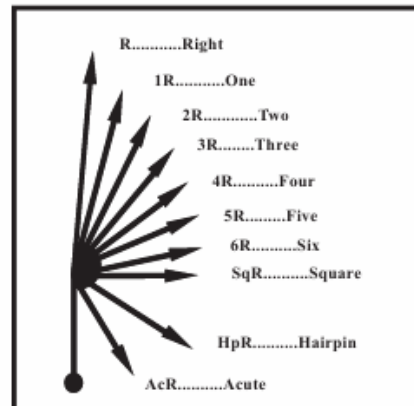
Directly from Patterson Pacenotes

Tel: (+44) 028 90 844111

Email: sales@rallynews.net

Order On-Line at

www.rallynews.net



Numbers

13. Administrative checks

All required documents must be loaded to the electronic registration system for verification. A compliance signature will be required when collecting paperwork. Confirmation of Insurance cover REIS / Own will still need to be undertaken at documentation.

Make sure to bring and have available the following documents should further checks be required:

- Competitors' licences
 - Driver's and co-driver's competition licences
 - Entrants Licence if applicable
 - Driver's valid driving licence
- ASN authorisation for foreign competitors (if required)
- Completion of all details on the entry form
- Car registration papers

14. Scrutineering, Sealing and Marking

14.1 Scrutineering

Scrutineering will take place at H & H Auctions, Borderway Mart, Carlisle on Friday 11th April from 12 noon.

For all classes the Technical Regulations of the National Competition Rules shall apply.

Competitors are reminded that they are required to carry a small spill kit in accordance with NCR 13.16.2.1e.

The tracking system (see Appendix 5.) must be fitted before entering scrutineering where its installation will be checked.

Scrutineering mandatory documents:

- Motorsport UK /Motorsport Ireland Vehicle Passport/Competition Car Logbook
- Vehicle complete certified homologation papers where applicable
- Historic Rally Vehicle Identification Form/FIA Historic Technical Passport where applicable
- Car registration documents
- SOS/OK board (A4 Format)

Competitors wishing to carry an in-car camera may do so in accordance with NCR 7.9. The installation will be checked at scrutineering. Any competitor using an in-car camera must supply the organisers with a copy of the footage on request.

The vehicle must retain its original body shell and engine block throughout the event.

The fitting of transverse mud flaps in conformity with NCR 13.16.3.13 is mandatory.

The Use of tinted windows is not authorized in accordance with Article 253.11 "Windows/nets" of Appendix J of the FIA International Sporting Code and NCR 7.2.6.17.

All items of clothing including helmets and FHR (Front Head Restraint) intended to be used, e.g. HANS devices, must be presented for scrutineering. They shall be checked for compliance with National Competition Rules (NCR's).

14.2 Sound Test

A static sound test will be conducted, prior to scrutineering, in accordance with NCR 13.1.7. Competing vehicles must pass this test (maximum 100dBa at 4500rpm at 0.5m distance) before being allowed to enter scrutineering. Further tests will also be carried out throughout the event.



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14.3 **Auxiliary Lights**

The route schedule indicates that no competitive part of the event will take place outside daylight hours.

Should any competing vehicle be fitted with auxiliary lights they must be in accordance with the National Competition Rules.

15. **Safety Tracking System**

In association with RBI Sport Geotraq, the rally will operate a mandatory GPRS/GSM safety tracking system that will enable the speed and position of each competing vehicle to be monitored and logged. Before the start, all cars will be fitted with a tracking device prior to scrutineering. The tracker will remain active throughout the event. This must be retained in the car until the finish of the event, when it will be removed by the system providers. Further information will be available in Bulletin 1.

Should you retire from the event, please return your tracking device to Rally HQ. Failure to return the tracker or returning the tracker in a damaged state will result in financial penalties outlined in the document "DAMAGE / NON-RETURN CHARGES FOR GPS/SATELLITE TRACKING EQUIPMENT" on the Digital Notice Board. If the tracking device is not returned or payment has not been made to the supplier for loss or damage, the crew will be reported to Motorsport UK under NCR 2.1.1.7 and your competition licences will be suspended until payment is made or the undamaged tracking device is returned.

16. **Other procedures and regulations**

16.1 **Servicing.**

There will be two service areas throughout the route provided under NCR 13.18.1.4 where a specified time will be allowed for work on vehicles.

Two categories of organised assistance vehicle will be permitted:

- i. Service Vehicles
 - a. These vehicles should be of a size equivalent up to a Long Wheelbase Transit style van and will be identified by a Vinyl Rally Plate (Service).
 - b. Each competitor will receive one Service Vehicle Pass, as part of the entry fee.
 - c. Any person travelling in a Service Vehicle is "Service Crew".
- ii. Support Vehicles.
 - a. Service vehicles larger than a Transit style van, motorhomes, caravans and other large vehicles requiring access to service areas will be identified with a Vinyl Rally Plate (Support), these vehicle types will be charged at an additional £250.
 - b. The issuing of this plate will be at the organisers' discretion.
 - c. Any person travelling in a Support Vehicle is also "Service Crew".

Each Service and Support Vehicle must be registered with the Organisers, giving its 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 Support Plate on a vehicle not previously registered with the Organisers is an offence for which a penalty up to DISQUALIFICATION of the competing car may be applied.

Vigorous checking of plates will be undertaken on the event

A team of Service Observers will be monitoring service operations closely. Please ensure all personnel are aware of their responsibilities as misunderstanding of these regulations will not be regarded as an excuse. Penalties are severe for a reason and the organisers will enforce them.

Competitors found servicing and / or receiving assistance outside any service area from any vehicle could lead to penalties up to DISQUALIFICATION of the associated competitor. The report from any official of the event as to whether assistance has taken place cannot be protested.

GEOTRAQ

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BY RBI SPORT

WE PROVIDED TRACKING FOR



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CLARK RALLY**

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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.

Service Crews are subject to the same regulations as Competitors regarding noise, bad driving manners, etc. Officials and Marshals have been instructed to note any infringement of these rules.

Competitors are responsible for ensuring that their Service Crew Personnel understand these

Regulations, and that their Service Vehicle and Support Vehicle bear an official plate. These plates MUST BE FIXED to the vehicle at all times, Penalties under SR:16.1.ii.i will apply.

Competitors receiving assistance contrary to these SR's will be penalised in accordance with SR:16.1.ii.i. subject to the following modifications:

- (i) Any Competitor whose Service Vehicle or Support Vehicle is observed in an Out of Bounds area will be penalised 10 MINUTES for a first offence, and by DISQUALIFICATION from the results for a second offence.
- (ii) Any Competitor receiving assistance from a Service Support Vehicle in an Out of Bounds area will be DISQUALIFIED on the first offence.

All servicing work carried out and the carrying of fuel must comply with H & SE Regulations.

16.2 Timing

Timing of the event will be the Target Timing system (NCR 13.8) using digital clocks operated by officials under the control of a Motorsport UK licenced timekeeper.

Road Sections will be timed to the minute and Special Stages to the tenth of a second. The event will run using the Target Timing system, amended as follows: Maximum Permitted Lateness will be 15 minutes between Main Time Controls (MTC's) (NCR 13.13.9.1.e). This lateness is penalty free except at MTC0. Penalties as per NCR 13.8.1 apply.

Official time will be GMT (Greenwich Mean Time). All clocks will be set to BBC / British Telecom time. Rally time can be checked at www.time.is

Early check-in, in accordance with the provisions of NCR 13.13.3.9c, is permitted at the final control of a leg. Competitors arriving early must have their due time entered on the Timecard; those arriving later than their due time must have their actual time of arrival entered

16.3 Penalties

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.

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.

On special stages where artificial chicanes are in use, it is the responsibility of the competing crew to negotiate these with sufficient care to avoid hitting any part or element of these chicanes. Any contact, by a competitor, with equipment used to construct these chicanes will be penalised by 1 (one) minute on the first instance, 10 minutes on the second and DISQUALIFICATION on any further instance. Judges of Fact will be in place at each location.

The penalties in NCR 13.14.1 apply, unless specifically modified in these Supplementary Regulations.

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 DISQUALIFIED at any time (NCR 13.1.7).

- 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 (NCR 13.14.1(m)).

Competitors are reminded of NCR 13.2.4.34 to 13.2.4.38 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.

Causing an obstruction on an access road to or from a Special Stage will be penalised by DISQUALIFICATION from the results.

Failure to attend Post Event Scrutiny within the time limit specified for those Competitors selected, will result in DISQUALIFICATION from the results.

16.4 Start Order

The event will run in seeded order of anticipated performance.

16.5 Start procedure on special stages

The electronic start procedure is as follows:

- 30 seconds RED light will be displayed
- 15 seconds RED an AMBER light will be displayed
- 10 seconds RED light will go out
- 5 seconds AMBER countdown 5, 4, 3, 2, 1
- START TIME GREEN light goes on
- 5 seconds after start time the GREEN light goes out.

In the event of failure of the electronic system, the timekeeper will count down aloud: 30 seconds; 15 seconds; 10 seconds and the last 5 seconds one by one, and then raise a flag or hand for the competitor to start the stage.

Any car not starting from the start line within 20 seconds after the start signal will be considered as retired and immediately moved to a safe place.

16.6 Re-join after missing controls.

A crew which has failed to complete a section may re-join on any subsequent section. All crews wishing to do this MUST inform the Event Secretary.

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 in order to re-join the event. 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 disqualified for breach of eligibility requirements, traffic infringements or by decision of the Stewards. Competitors who have missed a control or special stage may only rejoin the rally from a subsequent Service Out Control (NCR 13.13.15.2).

All crews which rejoin, will have time penalties applied. This penalty will be calculated as a stage maximum plus one minute for each Stage or Super Special Stage missed, which shall include the Special Stage or Super Special Stage on which the crew retired. Amending NCR 13.8.1.3a(i).

Should retirement occur after the last Special Stage of the leg the crew will nevertheless be deemed to have missed that Stage

Any crew not wishing to re-join must inform the Organisers of their retirement from the event and the reason for so doing. This can be done by email/text message or by completing the Damage Declaration form (SR 13.8) and handing it in to the organisers with their timecards.

16.7 **Event Finish**

To be classified as a finisher a time must be recorded at the final Main Time Control.

There will be a specific finish procedure. A finish ceremony will be held at or shortly after the Final Time Control, All finishing crews and cars will be arranged in the finish area, prior to crossing the presentation ramp, and the Top 3 Overall Crews in the Event, and others as may be outlined by the event organisers or championship representatives will be required to attend the Finish Podium Ceremony.

In accordance with NCR 6.1.2.6, participants upon visiting the final control, must remain available by phone (mobile) until the final classification has been posted.

The final classification will be published on the Digital Notice Board only. No individual distribution will take place.

16.8 **Damage Declaration**

At the end of the event, or upon retirement, competitors are required to complete and sign a damage declaration form (included within the timecard books) in accordance with NCR 13.13.14.4. This should be handed in at the final MTC, to the 'sweeper car' or a copy sent electronically to the organisers. This form refers to any third party damage the competitor may have contributed to during ALL sections of the rally.

If a competitor is involved in any incident causing third party damage whether on stages or on a road section, 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 16.1.8).

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 NCR 13.14.1(s). Competitors who do not report to the finish of the event or hand the form in to an official, are required to forward the report to the organiser's representative / Secretary of the Meeting within 72 hours of the finish of the event NCR 13.13.14.5.

Competitors involved in an accident MUST give details to the organisers the same day.

16.9 **Judges of Fact & Driving Standards & Service Observers**

Named Judges of Fact and Driving Standards Observers, appointed by the organisers, will be on duty throughout the rally to report on noise levels. Excessive noise will include instantaneous occurrence of noise such as but not exclusively that produced by backfiring caused by anti-lag systems. The penalty for excessive noise may go as far as disqualification. They will also adjudicate on NCR 13.2.4.40. and 13.2.41.

A list of persons acting as Judge of Fact and Driving Standards Observers will be published on the Digital Notice Board.

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 NCR 2.1.1.5 (acting prejudicially to the interests of the ASN or the FIA 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 NCR 2.1.1.5. The competitor concerned is liable to be penalised in accordance with NCR 13.14.1(k), and/or NCR 13.14.1(m) and/or NCR 13.2.4.44 and may be called before a Motorsport UK Disciplinary Tribunal.

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17. Identification of officials

Senior Officials	<i>Orange and Blue Tabard with 'Official'</i>
Scrutineer	<i>Black Tabard with 'Scrutineer'</i>
Competitors Relation Officer	<i>Green Tabard with 'Competitor Liaison Officer'</i>
Post Chiefs:	<i>Orange Tabard with 'Marshal'</i>
Special Stage Commanders:	<i>Red Tabard with 'Stage Commander'</i>
Marshals:	<i>Orange Tabard with 'Marshal'</i>
Timekeepers:	<i>Orange Tabard with 'Marshal'</i>

18. Prizes / Awards

Kielder Carlisle Stages National Rally

1 st Overall	Souvenir Awards + Souvenir Digital Image
2 nd Overall	Souvenir Awards + Souvenir Digital Image
3 rd Overall	Souvenir Awards + Souvenir Digital Image
1 st Historic Crew in each category	Souvenir Digital Image
1 st in Each Class	Souvenir Digital Image
2 nd in Each Class	Souvenir Digital Image
3 rd in Each Class	Souvenir Digital Image

Kielder Carlisle Stages Interclub Rally

1 st Overall	Souvenir Digital Image
2 nd Overall	Souvenir Digital Image
3 rd Overall	Souvenir Digital Image
1 st in Each Class	Souvenir Digital Image
2 nd in Each Class	Souvenir Digital Image
3 rd in Each Class	Souvenir Digital Image

The event has decided to give every competitor at least one digital proof photograph on the event, subject to getting to the camera on the first stage!

The above list will receive Hi Res Pictures copyright free of the event.

Photographs are being provided by Ben Lawrence Photography.

19. Final checks / Protests / Appeals

All protests and appeals should be in accordance with the NCR's

Any team required to undergo post event scrutiny shall ensure that they and their cars are available for inspection should a protest be submitted in accordance with NCR 2.9.1.14. If the protested vehicle is not available for inspection (NCR 2.9.1.23) the competitor may be penalised in accordance with NCR 2.9.2.3-2.5.

20. Route and Road Book

The event will contain special stages held 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 6 figure map references or by a tulip style road book.

Full details of the route will be given in a road book and on maps issued to competitors. This along with other documents issued will allow competitors to comply with NCR 13.13.2.1

A full set of printed colour maps, prepared by Bobby Willis of Rallymaps based on OS originated mapping, showing the full route and allowing competitors to complete the event is included in the entry fee.

21. Additional Information

21.1 Web Site

The official web site containing latest information about the club and the event is www.racmc.org

21.2 GDPR

Competitors are advised that the information they provide will be stored in a digital format and may be used for organisation and publicity purposes by the event, the organising and promoting clubs and its sponsors. The Roger Albert Clark Rally Motor Clubs privacy statement can be found at <http://racmc.org/club-membership>

21.3 Press and Media Enquiries

All enquiries regarding attendance at the event by press and media personnel should be made to the Event Media Officer at least 4 weeks prior to the event at matt@mcrmotorsportmedia.com

21.4 Sustainability

As event organisers, we are fully aware of the environmental concerns that surround all sports - not just motorsport - and as such, we endeavour to have a responsible approach to sustainability and the environment.

The governing bodies are in the process of discussing with the exceptional engineering community that exists within motorsport to identify and develop technology to combat climate change. They are also establishing targets for all Motorsport UK clubs and events to be part of the Environmental Sustainability Accreditation and engaging with stakeholders to educate on calculation of carbon footprint, reduction strategies and offsetting.

We are aware of the natural beauty of the countryside and environments that we utilise to facilitate the sport you enjoy. We are looking at every conceivable option to improve the events' environmental credentials and carbon footprint. Our aim is to reduce and not merely offset. We will be monitoring our carbon footprint through the organisation and running of the event with the aim of significantly reducing this on future events.

22. Safeguarding Policy

Roger Albert Clark Rally Motor Club Ltd safeguarding policy is as follows:-

- a. The welfare of any person at risk is paramount
- b. All persons at risk, 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 Safeguarding Officer, whose details will be listed in a bulletin.
- f. www.motorsportuk.org/wp-content/uploads/2022/11/2022_Safeguarding-Children-Policy.pdf

23. Environmental Sustainability, EDI and Respect 2023

This marks the beginning of the Roger Albert Clark Rally Motor Club Ltd commitment to improving the environmental impact of our event, and of forest rallying within England, Scotland and Wales in general, in accordance with Motorsport UK's Environmental Policy and Sustainability Strategy, further details of which can be found at: www.motorsportuk.org/about-us/environmental-sustainability/

The club and event also fully subscribe to Motorsport UK's Equality/Diversity/Inclusion (EDI), Safeguarding, Adults at Risk, Social Media and Anti-Bullying policies, and Respect Code, details of which can be found at:

www.motorsportuk.org/wp-content/uploads/2020/08/2021-03-17-Motorsport-UK-Equality-Diversity-Policy.pdf

www.motorsportuk.org/wp-content/uploads/2021/07/2021-07-26-motorsport-uk-adults-at-risk-policy.pdf

www.motorsportuk.org/wp-content/uploads/2020/08/2021-03-17-Motorsport-UK-Social-Media-Policy.pdf

www.motorsportuk.org/wp-content/uploads/2020/08/2021-03-17-Motorsport-UK-Anti-Bullying-Policy.pdf

www.motorsportuk.org/racewithrespect

Appendix 1 – Itinerary

Carlisle Stages 2025

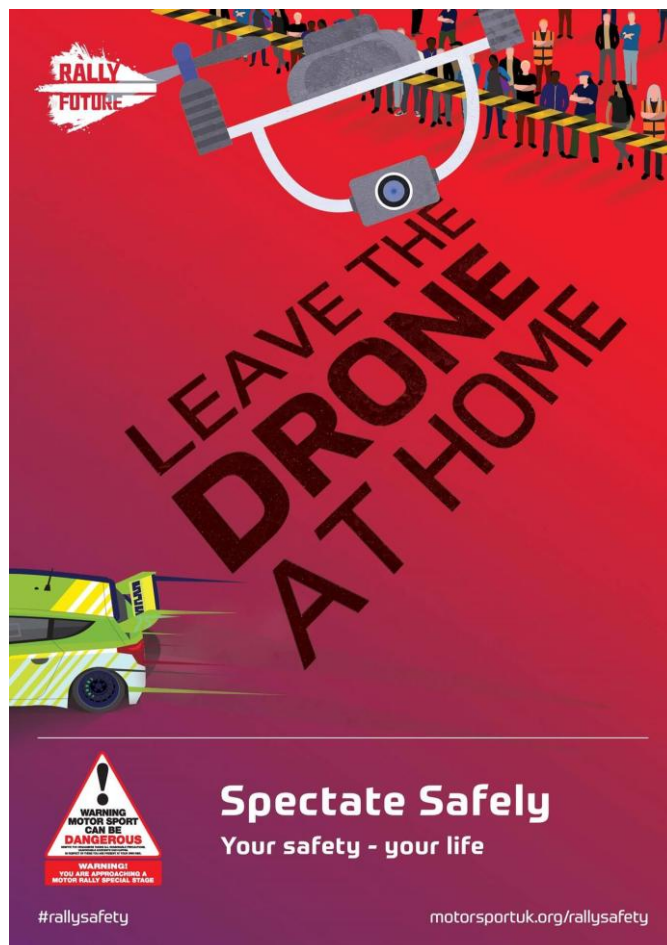
Sections 1 to 3							Saturday 12 April 2025		v1.3
Sunrise 06.13 hrs		Kielder Forest				Sunset 20.09 hrs			
TC	Location	SS	Liaison	Total	Target	1st Car	Last Car		
SS		Miles	Miles	Miles	Time	Due	Due		
RZ									
0	Distance to Next Refuel	27.19	48.77	75.96					
MTC 1						08:01	10:01	Section 1	
TC 1			20.96	20.96	00:48	08:49	10:49		
SS 1	Ash Park				00:03	08:52	10:52		
SF 1		4.21		25.17	00:07	08:59	10:59		
PC 1									
TC 2			2.87	28.04	00:12	09:11	11:11		
SS 2	Kershope				00:03	09:14	11:14		
SF 2		12.26		40.30	00:17	09:31	11:31		
PC 2									
TC 3			19.91	60.21	00:45	10:16	12:16		
SS 3	Buck Fell 1				00:03	10:19	12:19		
SF 3		10.72		70.93	00:16	10:35	12:35		
TC 3A	Service In		3.83	74.76	00:15	10:50	12:50		
B	Service Greenside	27.19	47.57		00:40				
TC 3B	Service Out/Regroup In-Mounces		1.10	75.86		11:30	13:30		
TC 3C	Regroup Out		0.10	75.96	00:10	11:40	13:40		
RZ	Distance to Date	27.19	48.77	75.96					
1	Distance to Refuel	12.75	16.20	28.95					
TC 4			10	85.96	00:30	12:10	14:10	Section 2	
SS 4	Chirdonhead				00:03	12:13	14:13		
SF 4		12.75		98.71	00:15	12:28	14:28		
PC 4									
TC 4A	Service In		5	103.71	00:15	12:43	14:43		
B	Service Greenside	39.94	63.77		00:45				
TC 4B	Service Out/Regroup In-Mounces		1.10	104.81		13:28	15:28		
TC 4C	Regroup Out		0.10	104.91	00:10	13:38	15:38		
RZ	Distance to Date	39.94	64.97	104.91					
2	Distance to Finish	10.72	9.67	20.39					
TC 5			4.27	109.18	00:15	13:53	15:53	Section 3	
SS 5	Buck Fell 2				00:03	13:56	15:56		
SF 5		10.72		119.90	00:16	14:12	16:12		
PC 5									
MTC 2	Kielder Castle Finish		5.4	125.30	00:13	14:25	16:25		
	Route back to M6 North / South		37.66						
Saturday Totals 6 SS		50.66	74.64	125.30					

Appendix 2 – Competitors Relations Officer (CRO)



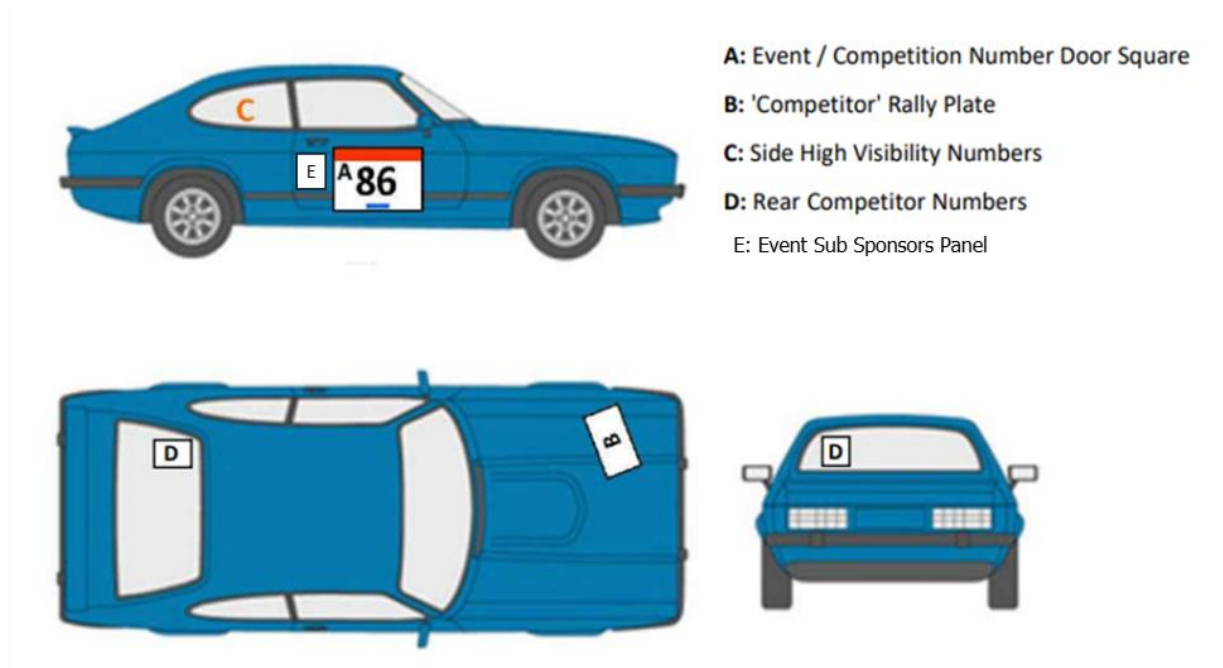
Andy Jardine

Should competitors have any difficulty or queries with rules, regulations, results or any paperwork issued before or during the event, please bring it to the attention of the Competitor Relation Officer who can then help or resolve a potential problem. The CRO will be available at Documentation and at varying times at the Start, Service Area and Finish of the event.



Appendix 3 – Decals and supplementary advertising

List and positioning of advertising



The poster features a green background with a stylized illustration of a rally car (number 31) on a road. In the background, a group of spectators is gathered near trees. The main text reads:

NEVER RISK YOUR OWN SAFETY

RALLY FUTURE

Spectate Safely

A safe rally is a good rally

If one car goes off, the next might too. If you have to assist then **always** ensure that one person acts as lookout.

WARNING!
YOU ARE APPROACHING A MOTOR RALLY SPECIAL STAGE

#rallysafety motorsportuk.org/rallysafety

Appendix 4 – Extracts from Motorsport UK National Competition Rules relating to overalls, helmets and any other safety requirements.

NCR 13.10.7.5. In conjunction with scrutiny of the car, Drivers' and Co-Drivers' crash helmets, FHR Devices, and overalls must be produced for approval.

NCR 13.10.7.65 All crew members must wear a crash helmet bearing an ASN approval sticker and a safety belt throughout any Special Stage.

NCR 13.10.7.7. The crew must also wear flame resistant overalls homologated to FIA 8856-2000, FIA 8856- 2018 or FIA 1986 Standard, and balaclavas to FIA 8856-2000 or FIA 8856-2018 Standard. Competitors are also strongly advised to wear Flame Resistant gloves, socks, and underwear. Plastic shoes (such as trainers) should be avoided. Attention is drawn to NCR Chapter 9 in relation to competitor PPE.

NCR 13.10.7.8. The crew must also wear FIA approved FHR Devices, fitted in accordance with NCR Chapter 9.

NCR 13.10.7.9. Competitors are strongly recommended to carry a First Aid Kit.



Spectate Safely

Your safety - your life

Stay at the designated spectator areas.
Remember that in an accident anything can happen.
Always follow the instructions of the marshals.

#rallysafety

motorsportuk.org/rallysafety

Appendix 5 – Safety Tracking

SR:15 - TRACKERS, SUPPLY, FITTING AND RETURN

1 TRACKER FITTING

In association with RBI Sport Geotraq, the rally will operate a mandatory GPRS/GSM safety tracking system that will enable the speed and position of each competing vehicle to be monitored and logged. Tracker units will be provided as part of the entry fee and should be fitted by the competitor with guidance from the supplier, Geotraq, prior to scrutineering. Competitors / Service Crews will be guided and assisted in the fitting, so they are familiar with how it is done in order to facilitate the subsequent removal at the end of the event.

The Tracker is fitted by means of a bracket which is tightened around the roll cage on the co-driver's side of the vehicle. A USB-C connection wire is connected to the device which is linked to a remote SOS button (if issued). This wire should be tie-wrapped to the roll cage and the remote SOS button attached to the Driver's door panel or a reachable location on the Driver's side of the vehicle using velcro or similar. There is no requirement for a 12v feed direct from the battery into the cockpit on the co-driver's side with an inline 6 amp fuse on the positive connection. All necessary fittings for the tracker unit are supplied and can be fixed in place by Geotraq, but competitors / service crews can assist in the attachment of the clamp fitting and should so the feeding /attaching of the remote SOS wire/button, to ensure it does not interfere with any of the vehicles other cabling and / or fittings and is within reach at all times while belted into the seat.

2 TRACKER OPERATION

The Geotraq tracker includes SOS, OK, Hazard and Overtake functions plus the driver has access to a remote SOS button. All competitors MUST familiarise themselves with the tracker and its operation prior to the event.



SOS	Alerts Rally Control of the requirement for emergency response and alerts approaching competitors
Hazard	Alerts approaching competitors of a potential blockage / danger and notifies Rally Control
Overtake	Alerts competitor ahead that following vehicle wishes to overtake (request and response recorded for Rally Control)
OK	Confirms OK that stopped car does not require attention and also used to cancel other operations.

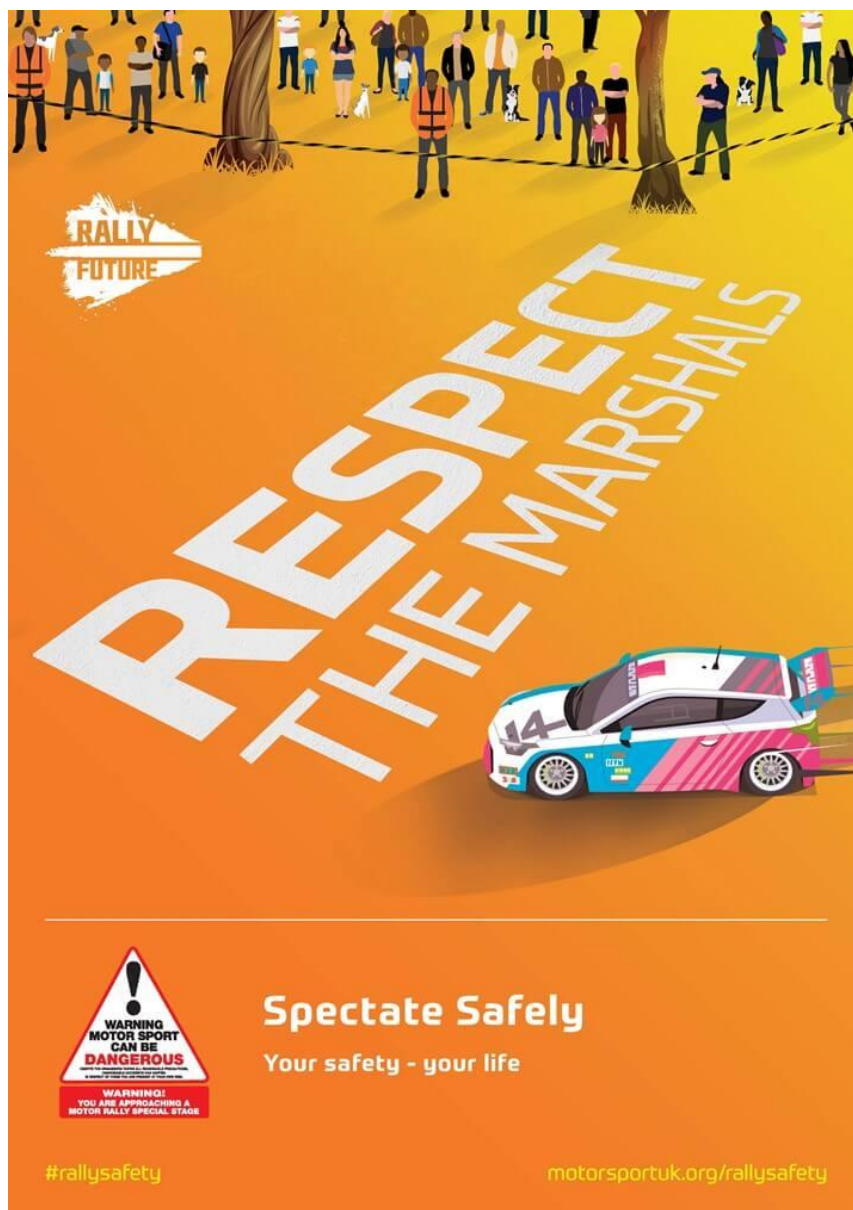
Please follow YouTube link below for tracker operation information (NB Danger button has been replaced by Hazard) <https://www.youtube.com/watch?v=6hSXuu6DcyE>

3 TRACKER RETURN

Trackers, attachments and all cabling will be collected prior to MC2 the Final Control. If the competitor does not attend the Final Control, it is their responsibility to ensure that the tracker, attachments and all cabling are returned to Geotraq personnel at the collection point or at Rally HQ as soon as possible.

Should you retire from the event, please return your tracking device to Geotraq personnel at Rally HQ as soon as possible. Failure to return the tracker or returning the tracker in a damaged state will result in financial penalties outlined in the document "DAMAGE / NON-RETURN CHARGES FOR GPS/SATELLITE TRACKING EQUIPMENT" on the Digital Notice Board, and payment taken either in cash or from the "Paper Deposit Form".

If the tracking device is not returned or payment has not been made to the supplier for loss or damage, the crew will be reported to Motorsport UK under NCR 2.1.1.7 and your competition licences will be suspended until payment is made or the undamaged tracking device is returned. In accordance with Motorsport UK Stage Rally Safety Requirements non-return of a unit will be treated as per failure to hand in damage declaration (NCR 13.13.14)



Appendix 7 – Race With Respect & Safeguarding



 **RACE WITH RESPECT**

Encouraging a positive environment, on and off the track

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

- **RESPECT**
- **INTEGRITY**
- **FAIR PLAY**
- **SELF-CONTROL**
- **GOOD MANNERS**

motorsportuk.org/racewithrespect
#RaceWithRespect

MEMBER OF 



RACE WITH RESPECT

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

I understand that breaching these obligations may result in disciplinary action.

motosportuk.org/racewithrespect

#RaceWithRespect



Appendix 8 - Safeguarding Officer



**ROBERT LODGE
CLUB
SAFEGUARDING OFFICER**



Motorsport should be fun. You should feel safe, enjoy the sport and everyone should be treated with respect.

If you have a concern about the safety or wellbeing of a child you MUST report it to the Club Safeguarding Officer or the Motorsport UK Safeguarding Team

Motor Club Name/Organisation: Roger Albert Clark Rally Motor Club Ltd

Club Safeguarding Officer Name: Robert Lodge

Telephone number: 07768 824442

Email address: carlislestages@gmail.com

**If you have an immediate concern about a child or person, contact:
The Police via 999 (emergency) or 101 (non-emergency/concern)
Other organisations offer 24-hour helplines such as Childline (0800 1111)
or the NSPCC (0808 800 5000)**

The Motorsport UK Safeguarding Team can be contacted on
01753 765000 / 07851 248672
safeguarding@motorsportuk.org

Pirelli Welsh Rally Championship – Associated Sponsors



- Refurbishment of Historical Buildings
- Basement Conversions
- Masonry & Ground Stabilisation
- Wall Tie Replacement
- Cavity Insulation Extraction
- Concrete Repairs
- Damp Proofing & Condensation Control
- Timber Preservation
- Installation of Cavity Wall Insulation

Restruct are a conservation and structural defect specialist contractor with over 30 years' experience within the industry. For any information regarding the services listed above, or to receive a quote or survey, please contact us via our details below

Tel: 01656 720249

Email: info@restructtd.co.uk

Website: www.restructtd.co.uk