

EAST AYRSHIRE CAR CLUB

**SUPPLEMENTARY
REGULATIONS**

**FOR ALBAR
KAMES TROPHY
RALLY**

19TH JULY 2009.

INTRODUCTION

Welcome to the Albar Kames Trophy Rally.

In these current times it is recognised that value for money is extremely important. We as a team believe that this offers the best value rally in the country.

After many years as a multi venue Rally and a rally time trial in 2008 East Ayrshire Car Club are proud to promote the first single venue rally to be held at the Kames Motorsport complex for many years.

The event will be based at the popular Kames Motorsport complex and will use the excellent 100% sealed roads that the venue offers.

Many of the organising team will be know to you already from previous Kames rallies and the Galloway Hills Rally. Thus you can be assured of a highly experienced organising team with support from other clubs.

We look forward to welcoming you to Kames and for this event to become an essential part of your motorsport calendar

SUPPLEMENTARY REGULATIONS

Article 1. ANNOUNCEMENT

East Ayrshire Car Club will promote a National B Permit Multi Use (Single Venue) Rally, The Albar Trophy Rally, on Sunday 19th July 2009 at The Kames Motorsport Complex, Muirkirk, Ayrshire. Map Reference 71/695236.

The event is a qualifying round of the following Championships:

- Five Of Clubs Rally Championship

Article 2. JURISDICTION

The event will be held under:

- The 2009 General Regulations of the Motor Sports Association Limited, (MSA) (incorporating the provisions of the International Sporting Code of the FIA)
- The Regulations of the associated Championships of which this event is a part
- These Supplementary Regulations
- Any written instructions that the Promoting Club may issue for the event
- The Motor Vehicles and Trials (Scotland) Regulations 1976

Article 3. AUTHORISATION

MSA Permit Number: 52838

Five of Clubs Rally Championship Permit Number: 2009/5701

Article 4. ELIGIBILITY

The event is open to any holder of a valid competition licence issued by the Motor Sports Association Ltd. (MSA) who is a member of a club which is a member of one of the following associations.

Association of West and East of Scotland Motor Sports Clubs.

Association of North East & Cumbria Car Clubs.

Association of Northern Ireland Car Clubs.

Competitors are reminded of the MSA's requirements for Entrants Licences as laid down on the licence declaration form and in the current MSA yearbook. Where the entrant is a legal entity, or in any case not part of the crew, the named driver on the entry form will be held solely responsible for all the liabilities and obligations of the entrant throughout the event. Such competitors must provide photocopy of an Entrants Licence with their Entry Form.

Originals of club membership cards, competition and entrants Licences will be inspected at Signing-on, photocopies are not acceptable.

The opportunity to join East Ayrshire Car Club will be available on the day.

Co Drivers are reminded that they also need a Competition Licence valid for the event.

Competitors requiring licence upgrading signature must leave their licences and upgrading sheet with the Event Secretary at Signing-On.

Article 5. FORMAT

Entries open upon publication of these Supplementary Regulations.

July 11 th 2009	Entries close
July 13 th 2009	Final Instructions Posted / E Mailed
July 19 th 2009	07.30 – 09.00 Noise Test & Scrutineering
	07.30 – 09.00 Documentation
	09.15 Drivers Briefing
	09:30 First Car Starts
	16:30 approx. Last car finishes
	17.00 approx. Awards Presentation

Timetable provisional and will be confirmed in final instructions.

Article 6. CLASSES

There will be 4 Classes in the Event as follows:

- Class 1 Cars up to 1400cc
- Class 2 Cars between 1401cc and 1700cc
- Class 3 Cars between 1701cc and 2099cc
- Class 4 Cars over 2100cc

Any alteration to Class must be notified to the Entries Secretary before 09:00 on 19th July 09

Cars with forced induction will have their capacity multiplied by 1.7 to determine class eligibility.

All cars must comply with current MSA Technical Regulations

Competitors may only enter one class.

It is the Competitor's responsibility to ensure that the class they have entered is one applicable to the vehicle.

Article 7. IDENTIFICATION

The Organisers will issue Competitors with rally plates to be fixed to the front and rear of the competing vehicle as per H24A, C(b)6 and C(a)55. Competitors who fail to display these decals as instructed, at all times throughout the event, will be either REFUSED A START or EXCLUDED from the results.

Each car must carry Rally Competition Numbers of regulation size, affixed to each front door on a white background. Competitors are reminded that competition numbers must be removed, or covered after the event or immediately upon retirement. Competition numbers will be available for sale at signing on.

Competitors will be required to carry event decals as supplied by the Organisers on both front doors above the competition numbers

Competitors who fail to display these decals as instructed, at all times throughout the event, will be either refused a start or excluded from the results.

All identification must be affixed to the competing vehicle PRIOR to being presented to Sound Test / Scrutineering. Please note that competition numbers must be covered if running the competing vehicle on the public highway prior to the competition starting.

Competition numbers must be removed after the event or immediately upon retirement.

Article 8. ENTRIES

The maximum entry for the event is 40 and the minimum entry is 25. Should the minimum number of starters not be reached the organisers may cancel or modify the event as they see fit.

If the maximum number of entries received is exceeded, a list with a maximum of 10 reserves may be created and the Organisers reserve the right to apply for approval to run the event with an increased maximum entry. This does not guarantee a start but will give priority, in order of receipt by the Organisers, for any subsequent vacancies. Reserves if offered a start will take over an allocated number and will be allocated a due start time for MTC A according to their anticipated performance and not the number they have taken over.

The minimum for each class is 5. Should the minimum figures not be reached the Organisers reserve the right to amalgamate classes, or reduce the awards list as deemed appropriate.

Registration for a Championship of which this event forms part, does not guarantee an entry on the event or inclusion in the list of reserves.

The Standard Entry Fee, for all classes is £ 145.

Cheques should be made payable to EAST AYRSHIRE CAR CLUB.

All entries must be made on the Official Entry Form accompanied by the appropriate Entry Fee. Entries will not be accepted or reserved verbally.

The Entry List opens on publication of these Regulations and closes for seeding on SATURDAY 11TH JULY 2009 AT 12:00 HOURS

Entries will be acknowledged in order of receipt, but will not be accepted until after the formal closing of entries. This also applies to those entries placed on the reserved list.

Entries received after 12:00 NOON SATURDAY, 11th July 2009 may be accepted at the Organisers discretion and may be subject to A £50.00 SURCHARGE. Late entries may be appropriately accommodated, at the Organisers discretion in the interest of safety, within the running order but may find themselves excluded from official publications and press releases.

The Organisers reserve the right to accept or refuse entries at their discretion.

The Entries Secretary to whom all entries on the official entry form must be sent is:-

Mrs Jacqueline Bryson , Howford , Catrine , Ayrshire KA5 5JX

Telephone: 01290 553716 (do not 'phone after 21:00)

e-mail: Jacqueline@howford-hydraulics.co.uk

Please complete the seeding information in accordance with article 22. No seeding information may result in the Competitor running at the rear of the field or lower in the starting order than expected. Poor result details are better than none.

A list of due times for MTC A will be posted on the official notice board prior to 09:00 on the morning of the event.

Entries must be withdrawn in writing. Withdrawals should be addressed to the Entries Secretary.

Entry Fees will be refunded, less an administrative charge of £20.00, up to the published closing date. After the closing date, Entry Fees may be refunded at the organizers discretion .

The Entries Secretary must be advised, in writing, of any modifications to entries. Changes will only be accepted up to 60 minutes before the competition starts.

THE ORGANISING TEAM WOULD APPRECIATE YOUR ASSISTANCE BY COMPLETING THE ENTRY FORM CLEARLY AND IN ITS ENTIRETY. WHEN INFORMATION IS NOT COMPLETED, OR IS UNCLEAR THIS HINDERS THE SIGNING-ON PROCESS AND PRIORITY WILL BE GIVEN TO COMPLETE FORMS. THANKS.

Article 9. RESULTS

Provisional Results will be published within 1 hour of the last car finishing the competition. Any protests must be lodged in accordance with C(d)46-59. Appeals must be made in accordance with C(d)60-63.

Competitors must ensure that they and their vehicles are available for inspection, should a protest be submitted in accordance with C(a)62. If the protested vehicle is not available for inspection the Competitor may be EXCLUDED from the Results.

The period of protest regarding eligibility of any vehicle, or any part of a vehicle C(d)63(d), shall be 30 (thirty) minutes from the time recorded at the Final Time Control by the last competitor to complete the rally. This time will be advised by the Organisers and displayed on the Official Notice Board in Rally HQ.

Crews shall make themselves available at Kames Motorsport Complex until the period of protest has expired. The period of appeal concerning the results shall be as C(d)63(f), within 30 (thirty) minutes of publication of provisional results and any amendments thereto.

Any ties will be decided by the times for special stage 1. If a tie still exists the times for subsequent special stages will be used until a difference has been found. If this fails then ties will be decided at the organiser's discretion.

Article 10. OFFICIALS

MSA appointed Steward	TBA	Timekeeper	Stan Thorgood
Club appointed Steward	TBA	Chief Marshal	Graeme Shaw
Club appointed Steward	TBA	Chief Scrutineer	Drew Anderson
		Environmental Inspector	TBA
Entries Secretary	Jacqueline Bryson		
Clerk of the Course	John Frew	Competitor Liaison Officer	George Bryson
Deputy Clerk of the Course	Ian Gemmell	Chief Medical Officer	TBA
Secretary of the Meeting			
Event Safety Officer	Scott Amos		
Recovery Co-ordinator	George Winder		
Results Service	Raymond Mann		

Article 11. ROUTE / ROAD BOOK / DOCUMENTATION

Rally HQ will be the Club House at Kames Motorsport Complex. Directions and map references will be provided in Final Instructions.

The rally will start (MTC A) within the grounds of Kames Motorsport Complex and finish (MTC B), within the grounds of Kames Motorsport Complex

The route, wholly within Kames Motorsport Complex will contain approximately 20 miles of special stages, which will be timed to an accuracy of less than one second.

Some stages may require competitors to start at 30 second intervals.

On production of a completed documentation process card, competitors will be issued at signing on with a detailed "Route Book. Time cards will only be issued on production of a signed Documentation Card.

The Documentation Card and vehicle stickers will be issued at Rally HQ

Article 12. SCRUTINEERING & SIGNING-ON

Sound Test and Technical Scrutineering will take place at Kames Motorsport Complex.

Sound Test
At Kames Motorsport Complex from 07:00 till 09:00
on Sunday 19th July 2009.

Technical Scrutineering & Signing-On
At Kames Motorsport Complex from 07:00 till 09:00
on Sunday 19th July 2009.

The Official Notice board will be located within Rally HQ (The Club House, Kames Motorsport Complex).

A Documentation Process Card will be included with the rally plates and should be collected from Rally HQ. Exact details will be provided in the Final Instructions. This card must be with the vehicle for signature by Officials at the Sound Test and Technical Scrutineering and presented by the crew at Signing-On.

All decals and competition numbers must be fixed to the competing vehicle prior to presentation at Sound Test. These should be collected from the Official at Rally HQ.

Sound Test in accordance with H12 must be passed prior to presenting the vehicle at Technical Scrutineering. Failure to pass this test will result in a REFUSED START.

At Technical Scrutineering, competing cars will be examined for compliance with current MSA Technical Regulations, Safety Regulations and Tyre Regulations. Each entrant and driver will be assumed to have

full knowledge of the car and its eligibility for the class entered. The person presenting the vehicle for Technical and Sound Test must be technically conversant with the car or the vehicle will be rejected.

All cars must be presented for Scrutineering in the same condition as they will be used on the event.

A MSA Rally Special Stage Log Book (H146) must be 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.

All competitors must produce at scrutineering, if required, a current MOT certificate. Failure to comply will result in A REFUSED START.

The requirement for a valid Road Fund Licence is relaxed as the event is taking place entirely within the Kames Motorsport Complex

All cars shall have fire extinguisher systems as per the 2009 MSA requirements C(c)52 - 66. Safety helmets will be examined and must comply with current legislation C(c)87 -96. These helmets must be worn during all Special Stages. Flame resistant overalls must comply with C(c)115-116, and must be worn on all Special Stages Note Please see also H.147. Competing cars shall also have fitted seat belts which comply with C(c)44 and H.278. These must be worn at all times during the event.

Please note that Proban Race Suits are no longer eligible for Special Stage Rallies (H147)

No competing car may carry more than one physically disabled person, whose participation in the competition must have been approved by the MSA. Any Driver or Co-driver who has any medical condition or who is currently on anti-coagulant therapy should declare that at the time of entering. Such information is to be solely for the use of the Chief medical Officer in the event of an accident. (C9a)28.

Those competing in accordance with C(a)28 should carry a white "D", 60mm in height on a blue background 90x 90mm on both sides of the vehicle adjacent to the side numbers to alert marshals in the event of an incident.

Any Competitors who requires their turbochargers sealed, must inform the Entries Secretary at least five days before the event. A fee is payable to the Chief Scrutineer for carrying out this operation.

BOTH CREW MEMBERS must have signed on and completed all documentation at least 30 minutes prior to their scheduled start time. Failure to complete all documentation within the above time scale will lead to a refused start and the start position being allocated to a Reserve.

ON BOARD CAMERAS - Competitors who **have a requirement** to carry on board camera equipment, must seek approval from the Chief Scrutineer at scrutineering. The equipment must be fitted when the car is presented for scrutineering C(b)26(e). Failure by a Competitor to comply with this regulation and who is later found to be carrying a camera during the event will result in EXCLUSION from the results and referral to the MSA. A Competitor failing to comply with this regulation and where subsequent evidence is brought to the Organisers attention e.g. Television/ U Tube coverage etc. will result in the competitor being excluded from the results and be REFERRED TO THE MSA FOR FURTHER ACTION. Don't think that a competitor can't be excluded after results become final

All fuel used must comply with MSA or specific Championship Regulations.

Article 13. DAMAGE DECLARATION

Competitors are required to complete and sign a report declaring that they have not been involved in any incident resulting in damage to private property or injury to persons or animals, or, alternatively giving full details of any such incident where damage or injury has occurred (H87). Any information given will not incur a penalty but failure to hand in a duly completed form will be penalised by EXCLUSION and may be reported to the MSA for further disciplinary action. The Competitor is liable for the first £250 of each claim.

Competitors who do not report to the Finish are required to forward the report to the Secretary of the Meeting within 72 hours of the event (H.88). If competitors have been involved in an incident, they must supply full details to the Organisers on the day of the event. Competitors who fail to comply will be penalised in accordance with H.88, and may be reported to the MSA for further disciplinary action.

The secretary is Jacqueline Bryson

Article 14. DRIVING STANDARDS OBSERVERS / JUDGES OF FACT

Named Judges of Fact, appointed by the Organisers and listed on the official noticeboard, will be on duty throughout the rally to observe and report on any Competitor considered to be in contravention of H140 , H143 and H144. Penalties will be applied by the Organisers, up to and including EXCLUSION.

Scrutineers appointed for the event are Judges of Fact in respect of vehicle eligibility and compliance with MSA technical and safety regulations.

All signed on Officials on all special stages will be empowered to judge whether or not a Competitor has made a false start.

Article 15. CONTROLS AND TIMING

A list of competitors due times for MTCA will be published prior to 09:00 on 19th July 2009 and displayed on the official notice board.

Timing will be controlled by the Target Timing Regulations H196-208

The Official Time throughout the rally will be that published by the British Telecom speaking clock, Telephone 123.

Maximum permitted lateness will be 10 minutes.

The Organiser's times and distances will be deemed to be correct. Controls and checks, except Special Stage Start Controls, will open 5 minutes prior to the due arrival time of the first car

All Controls will close 10 minutes after the due arrival time of the last Competitor still running, having taken into account any delays

Competitors must be ready to start the Special Stage at the Provisional Start Time entered on the Time Card by the Special Stage Arrival Control and/or when instructed by the Start Marshal H152, H207, H Appendix 1, Chart (212(d))

It is the Competitors' responsibility to ensure that his times are correctly recorded and handed in when and where instructed (H189). Should any recorded time not be legible or not appear authentic, the Organisers may use any means at their disposal to establish a time (H159).

To be classified as finishers, crews must present themselves with their cars at ALL CONTROLS within their permitted maximum lateness (Article 18.3).

Stage Arrows and Signs will comply with H180-185.

The Rally will consist of Road Sections and Special Stages wholly within Kames Motorport Complex .

Road Timing will be to the previous whole minute.

Each road section will be allocated a Target time, the target time will be given after each stage and is based on an average speed of 30mph or less. 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.

Lateness will be calculated on target time, if you exceed the Target Time for a road section, lateness will result. Each time a Competitor exceeds a Target Time the lateness incurred will be added to his previous lateness.

Special Stage Timing will be to the previous whole tenth of a second.

All Special Stages will have a Bogey Time set at an average speed of 75 mph and a Target Time set at 30 mph (or less on short stages). Bogey Times and Target Times will be indicated in the road book and on the Time Cards.

Competitors will receive penalties on Special Stages as follows:

Under Bogey	Bogey Time
Over Bogey but under Target	Actual Time Taken
Over Target by up to 10 minutes	Actual Time
More than 10 minutes over Target	EXCLUSION

Time in excess of Target Time on a Special Stage will count towards Competitors' Cumulative Lateness.

Competitors are reminded of (H.137) for details of computation of penalties in the event of a Special Stage being stopped.

If H.137 cannot be applied fairly the organisers reserve the right to cancel the stage times for all competitors up to the stage being stopped.

Should any Special Stage be cancelled during the event or deducted from the results after the event, unless an Official Bulletin has been issued to the contrary, the cancelled stage must be traversed within Target Time, and will in every other respect be treated as a Road Section.

Time Controls: The following titles shall describe the various types of Time Controls.

A MAIN TIME CONTROL (MTC)

The MTC at the stage Start, or after any other specified point, will be designated as a MTC (OUT).

The MTC at the stage Finish, or before any other specified point, will be designated as a MTC (IN).

At a MTC (OUT) Competitors will start, or restart, at one minute intervals either in numeric order, or in order of their arrival at the preceding MTC (IN) or as may be determined by the Organisers.

Each Competitor will be given a due starting time from any MTC (OUT) and any difference between this time and their actual starting time will be counted towards cumulative lateness. A time penalty will also be applied.

Competitors arriving at any MTC (IN) within their maximum permitted lateness will, subject to Article 15 above, restart from the associated MTC (OUT) with Zero lateness. Lateness is only accumulated between two successive MTC's.

B SPECIAL STAGE ARRIVAL CONTROL (ATC)

On arrival at a Special Stage Arrival Control, Competitors will receive an arrival time and a provisional start time in accordance with H.207. Competitors who are early may wait for their Due Time outside the control area (H188)

The dead time between SS ATC and SS Start at some stages may be used as a re grouping halt. This is dead time and will not count towards any accumulated lateness

C SPECIAL STAGE START CONTROL (SSS)

At the SSS the Competitor should be ready to start the Stage on the provisional start time. The start marshal will review the provisional start time as soon as the Start Line is clear and amend if required

As each section is timed separately, the time taken from SSA to SSS is 'Dead Time' and delays are automatically allowed for. The area between the ATC and SSS is 'Parc Ferme'

At the SSF Competitors will receive their Finish Time in hours, minutes and seconds. This time in hours and minutes constitutes a Competitor's Start Time for the following Road Section

Any Competitors who fail to stop at the Stop Line must return on foot. Reversing the car is prohibited and subject to the penalty of EXCLUSION (H150 and H Appendix 1, Chart 212(p))

D PASSAGE CONTROL (PC)

At certain points indicated in the Road Book, the Organisers may establish a PC in order to collect Time Cards from Competitors, or for other purposes. Competitors failing to provide the necessary documents at any PC will be deemed not to have reported there and may be EXCLUDED (H Appendix 1, Chart 212(a) and Articles 15.5 and 15.6). 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.

Article 16. PACE NOTES / PRACTISING

The possession of Pace Notes (as defined in H155) by a Competitor during the course of the rally, whether they relate to this event or not, is forbidden.

Pre-event practising or testing over the Special Stages used on this event is forbidden (H 17) and (H167). Unless part of an organized activity by the promoting club.

The Organisers will supply a route book which will indicate the route to be taken through the stages. These instructions will not be defined as Pace Notes.

If any Competitor or his/her agent is observed on private land used by this event without permission as defined within these SR's after their publication, he/she 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 a road used on the event.

Article 17. SERVICING

Servicing is defined as work being carried out on the competing car by any person(s) other than the competing car's crew or the use of any parts or tools not carried in the competing car (H233-239). Servicing will only be permitted in area(s) set aside for this purpose by the Organisers.

Only the competing crew may carry out servicing at any point in "No Service Areas" using tools/parts carried in the competing car except :-

Within 100 metres of any Control, between a Special Stage Arrival Control and a Special Stage Start Control.

in any Parc Ferme.

The only work permitted in these areas is to carry out the following:

replace a damaged wheel/tyre with a wheel carried in the car.

clean number plates, lamp glasses, windscreen and windows.

The only exception to this in Parc Ferme will be on safety grounds, and only then with written permission from the Clerk of the Course and accompanied by a scrutineer.

Failure to comply with this regulation will result in EXCLUSION.

Competitors are responsible for ensuring that their Service Crews understand and comply with these regulations.

Some of the service area may not be on hard standing. Please ensure safe working conditions and compliance with Health and Safety regulations e.g. Load spreading boards.

Service Vehicles must park as directed by a marshal / event official / Judge of Fact at the service areas. Service Crews must move if directed by a marshal / event official / Judge of Fact. Failure to comply will result in penalties being applied up to EXCLUSION.

All Competitors must use a Tarpaulin ground sheet under the car they are servicing, and ensure their area is clean and tidy upon vacating servicing pitch. Failure to comply will result in penalties being applied up to EXCLUSION.

Only one service vehicle per competitor will be permitted in the service area. And this must park as advised. Failure to comply with this instruction may result in penalties being applied up to and including EXCLUSION

A traffic flow system will be in force in the Service Area.

Current MSA recommended Health and Safety requirements relating to vehicle servicing and refuelling should be strictly adhered to at all times.

At all times a speed limit of **5 mph** is to be observed in the Service Area. Warming of brakes, tyres or transmissions will not be permitted.

Children must be under adult supervision at all times in the Service area, this is a potentially dangerous place. The riding of bicycles or motorcycles in the Service area is not permitted.

Trailer parking will be made available.

Noise in the service area is to be kept to a minimum especially early in the morning and after the event

Article 18. 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 penalties.

Maximum Permitted Lateness is the amount of cumulative lateness which, if exceed from the previous Main Time Control (MTC) will result in the Competitor being deemed to have retired. This amount will be 10 minutes.

To be classified as a finisher, Competitors must complete all special stages and report to all controls without accumulating over 10 minutes of lateness, or incurring the penalty of EXCLUSION. The penalties in H Appendix 1 Chart 212 apply, amended as follows.

Main Control – Out (Start)

For every minute late 1 Minute

For every minute early 2 Minutes

Main Control – In (Finish)

Arriving with up to 10 minutes accumulated lateness No Penalty

Arriving with over 10 minutes accumulated lateness EXCLUSION

If the time taken on a special stage exceeds the Target Time plus 10 minutes the penalty is: EXCLUSION

For each minute under target time for a Road Section 2 Minutes

For taking an incorrect route on a Special Stage EXCLUSION

Not complying with a requirement of the Road Book or these Regulations for which no penalty has been specified 15 Minutes

Not complying with an instruction of an Official provided that warning is given that a penalty will be applied EXCLUSION

Breach of requirements concerning the driving of a motor vehicle:

First Offence 15 Minutes

Second Offence EXCLUSION

Any excessive noise, damaged or ineffective silencing system as measured in accordance with the test specification detailed in the 2009 MSA Technical Regulations.

First Offence 15 Minutes

Second Offence EXCLUSION

Causing an obstruction on an access road to or from a Special Stage, or on a Special Stage EXCLUSION

Not reporting at or providing proof of visiting a check or control EXCLUSION

Leaving a Special Stage by an exit other than the correct route. Plus referral to the MSA for further action EXCLUSION

Plumbed in fire extinguisher systems must be armed at all times throughout the competition when it is mandatory for both crew members to wear crash helmets. Refer to H300 and C(c) Table 56(d) Failure to comply with this regulation will be penalised by EXCLUSION

Article 19. AWARDS

Awards will be presented as follows:-

- 1st Overall Driver and Co-driver Awards
- 2nd Overall Driver and Co-driver Awards.

Class Awards:-

- 1st in Class Driver and Co-Driver Awards.
- 2nd in Class Driver and Co-Driver Awards.

Prize Winners in the Overall Classification are not eligible for Class Awards.

It is a Competitor's responsibility to attend the presentation of awards. Any awards not collected may be forfeited.

Article 20. ADDITIONAL INFORMATION

ACCOMMODATION

Accommodation (Static caravans) and touring stances are available at the Muirkirk caravan park, 01290 660182

See East Ayrshire Car Club Web Site, www.eastayrshirecc.co.uk for more accommodation details

PLEASE RESERVE ACCOMMODATION ASAP TO ENSURE AVAILABILITY

Article 21. MEDICAL ASSISTANCE

All competing cars must carry an A4 sized white board bearing a red "SOS." symbol and a black "OK." symbol on the reverse side. Letters to a minimum of 12cm high with a minimum stroke width of 1.5cm. If following an accident, URGENT medical aid is required the "SOS" Board must be immediately and prominently displayed to passing Competitors.

All competing cars must also carry a red, reflective triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous place by a member of the crew at least 50 metres before the stricken car's position. Any crews failing to comply may be subject to a penalty at the discretion of the Clerk of the Course. This warning must be placed even if the stopped car is off the road.

Competitors seeing an "SOS" Board, or seeing a car which has been involved in an accident where both crew members are seen inside the car but not displaying a red SOS board, shall immediately and without exception STOP AT THE SCENE OF THE INCIDENT TO RENDER ASSISTANCE. All following cars shall also stop. The second car at the scene should subsequently proceed to inform the next marshal's point. Subsequent cars will leave a clear route for emergency vehicles.

The Clerk of the Course, at his discretion, shall award a notional time to any competitors delayed by making such a report. Any crew which is able to but fails to comply with this rule will be reported to the Clerk of the Course who may impose penalties.

The penalty for misuse of the "SOS" Board is EXCLUSION.

The penalty for not stopping at an "SOS" board is also EXCLUSION. The only exception to this penalty being the car immediately following the Competitor involved in the accident where the following car may have passed before the "SOS" board has been displayed.

If following an incident, NO medical assistance is required the "OK" board must be displayed to following competitor.. Following Competitors should report the facts to the Stage Finish Marshal. This system does not exempt Competitors from the responsibilities of advising officials if they are aware of a fellow Competitor being off the road or in some difficulty.

Competitors are required to note the procedures for the use of Red Flags on Special Stages (H.136.6 and H.151). Competitors are informed that the Red Flag System will be employed on all stages. Upon seeing the red flag you must come to a standstill as soon as possible taking care at the site of the incident and offering assistance if required.

The display of the red flag will also indicate that there are slow moving rescue and safety vehicles on the route in front of the rally cars, and this is why we request that great care is taken when the red flag procedure is in operation.

Article 22. Seeding

The order of starting will be at the Organiser's discretion, but to assist seeding, Entrants should list on the entry form, the driver's best five results on stage rallies after 1st January 2006, once the Entry List has been published NO communication will be entered into regarding it. Should there be no seeding information on the entry form it will be assumed that this is the Competitors first ever rally

The order of starting all first time Competitors will be strictly in order of receipt of entry

Any Competitor found to have falsified the information provided on the entry form with regard to previous results may be EXCLUDED from the event.

ARTICLE 23 Double Entries

It is permitted for two competitors to share one vehicle.

No competitor may drive more than one car.

No competitor may enter the event more than once, this means that driver / navigators cannot swap seats for second entry

Article 24 ACKNOWLEDGEMENTS

Albar Landscapes, Moira Barr

All Car Clubs, Marshals and Officials

Scrutineers

All Medical & Rescue, Recovery Personnel

Article 25 Awards Presentation

The Awards Presentation will be held Kames or the Caravan Park Bar . This will be confirmed on final instructions

Article 26 Marshals

MSA marshalling requirements, and the popularity of the event with the spectating public, mean that we will need many more marshals and helpers than would normally be needed to man a special stage of this size!

WHEN RETURNING YOUR ENTRY PLEASE ENSURE THAT YOU HAVE:

- 1. ENTERED YOUR LICENCE NUMBER**
- 2. SIGNED THE ENTRY FORM**
- 3. ENCLOSED CHEQUED MADE PAYABLE TO .East Ayrshire Car
Club.**