

The Ford Parts Cheviot Stages Rally

25th September 2022

Foreword

Whickham and District Motor Club and Hadrian Motor Sports Club extend a warm welcome to the 2022 Ford Parts Cheviot Stages Rally on the Otterburn Military Ranges. We are grateful for the continued support of Trevor Gamble and his Ford Parts UK company as title sponsors.

After being a round of the National Asphalt Rally Championship for many years, the reorganisation of the championship sees the event drop out for this year, although we hope to return in future years. We still welcome our supporters though from the AS Performance North of England, HRCR Mini Sport Cup and Motoscope Northern Historic Championships.

Not being a national championship round has enabled us to review the format of the rally and we plan to offer a more 'clubby' event this year that will be more cost effective for competitors and also reduce the event's carbon footprint. We plan to use only the central and eastern areas of the ranges, which will reduce stage mileage slightly from last year's event but reduces road mileage by 50%. The event will start later than in previous years, which will allow for scrutineering to take place on the Sunday morning and will avoid the need for crews to make an additional trip to the ranges on the Saturday.

We have also taken the decision this year not to hold a reconnaissance session of the stages on the Saturday, although the use of route notes will still be permitted and they will be available for purchase from nominated suppliers. This change will also remove the need for crews to make an additional trip to the ranges and for some crews will avoid the need to bring an additional vehicle to the event.

As well as reducing the costs of organising and competing in the rally, we anticipate that these changes will reduce the number of individual vehicle miles travelled during the event by over 6,000 when compared to the 2021 rally, with the consequent reduction in carbon emissions.

The revised format of the event means we have had to reduce the maximum number of entries to avoid unnecessarily long service breaks. You are therefore urged to submit your entry as soon as possible. **We draw your attention to articles 9.2, 9.10 and 9.11 of these regulations.**

The Organisers

The Organisers would like to express their sincere thanks to all those who have helped with this event, in particular the following:

Ford Parts UK Ltd
All Paramedics, Rescue and Recovery Units
All Marshals, Radio Marshals and Officials
All the Championships
Landowners & Tenants of Otterburn Ranges
Landmarc Support Services
The Army at Otterburn Training Area
Motorsport UK
Northumberland County Council
Northumbria Police
All Competitors

SUPPLEMENTARY REGULATIONS

1. ANNOUNCEMENT

- 1.1 Whickham and District Motor Club will organise an Interclub Special Stage Rally on Sunday 25th September 2022 on the Otterburn Military Ranges in Northumberland. The event will be co-promoted by Hadrian Motor Sports Club and called, “**THE FORD PARTS CHEVIOT STAGES RALLY 2022**”.

2. JURISDICTION

- 2.1 Held under the General Regulations of Motorsport UK (Incorporating the provisions of the International Sporting Code of the FIA), and these Supplementary Regulations, and any written instructions the Organising Clubs may issue for the event.

3. AUTHORISATION

Motorsport UK Permit Number: 127468
Route Authorisation Number: TBA

4. COMPETITOR ELIGIBILITY

- 4.1 The event is open to anyone who holds a valid 2022 Motorsport UK Ltd Competition License (R5.2.1) and is
- A fully elected member of one of the promoting Clubs
 - A fully elected member of Clubs which are members of the following associations:
 - The Scottish Association of Motor Sports Clubs (SAMSC)
 - Association of North East & Cumbria Car Clubs (ANECCC)
 - Association of Northern Car Clubs (ANCC)
 - A registered competitor in the invited Rally Championships

5. CHAMPIONSHIPS

- 5.1 The event is a Qualifying round in the following championships:

- * AS Performance North of England Tarmacadam Rally Championship
- * HRCR Mini Sport Cup
- * HRCR Motoscope Northern Historic Rally Championship

6. TIMETABLE OF THE MEETING

25 th July 2022	19:00	Regulations published
1 st August 2022	19:00	Entries Open
14 th September 2022	18:00	Entries Close for seeding
19 th September 2022		Final Instructions emailed
21 st September 2022	18:00	Final Closure of Entries
23 rd September 2022	10:00	All competitors to have completed online documentation
25 th September 2022	06:30 to 09:30	Noise Check & Scrutineering
25 th September 2022	09:30	Competitors briefing (this may be virtual)*
25 th September 2022	10:00	First car due at MTC1
25 th September 2022	16:45 approx.	First car due at Final MTC

* To be confirmed in Final Instructions

7. CLASSES

7.1.1 The event will have the following Classes:

Class 1 – Cars up to and including 1400cc

Class 2 – Cars over 1400cc up to and including 1600cc

Class 3 – Cars over 1600cc up to and including 2000cc

Class 4 – 2-wheel drive cars over 2000cc

Class 5 – 4-wheel drive cars over 2000cc not complying with class 6

Class 6 – Homologated or Non-homologated current or former World Rally Cars or one derived from one, plus current or former S2000 cars and all FIA R5 cars

Class 7 – All Historic Category 1, 2, 3 and 4a cars

Eligibility for class 7 will be governed by Motorsport UK GR R49.1. to R49.1.4 inclusive.

- 7.2 Any vehicle not complying with R46.2 or R46.3 must first apply to their Championship Coordinator with full details. Authorisation is then entirely at the discretion of the Motorsport UK, and such vehicles will be driven by registered competitors only.
- 7.3 All cars must comply in all respects with current Motorsport UK Technical Regulations and Safety Requirements and be in possession of a current Motorsport UK Stage Rally Log Book.
- 7.4 Cars with forced induction will have their capacity increased by 70% to establish their capacity class.
- 7.5 Competitors may enter only one class. The organisers reserve the right to re-classify any car.
- 7.6 Where classes in the various championships differ from those of the event, the relevant Coordinator will be responsible for allocation of points.

8. IDENTIFICATION

- 8.1 Competitors must make space available to the organisers, on both front doors, for event and, if applicable, Championship identification J4.1 and H29. Additional advertising may be supplied by the event organisers.
- 8.2 Competitors will be identified by Rally Plates (provided by the Organisers) which must be fixed to the front and rear of the car. These will be made available for collection from Scrutineering on the Ranges Airstrips on Sunday 25th September.
- 8.3 Each car must carry Rally Competition Numbers (provided by the Organisers) affixed to the front door panels. Competitors are reminded that Competition Numbers must be covered or removed after the event or immediately upon retirement.
- 8.4 All competitors are **REQUIRED** to affix Event and Championship decals prior to presenting their cars for Noise Test and Scrutineering. This includes Rally competition numbers.

9. ACCEPTANCE OF ENTRIES

- 9.1 The entry list opens at 19:00 on 1st August 2022 and closes for seeding at 18:00 on Wednesday 14th September 2022. Entries will be accepted with an additional charge of £20 up until 18:00 on Wednesday 21st September 2022.
- 9.2 All entries must be made on the Official Entry Form via the event website www.cheviotstages.org.uk using the rallies.info web entry system. No other form of entry will be accepted. **Entry forms must be fully completed and an entry is only fully valid and to be accepted once all details are supplied and all payments made.**
- 9.3 The Organisers reserve the right to accept or refuse entries at their discretion. All entries will be acknowledged and from the point of receipt of an acknowledgement, full payment must be received within 3 days. If full payment is not made in this time, the entry will be rejected and will have to be resubmitted. Payment can be made by BACS or Credit/Debit card (via Stripe). **PAYMENT MUST NOT BE SUBMITTED BEFORE RECEIPT OF YOUR ENTRY ACKNOWLEDGMENT. SUCH A PAYMENT WILL NOT AID OR ACCELERATE ACCEPTANCE OF YOUR ENTRY.**

9.4 For a period of 7 days from the opening of entries, 35 entries in total will be guaranteed to registered contenders in the championships affiliated to the event. These places will be allocated in order of receipt of entry and confirmed on receipt of the entry fee. Championship contenders must have registered for their respective championships before the 25th July 2022. The organisers will check the validity of championship registrations.

Any of the above 35 places not reserved after the first 7 days of the opening of entries will be allocated to any other competitors in order of receipt of entry.

9.5 The maximum entry for the Event is 75 and the minimum entry is 50. The minimum entry for each class is 3. Should the minimum figures not be reached, the Organisers reserve the right to cancel the Event, amalgamate class awards or reduce the awards list, as is deemed appropriate. The 75 entries will be accepted in accordance with the criteria above.

If more than 75 entries are received, a reserve list will be maintained.

9.6 The order of starting will be in order of anticipated performance. To assist seeding, entrants should note their previous results on their Entry Form. No communication will be permitted concerning seeding. Re-seeding will not be permitted except on the grounds of safety.

9.7 Competitors are advised that the information they provide will be stored in a computer retrieval system and may be used for organisational purposes.

9.8 The standard Entry Fee including one service pack and competition numbers will be: **£399**

9.9 The organisers reserve the right to impose a surcharge, should VAT or event insurance premiums be increased.

9.10 Entries must be withdrawn in writing. Withdrawals must be addressed to the Entries Secretary. Entry fees will be refunded, less an administrative charge of £25, up to 23:59 hrs on 14th September 2022. Entry Fees will only be refunded after this date at the Organisers discretion.

9.11 Should it be necessary to cancel the event due to legal or other unforeseen circumstances, the exact amount of the refund will be determined by the actual administration expenses incurred by the organisers up to a maximum of £60 per entry. The organisers are not liable for any further consequential losses incurred by prospective competitors because of event cancellation.

9.12 The rallies.info on-line entry system now allows editing by the competitors who must keep their entry details up to date. The Entries Secretary will be automatically advised of any modifications.

10. OFFICIALS

Motorsport UK Steward	Clayton Lackenby	
Motorsport UK Safety Delegate	TBC	
Event Stewards	Andy Whittaker, TBC	
Clerk of the Course	Andy Kobasa	Email: clerk@cheviotstages.org.uk Mob: 07816 581328
Deputy Clerk of the Course	Guy Wickham Lindsay Burnip	Mob: 07989 322186 Mob: 07727 098450
Secretary of the Meeting	Lindsay Burnip	Email: secretary@cheviotstages.org.uk Mob: 07727 098450
Entries Secretary	Nicky Jackson	Email: entries@cheviotstages.org.uk Mob: 07870 222763
Chief Timekeeper	Gordon Bradford	
Chief Scrutineer	Colin Salkeld	
Environmental Scrutineer	TBC	
Event Safety Officer	Guy Wickham	

Assistant Event Safety Officer	Phil Kenny
Spectator Safety Officer	David Lewis
Chief Medical Officer	Steve Miles, P/M
Communications Officer	Lindsay Burnip Email: poshbirdincontrol@btinternet.com Tel: 0191 3734 758 Mob: 07727 098 450
Competitor Liaison Officer	TBC
Chief Marshals	Ken Watson Email: marshal@cheviotstages.org.uk Mac Cliff Mob: 07943 094458 Mob: 07719 282395
Sweeper Car	Tom Herron/Tish Rayne
Interim Safety Car	TBC
Media Manager	Peter Metcalfe Mob: 07703 574868
Safeguarding Officer	Lindsay Burnip
Set Up Manager	TBC
Results	North East Rally Services

PLEASE – Please do not telephone officials after 9.00pm

11. RESULTS

- 11.1 Provisional and Final Results will be published on Sportity, the results website and at Rally HQ as soon as possible after the last car finishes the event.

12. ROUTE / ROAD BOOK, DOCUMENTATION

- 12.1 The Event will start from Otterburn Ranges, Northumberland. Competitors will start at 30 second intervals with the permission of Motorsport UK. Any competitor not having completed online signing on 48 hours before the due start time of Car 1 may not be allowed to start.
- 12.2 The event will contain up to 10 Special Stages with a mileage of approximately 52 miles of sealed surface roads on Military land linked together by road sections of approximately 26 miles on public and private roads. Stages will be timed to an accuracy of less than one minute.
- 12.3 Entrants will be supplied with a detailed 'Tulip' Road Book electronically with their Final Instructions and in hard copy at Rally HQ from 07:00 on the 25th September 2022. Timecards will be issued at Rally HQ on successful completion of scrutineering from 07:00 on the 25th September 2022. These documents will contain all the necessary information to enable competitors to comply with R2.3.2 and R2.3.3.
- 12.4 The route will be contained within the following Ordnance Survey map sheets:
- Landranger - 1:50 000 Sheet Numbers 80
 - Travel Master - 1:250 000 Sheet Number 4
- 12.5 Route Safety Notes will **NOT** be supplied by the organisers, but see Article 17.

13. SCRUTINEERING AND DOCUMENTATION

- 13.1 To reduce costs and avoid the need for competitors to make an additional trip to the Ranges on Saturday 24th September, there will be only one scrutineering session, which all entrants must attend.

This will take place on Sunday 25th September 2022 between 06:30 and 09:30 on the Otterburn Ranges Airstrips.

Cars will be scrutineered in competition number order, starting with Car 1 and time allocations for batches of cars will be advised in the Final Instructions. Entrants will be expected to attend in their allocated batch time and failure to do so may result in penalty.

- 13.2 Driver's safety equipment (Motorsport UK GR R25.3.1). Drivers and co-drivers shall use seat belts (Motorsport UK GR R25.3.1) in conformity with Motorsport UK GR K2.1.2, K2.1.3 or K2.1.4 and Motorsport UK GR R48.10.4 and FHR devices R25.3.3.

All cars shall have fire extinguisher systems as per Motorsport UK requirements (Motorsport UK GR R48.10.5 and Motorsport UK GR K3).

Drivers and co-drivers are reminded that they must wear flame-resistant overalls (Motorsport UK GR K9.1-K9.3) on all special stage rallies (Motorsport UK GR R25.3.2).

- 13.3 Noise level: The organisers will conduct static sound tests on Sunday 25th September on the Ranges Airstrips. These will be conducted in accordance with Motorsport UK GR R4.1 and GR J5.18. All competitors' vehicles must pass these tests which will allow for a maximum of 100 DB(A) at 4500 rpm using the 0.5 metre test. Competitors entered in FIA homologated vehicles must comply with FIA International Sporting Code Appendix J, Article 252.3.6. Failure to do so may result in disqualification or a refused start.
- 13.4 Mud Flaps: All vehicles must be fitted with mud flaps, which must comply with Motorsport UK R.48.1.12. Windows: Side windows if of glass must be laminated or toughened glass and if of toughened glass must be coated on the inside with a clear transparent safety film (FIA Appendix J Article 253.11; Motorsport UK R48.1.10). No studs, chains or non-skid attachments are permitted (Motorsport UK GR R48.5.1).
- 13.5 At scrutineering cars will be examined for compliance with the 2022 FIA and Motorsport UK tyre, technical and safety requirements as well as for class eligibility (attention is drawn to Motorsport UK GR J5, GR R46-R49 and GR Section K).
- 13.6 The entrant and driver will be assumed to have full knowledge of the car and its eligibility for the class entered. Competitors wishing to carry on board camera(s) during the event must declare to the Chief Scrutineer prior to arrival at scrutineering and complete the necessary documentation (Motorsport UK GR R48.10.10).
- 13.7 Cars must be presented at scrutineering with the camera(s) fitted. Cameras that are affixed to the outside of the vehicle by temporary fixing devices including, but not limited to, suction devices, must also be attached to a permanent bracket or non-removable bodywork by means of a restraining strap. Cameras that extend outside the extent of the door mirrors when viewed from the front of the vehicle are prohibited.
- The organisers may request the removal of video footage from onboard cameras deemed to be offensive or of a sensitive nature should it be posted on the Internet or social media websites. Any competitor who does not comply with this request may be reported to Motorsport UK for further action.
- 13.8 Competitors' attention is drawn to Motorsport UK requirements, as detailed in Motorsport UK GR R46.1.5 and GR J5.20.13, that it is now mandatory to carry an environmental spill kit, as well as a warning triangle and first aid kit.
- 13.9 Cars must be presented in the same condition as they intend to compete. A valid MOT Test Certificate must be produced at Scrutineering for any car required by UK law to have one. (Motorsport UK GR R46.1.1, GR Part 3 – Appendix 2(24) and GR R46.1.2). Failure to produce this document will lead to a REFUSED START.
- 13.10 A valid dated Motorsport UK Competition Car Passport (Motorsport UK GR J2, R25.2, R46.1.3) must be made available at scrutineering and on demand throughout the event for each car. The passport number shall be recorded as part of the self-declaration. If applicable, valid FIA Homologation Forms must also be provided and made available at Scrutineering, and on demand throughout the event.
- 13.11 Historic cars competing must also make available at Scrutineering a FIA or Motorsport UK Historic Vehicle Identity Form. Failure to provide the relevant forms will either lead to re-classification (where appropriate) or to a REFUSED START or DISQUALIFICATION.
- 13.12 At the discretion of the Eligibility Scrutineer and the Clerk of the Course, certain competitors' vehicles will be selected for post-event scrutineering. Failure to present the vehicle at the nominated place and at the time designated may be considered a breach of Motorsport UK GR C3.2.
- 13.14 Competitors shall only use pump fuel as defined in Section B (Nomenclature & Definitions), which now includes petrol or diesel in compliance with FIA Appendix J, Article 252, Article 9.
- 13.15 Documentation will be provided by electronic means where possible and practical. Signing-on and self-declarations will be part of the online entry system.

- 13.16 Parents, Guardians and Guarantors of drivers under 18 years of age are reminded of the need to comply with Motorsport UK Regulations

14. DAMAGE DECLARATION

- 14.1 Competitors will be required to complete and electronically submit a report declaring whether they have been involved in any incidents resulting in damage to private property and/or injury to persons or animals, or alternatively giving details of any such incident where damage or injury has occurred. Any information given will not incur a penalty, but failure to supply a duly completed form will be penalised by **DISQUALIFICATION** and will be reported to the Motorsport UK for further disciplinary action.
- 14.2 All competitors are required to submit the report to the Secretary of the Meeting within 72 hours of the finish of the event. If competitors have been involved in an incident, they must supply full details to the Organisers on the day of the rally. Competitors who fail to comply will be penalised in accordance with R40.1.4, and will be reported to Motorsport UK for further disciplinary action.
- 14.3 **In the event of damage caused to third party property by a Competitor, the Organisers and the Promoters of the event reserve the right to pass the cost of repairs up to a maximum of the insurance excess under the Motorsport UK Master Policies (currently £450.00) to the competitor involved. All repairs have to be carried out by Landmarc.**
- 14.3.1 Where the recovery of costs for damage incurred is likely to be passed on to a competitor, the organisers shall notify the competitor at the earliest opportunity.
- 14.3.2 Following receipt from Landmarc of the confirmed repair costs, the organisers will issue an invoice for those costs to the competitor concerned. The invoice will be sent in hard copy by standard first class Royal Mail postage to the address provided for the driver on the entry form. At the same time an electronic copy of the invoice will also be sent to the driver, and copied to the co-driver and entrant where possible.
- 14.3.3 The competitor will have a period of 14 days from the date of invoice to make full payment to the organisers.
- 14.3.4 If full payment is not received after 14 days, a reminder will be sent giving a further 7 days to make payment.
- 14.3.5 If full payment is not received within 21 days of the date of invoice, the matter will be referred to Motorsport UK for action and possible sanction of the competitor concerned.

15. DRIVING STANDARDS OBSERVERS/JUDGES OF FACT

- 15.1 Judges of Fact, appointed by the Organisers, will be on duty throughout the Event to observe and report on any competitor considered to be in contravention of R24.7. The names of these officials will be posted on the Official Notice Board.
- 15.2 Scrutineers appointed for the event are Judges of Fact in respect of vehicle eligibility and or measurements.
- 15.3 Start Officials on all Special Stages will be empowered to judge whether or not any Competitor has made a false start.
- 15.4 The Organisers will appoint Judges of Fact and / or Driving standard Observers, one of whom will be the Motorsport UK Environmental Inspector, to report on sound levels. Excessive sound will include instantaneous occurrences of noise such as that produced by back-firing caused by anti-lag systems .The penalty for excessive sound may go as far as disqualification.
- 15.5 Any notified offence by a competitor or their service crew which involves speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of C1.1.4 (any proceeding or act prejudicial to the interest of the Motor Sports Council or of motor sport generally). The competitor concerned is liable to be penalised in accordance with chart R32.2 and may be called before a Motorsport UK 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 C1.1.4.

16. CONTROLS AND TIMING

- 16.1 Target Timing as defined in (R31.2.1 to R32.2) will be used on this event. Timing of controls will be to the

previous whole minute. Timing of special stages will be to the previous whole second. All clocks will be set to British Summer Time using BBC or Telecom time signals.

- 16.2 The event will return to 'traditional' timekeeping and competitor's time cards will be completed by the marshals at the relevant locations on the route. Event results will be compiled from competitor's timecards and cross referenced where required from marshal's check sheets. The Organisers may use any means at their disposal to establish a time.
- 16.3 The Organiser's times and distances will be deemed to be correct. Controls and checks, including Special Stage Start Controls, will open 10 minutes prior to the due arrival time of the first car.
- 16.4 All Controls will close 10 minutes after the due arrival time of the last Competitor still running, having taken into account any delays.
- 16.5 Maximum lateness is 10 minutes. To be classified as finishers, crews must present themselves with their cars at **ALL CONTROLS** within the permitted maximum lateness. Lateness will be set to zero at each Main Control Out.
- 16.6 The Event will consist of Road Sections and Special Stages.
- 16.7 **Road Timing** will be to the previous whole minute. Each road section will be allocated a Target time based on 30mph or less, and a competitor can calculate their Due Time of arrival at any Time Control by adding this Target Time to their actual time of departure from the preceding control. Time in excess of Target Time on a road section will count towards competitor's Cumulative Lateness.
- 16.8 **Special Stage Timing** will be to the previous whole second. All Special Stages will have a Bogey Time set at an average speed of 75 mph and a Target Time set at an average speed of 30 mph. Bogey Times and Target Times will be indicated in the road book and on the Time Cards. Time in excess of Target Time on a Special Stage will count towards competitor's Cumulative Lateness.
- 16.9 Competitors are reminded of R24.5 to R24.5.2 for details of computation of penalties in the event of a Special Stage being stopped. Should any Special Stage be cancelled during the event or deducted 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 Target Time, and will in every other respect be treated as a Road Section.
- 16.10 **MAIN TIME CONTROL (MTC)**
- At a MTC, competitors will start at one-minute intervals in an order determined by the Organisers. Two competitors may be due at a MTC per minute.
 - A MTC Out may double as a Stage Arrival (SA) control
 - The final control will be a MTC (in).
- 16.11 **STAGE ARRIVAL CONTROL (SA)**
- On arrival at a SA Competitors must be ready to start the stage [helmets and seatbelts on, etc. and will receive an arrival time and a provisional Start Time for the Stage, this will not be less than 3 minutes after the arrival time.
 - Competitors who are early may wait for their Due Time outside the control area.
 - The area between the SA and SS is 'Parc Ferme'.
 - After booking in at the SA Competitors must proceed immediately to the stage start and be ready to start the Stage.
- 16.12 **STAGE START CONTROL (SS)**
- At the SS a Competitor will be given a start time for the Stage in hours, minutes and seconds this will normally correspond with the provisional start time issued at the SA. Stages will start at 30 second intervals.
 - The Start Marshal will assume that the crew is ready to start the Stage and a Start Time will be entered as soon as the Start Line is clear, whether the crew is ready or not.
 - The stage start will be operated by traffic lights linked direct to a digital clock. The Traffic Light Start Sequence is as below; no verbal warnings will be given and the competitor should leave the start on the Green Light.

15 Seconds	Red Light
10 Seconds	Red & Amber Light
5 Seconds	Red Light is extinguished and the Amber clusters count down 5-4-3-2-1
0 Seconds	Green Light

- In the event of system failure a verbal countdown and manual sign will be given.

16.13 STAGE FINISH CONTROL (SF)

- At the SF Competitors will receive their Finish Time in hours, minutes and seconds. This time in hours and minutes will be the start time for the following Road Section. Any competitor who fails to stop at the 'STOP' Line must return on foot. Reversing is prohibited and subject to Disqualification.

16.14 TIME CONTROL (TC)

- At a TC Competitors will receive their time in hours and minutes.

17. RECONNAISSANCE AND ROUTE SAFETY NOTES

17.1 The organisers will **NOT** provide Safety Route Notes for this event. Competitors may use notes from any other previous event that took place on the Otterburn Ranges. These may be obtained from any source and their use will not be penalised. This includes the use of Ordnance Survey Maps specified in the regulations as being necessary to complete the route. In all instances, competitors are advised that the Organisers accept no liability or responsibility whatsoever in the use of Route Safety Notes.

17.2 Route Safety Notes will be on sale from;

- **PATTERSON PACENOTES**. Please contact Michael or Liz Patterson Tel: 028 90844111
- **ONTHEPACEnote.co.uk**. To order visit www.onthepacernote.co.uk or contact Craig Parry Tel.07977 234790

17.3 There will **NOT** be a Route Reconnaissance session for checking notes this year.

17.4 From the date of publication of these regulations, where it is established that a Competitor or Entrant, their agent, representative or any other person or persons connected with a competitor or entrant have caused, arranged, directed, carried out reconnaissance, inspection or note preparation in any form of any sections within the area covered by the maps listed in these regulations, before all competitors have covered the stages, they will be **DISQUALIFIED FROM THE RESULTS** or **REFUSED PERMISSION TO START**, as appropriate to the case. All such occurrences will be reported to Motorsport UK. 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 or those who take part in a Motorsport UK approved event or recce session for such an event that uses these roads.

18. SERVICING

18.1 Servicing is defined as work being carried out on the car by any person other than the Competing crew, or the use of any fluid (including fuel), part or tool not carried in the competing car. Servicing will only be permitted by official service vehicles in the **SERVICE** area as defined by the Organisers. These vehicles **MUST** be identified by an official plate that must be affixed to the vehicle. Service vehicles **MUST NOT** leave the prescribed service area until the Finish of the event or the retirement of their competitor. A maximum of **ONE** (1) service vehicle will be permitted per competing car. Any person travelling in a Service Vehicle is 'Service Crew'. The number in a service crew may be restricted. The use of Management Service vehicles is prohibited.

18.2 Each Service vehicle must be registered with the Organisers by giving its vehicle registration number. The use of a Service vehicle not previously registered with the Organisers is an offence for which a penalty of **DISQUALIFIED** will be applied. The Service area is on a hard standing area.

18.3 There will be a central Service Area where the Service Crew may carry out repairs to the competing car. All competing vehicles must be serviced on a **liquid proof tarpaulin** to prevent damage to the surface, ingress into the water table or damage to the environment. Each service vehicle **MUST** remove their rubbish from the site. Refuelling **MUST ONLY** be carried out in the designated section of the Service Area. No nails, screws, pegs, holes etc. which will damage the tarmac surface, are to be used to fasten down awnings, tarpaulins etc.

18.4 The Service area will only be accessible to Competitors and Service vehicles. All other areas will be '**out of bounds**' to Service Crews and their vehicle. If a Service Vehicle is observed in any such area, the associated competing car will be **DISQUALIFIED** in accordance with Article 19.1 of these Regulations.

18.5 Service Crews will be subject to the same regulations as competitors regarding noise, driving standards, etc., and Judges of Fact and Driving Standards Observers will be instructed to note any infringements. Competitors are responsible for ensuring that their Service Crews understand and comply with this Regulation.

18.6 **HELICOPTERS, LIGHT AIRCRAFT and DRONES** - The use of helicopters, light aircraft or drones by any competitor, or persons associated with any competitor, over the Otterburn Ranges for the duration of the event is prohibited. The penalty will be as Article 19 plus report to the Motorsport UK, ATE Otterburn & the Civil Aviation Authority. Otterburn Ranges falls within the restricted air space of Army Training Estate Otterburn. Permission from the Military Authorities Range Control is required to access this air space at any time.

19. **PENALTIES**

19.1 Penalties will apply as Chart 32.2 page 349 except for the following, which are modified or added.

(a)(i) A competitor not reporting to or reporting OTL at a Control will be deemed to have retired from the event and will not be permitted to restart in the event.

In order to restrict average speeds for Special Stages, various artificial barriers forming chicanes etc. will be set up, which will be detailed in the Road book.

Competitors who drive through an artificial barrier without making a reasonable attempt to follow the correct route will be penalised with the Stage Maximum time.

ALL ARTIFICIAL BARRIERS WILL BE MANNED BY NAMED JUDGES OF FACT

19.2 **Breach of the following will result in DISQUALIFICATION unless prior written permission from the organisers is granted.**

On the 24th September 2022, all competition cars are banned from driving on any private or public roads within the boundary of the Army Training Estate Otterburn Ranges.

On the 25th September 2022, all competition cars must be trailered to the Service Area prior to the rally. No competition cars will leave the confines of the service area other than to start each lap of the event on their scheduled timing. Early running of the competition car on any Range road is not permitted.

20. **FAILURE TO STOP (R25.4)**

Competitors are reminded of the regulations (R25.4) in the event of an incident:

As quickly as possible, one member of the crew must display either the SOS board if medical assistance is required or the OK board. The board must be seen from the road.

If an OK board is NOT displayed, ALL competitors MUST stop at the scene of the incident. Crews stopping at the scene, will be given a discretionary time. Failing to stop will incur a penalty of up to disqualification (R25.4.6).

In the event of an incident where NO OK/SOS board is displayed and the crew are uninjured, the crew of that car will incur a penalty of up to disqualification (R25.4.8).

SOS board: STOP

NO board: STOP

21. **AWARDS**

21.1 **Overall Awards**

- 1st - Driver and Co-driver The Mike Rowe Memorial Trophy and The Keith Knox Rose Bowl and awards
- 2nd - Driver and Co-driver Awards

3rd - Driver and Co-driver Awards

21.2 Class Awards

1st - Driver and Co-driver Awards

2nd - Driver and Co-driver Awards

Award winners in the Overall Classification are not eligible for Class Awards

21.3 Club Awards

1st Whickham & District MC Crew Driver and Co-driver Awards

1st Hadrian Motor Sports Club Crew Driver and Co-driver Awards

22. INSURANCE

22.1 Competition Vehicles must have Insurance in place 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 as an adjunct to an existing motor policy.

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

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

Age 19 years or over

Has held a full licence for a minimum of 6 months

Has no more than 6 points of their licence

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

Vehicle must hold a valid MOT Cert, current road insurance, and Road Tax, unless exempt from doing so.

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

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

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

22.7 The Event Organiser's RTA scheme is provided by Shepherd Compello Motorsport Insurance and underwritten by First Underwriting Ltd. The standard price for this event is £20.00.

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23. SEEDING

23.1 Competitors should list the driver's best six results on stage events after 1st January 2018 on the entry form to assist with seeding. The organisers may use seeding information from other sources, in addition to the information supplied on the entry form, to verify a competitor's seeded position.

23.2 **PLEASE NOTE** - The organisers will not enter into any correspondence or discussions regarding seeding, once the entry list has been published. Re-seeding will not be permitted except on safety grounds.

24. ACCOMMODATION

24.1 Competitors wishing to obtain information about accommodation should contact 'Visit Northumberland' website: www.visitnorthumberland.com or contact their Tourist Information Centre Tel: 01670 622 152.

25. COVID-19 PROVISIONS

25.1 The event will comply with any Covid 19 restrictions imposed by the British Government, Motorsport UK or the Landowner that are in place at the time.