NHMC Warcop Stages Rally

A round of the:

2025 TARMACADAM CHAMPIONSHIP AS PERFORMANCE.COM

AS Performance North of England Tarmacadam Rally Championship

Proflex ANCC Stage Rally Championship

ANEMMC Alpha Concrete Stage Rally Championship

ANWCC Stage Rally Championship

Clubman Motorsport EMAMC Stage Rally Championship

NORTH HUMBERSIDE MOTOR CLUB

REGULATIONS

SPECTATE SAFELY!

- **Be alert!** Always expect the unexpected.
- Stay at the designated spectator areas.
- Remember that in an accident anything can happen.
- Always follow the instructions of the marshals.

YOUR SAFETY
YOUR LIFE

RALLY FUTURE

motorsportuk.org

#rallysafety

PREVIOUS WINNERS OF THE NHMC WARCOP STAGES RALLY

2019	Gordon Morrison/Calum MacPherson	Subaru Impreza
2018	Greg McKnight/Harry Marchbank	Ford Escort
2017	Greg McKnight/Laura Marshall	Mitsubishi Evo 9

Cover photograph from Kevin Money
Cover design by Alan Gilbert (alan@NorthHumbersideMotorClub.co.uk)

RALLY FUTURE

LEAVE THE DRONE AT HOME

Spectate Safely

Your safety - your life

#rallysafety

motorsportuk.org/rallysafety

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List of Officials

(Please do not telephone any of the Organisers after 10pm)

Motorsport UK Steward	Gerry Morriss
Motorsport UK Safety Delegate	Neil Fuller
Event Stewards	Rod Parkin, Andrew Kellitt
Clerk of the Course	Ian James
	Email: CofC@NHMCWarcopStages.org.uk
Deputy Clerks of the Course	Tim Jameson
	Email: deputy@NHMCWarcopStages.org.uk
	Steve Smith
	Email: steve@NHMCWarcopStages.org.uk
Event Secretary	David James
	Email: secretary@NHMCWarcopStages.org.uk
Staffing Officer/Chief Marshal	TBA
	Email: marshals@NHMCWarcopStages.org.uk
Assistant Clerks of the Course	TBA
Chief Timekeeper	David James
Timekeeper	Richard Blackshaw
Competitor Liaison Officer	Dave Shepherd
Safety Officer	Derek Lee
Spectator Safety Officer	John Smallwood
Stage Commander	Tony Jones
Deputy Stage Commander	Paul Screaton
Entries Secretary	Dave Shepherd
	Email: entries@NHMCWarcopStages.org.uk
Chief Scrutineer	Paul Hewer
Scrutineer	Duncan Longmate
Environmental Scrutineer	Matt White
Chief Paramedic	Tracy Edwards
Paramedic	Ash Kirk
Radio Controller	Chris Woodcock
Service Area Safety Officer	Shaun Thomas
Public Relations Officers	Ian Sadofsky pr@NHMCWarcopStages.org.uk
Press & Publicity	TBA
Results	North East Rally Services
Website	https://www.NHMCWarcopStages.org.uk/

Welcome from the Organisers

Welcome to the fourth running of North Humberside Motor Club's NHMC Warcop Stages Rally. This is a single-venue rally on the Warcop Military Training Area in Westmorland & Furness (formerly Cumbria). Please note that the rally **does** include non-competitive sections on public roads.

This year the rally is a round of the North of England Tarmacadam Rally Championship, the Proflex ANCC Stage Rally Championship, the ANEMMC Alpha Concrete Stage Rally Championship, the ANWCC Stage Rally Championship, and the Clubman Motorsport EMAMC Stage Rally Championship.

We shall be using in advance electronic signing-on for competitors and officials, and a virtual notice board. Competitors and event officials are urged to read the guidance on Motorsport UK's web-site at https://www.motorsportuk.org/. **No paperwork will be sent by post.** Printed copies of the Road Book (including stage plans), Service Book, Time Cards, Damage Declaration, and Query Form will be issued. **No other paperwork will be issued – you need to print your own copies of the paperwork you need.** Regulations, Entries received so far, Final Instructions, Seeded Entry list, and Results will all be available on the Internet at https://NHMCWarcopStages.org.uk/.

Subjective route notes will be available from Patterson Agencies (Michael Patterson) and OnThePaceNote (Craig Parry). Competitors should deal directly with Patterson Agencies (https://www.rallynews.net/, email: notes@rallynews.net, telephone 028 9084 4111) or OnThePaceNote (https://onthepacenote.co.uk/, email: onthepacenoteuk@gmail.com, telephone 07977 234790) for subjective route notes.

North Humberside Motor Club Ltd is grateful for the assistance of Trackrod Motor Club Ltd in the organisation of this rally.

We expect to hold competitors' briefings by Zoom Webinar on Wednesday 16th and Thursday 17th April.

We look forward to meeting you and hope that you have a very enjoyable and safe day's motor sport.

The Organising Team

Changes to these Regulations since first publication are shown with a yellow background.

Rally Timetable

Monday	3rd March	20:00	Entries open
Thursday	10th April	18:00	Entries close for seeding
Tuesday	15th April		Final Instructions available on event web-site and emailed to accepted entries.
Wednesday	16th April	18:00 20:00	Entries close Competitors' briefing webinar
Thursday	17th April	20:00	Competitors' briefing webinar
Saturday	19th April	14:00 – 18:00	Noise/Scrutineering
		14:00 – 18:00	Documentation
Sunday	20th April	08:15	First car starts the first stage
		16:30 (approx.)	First car finishes
		As soon as possible after last car finished	Provisional Results published on the virtual Official Notice Board
		As soon as possible after results final	Awards Presentation

North Humberside Motor Club Limited

NHMC Warcop Stages Rally 2025

1. ANNOUNCEMENT

The North Humberside Motor Club Limited will organise an Interclub Permit Single Venue Special Stage Rally on Sunday 20th April 2025 with assistance from Trackrod Motor Club Limited. The event will start near the Warcop Military Training Area, Westmorland and Furness. The event uses the public highway (NCR 13.11B.2.1).

2. JURISDICTION

The meeting will be held under the National Competition Rules of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the Organisers may issue for the event.

3. PERMIT

Motorsport UK Permit number 202589 has been allocated.
DOE Authorisation number TBA has been allocated.
Championship permit numbers are shown in SR6.

4. ELIGIBILITY

The event is open to:
all fully elected members of the member clubs of the following Regional Associations:

a. Association of Northern Car Clubs (ANCC),
b. Association of North East and Cumbria Car Clubs (ANECCC),
c. Association of North Western Car Clubs (ANWCC),
d. East Midlands Association of Motor Clubs (EMAMC),

Registered contenders in the following championships:

e. the North of England Tarmacadam Rally Championship,
f. the Proflax ANCC Stage Rally Championship,
g. the ANEMMC Alpha Concrete Stage Rally Championship,
h. the ANWCC Stage Rally Championship,
i. the Clubman Motorsport EMAMC Stage Rally Championship.

5. LICENCES

All competitors and drivers must produce a valid 2025 Competition Licence (see NCR Chapter 6, Annex A, Chart 2), Club Membership Card (NCR 13.9.2 to 13.9.4) and, where applicable, an Entrant's Licence, and Championship Registration Card(s). Acceptable licences are - for drivers: “Rally International ITC-R”, “RS National – Stage Rally”, and “RS Interclub – Stage Rally”, for co-drivers: any of the licences valid for drivers, plus any International grade, “RS National – Navigator”, any National grade, “RS Interclub”, any Interclub grade, and “Race Club”. **NOTE NCR 6.1.12.2 and NCR 1.2.1(Other) The Non-Production Fee is 50% of the licence fee capped at £120.** A valid MOT Certificate and V5 or V5C Registration documents must be produced (NCR 13.16.2.1.b).

Competitors must supply digital copies of Competition Licences, Club Membership Cards, Entrants Licences, Vehicle Passports or Log Books, and Championship Registration Documents (if applicable), along with a completed signing-on declaration, to the Entries Secretary prior to the event. Competitors are also reminded that they may be asked to produce valid documents on the day of the event (NCR 6.1.12 and 13.9.2).

6. CHAMPIONSHIPS

The event is a round of the following Championships:

a) the North of England Tarmacadam Rally Championship (Permit number CH2025/RALLY057 (E)),
b) the Proflex ANCC Stage Rally Championship (Permit number CH2025/RALLY062 (E))
c) the ANEMMC Alpha Concrete Stage Rally Championship (CH2025/RALLY050 (E)),
d) the ANWCC Stage Rally Championship (Permit number CH2025/RALLY040 (E)),
e) the Clubman Motorsport EMAMC Stage Rally Championship (Permit number CH2025/RALLY061 (E)).

7. PROGRAMME

The programme of the meeting will be:
Scrutineering will start at 2:00 p.m. on Saturday 19th April 2025 and close at 6:00 p.m. The exact location of scrutineering will be notified in Final Instructions. Any competitors not signed on by 30 minutes before their start time may be disqualified. First car will start from MTC0 on the training area at 8:12 a.m. and will finish on the training area at approximately 4:30 p.m. Results will be declared on Sportity.

8. ROUTE

A list of start times will be published.
The route will be contained on Ordnance Survey Map number 91 (1:50,000 scale).
The event will contain about 6 to 8 special stages with a total mileage of approximately 70 stage miles on good tarmacadam and concrete roads, with some short sections of well-compacted gravel all on private property. In addition, the road route will consist of approximately 18 road miles on the public highway on classified and unclassified roads.
Competitors will be required to start special stages at 30-second intervals (NCR 13.12.3.25) and all special stages will be timed to an accuracy of one second.
The Official Notice Board will be virtual accessed via the rally's web-site or Sportity (there will not be a physical notice board) (NCR 13.2.2.36).

9. CLASSES

The event will consist of 8 classes as follows:

Event Class	Motorsport UK Class NCR 13.24.1.1 (Chart 50)	Description
1	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	2	All 4-wheel drive cars not eligible for Classes 1 & 4* **Not including derivatives of Rally2/R5 specification cars*
	4	Homologated FIA Rally 3 cars and Group N4 that still comply with their homologation
3	3	2-wheel drive cars with normally aspirated engines over 2000cc or forced induction engines over 1500cc. Homologated (and formerly homologated) FIA RGT cars
5	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	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	9	Cars with normally aspirated engines up to and including 1400cc
10	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 NCR 13.15.1

	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 NCR 13.15.1
12	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 NCR 13.15.1
	13	Rally Start: Cars up to and including 1000cc that meet the current technical specification of Formula 1000 (as published on Motorsport UK website)

For forced induction engines (other than diesels) the engine capacities stated are after multiplying the actual capacity by the forced induction equivalency factor of 1.7 (NCR 7.2.8.2). Vehicles with turbo-chargers must comply with 2025 restrictor regulations.

Cars will be seeded in order of anticipated performance.

All vehicles must comply with Motorsport UK Technical Regulations. (NCR 13.16)
All cars competing in this rally must be taxed and insured for the public highway. (NCR 13.16.2.1.a)

10. AWARDS

Awards will be made in the following order, (all named trophies will remain in the possession of the Organisers):

a) 1st overall driver .....An Award
b) 1st overall co-driver .....The Gavin Heseltine Memorial Trophy† and an Award
c) 2nd overall .....Two Awards
d) 3rd overall .....Two Awards
e) 1st in each class (subject to a minimum of 5 starters in the class) .....Two Awards
f) 2nd in each class (subject to a minimum of 7 starters in the class) .....Two Awards
g) 3rd in each class (subject to a minimum of 10 starters in the class) .....Two Awards

† The Gavin Heseltine Memorial trophy is to be returned to the organisers immediately after the presentation.
Additional awards may be specified in Final Instructions.
No competitor may win more than one award.
All awards will be presented at the end of the event (subject to confirmation of the Final Results). Any awards not collected or subject to a prior arrangement regarding postage will not be presented.

11. ENTRIES (Fees and Methods of Payment)

The entry opens and closes in accordance with the Rally Timetable. The entry fee is £395.00.
The entry fee includes one service pack per competing car.
No entries will be reserved or accepted by telephone. Incomplete entries will not be accepted. Payment must be made by direct bank transfer to NHMC's bank account (account type: **Business**, account name: **North Humberside Motor Club Ltd**, sort code: **40-22-13**, account number: **61043072**). We cannot accept cash or cheques. **Please use the driver's first name and surname as reference**. Entries will only be accepted when payment in full has been received and the required digital information has been provided.
Entries received after 10th April will not be seeded and will be allocated competition numbers after all entries received up to 10th April; they will start at an appropriate place in the starting order having regard to the driver's past performance.

Method of payment: Payment in Full to accompany entries.

Neither entries nor reservations may be made by telephone. All entries must be made using the on-line entries system which will be available from the event's website at NHMCWarcopstages.org.uk and accompanied by the appropriate fee.
All entries will be acknowledged. The Entrant, Driver and Co-Driver will be deemed jointly and severally liable for the payment of all fees.
The entry fee is based on venue hire charges, Motorsport UK and DOE fees, Start and Finish Venue costs and VAT

rates as at 1st February 2025. Should any of these be increased before the event, the Organisers reserve the right to increase the entry fee appropriately or reduce the competitive mileage. Any such increase will be collected at signing-on but will be publicised in advance if possible (NCR 6.1.10.3.f).
The order of starting will be at the Organisers' discretion, but to assist seeding, entrants should note their previous results on the entry form.

By entering this event all competitors and their associates commit to positively promote and demonstrate the Motorsport UK Respect Code.

- Where any reports of disrespectful conduct are judged to be well founded the event organisers may issue warnings or require remedial actions and/or report the matter to the event Stewards who may impose appropriate penalties which can include expulsion from the event and referral to Motorsport UK.
- It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Event Secretary or the Event Safeguarding Officer who will also relay the report to Motorsport UK.
- Details of the Motorsport UK Policies and Guidelines are available at https://www.motorsportuk.org/racewithrespect

12. ENTRIES (Acceptance)

The maximum entry for the meeting is 90 (plus 27 reserves).
The minimum entry for the meeting is 60.
The maximum entry for each class is left open.
The minimum for each class is 5.
Should any of the above minimum figures not be reached the Organisers reserve the right either to cancel the meeting, amalgamate classes, or to reduce the stage mileage (NCR 6.1.10.3.g and h).
Written acceptance of entry will be sent on a first-come first-served basis to the first 80 entries paid in full. Entries received after this will be acknowledged and held until 10th April 2025. The organisers reserve the right to refuse an entry without giving a reason.

The seeded list will be final and not subject to protest.
Entry Fees and other charges will be refunded in full to any entrant whose entry is not accepted. Entry fees and other charges will be refunded less a £30 administration charge to any entrant whose entry is **cancelled, in writing to the Entries Secretary,** on or before 18:00 on 10th April 2025. Entries cancelled in writing to the Entries Secretary between 18:00 on 10th April 2025 and 18:00 on 16th April 2025 will have a charge of up to £50 deducted (NCR 6.1.11.1.e). Withdrawals and non-starters who fail to comply with the above timetable may receive a partial refund at the Organisers' discretion.
Competitors are advised that information they provide will be stored in a computer retrieval system and may be used for organisational and publicity purposes.

13. OFFICIALS

Officials are listed on page 2 of these Supplementary Regulations.

14. RESULTS

Provisional results will be published as soon as possible following the end of the event (NCR 3.6.1.1.b), and will be displayed on the virtual Official Notice Board. The results service is being provided by North East Rally Services.

15. PROTESTS

Any protest must be lodged in accordance with NCR 2.9.

16. SCRUTINEERING, DOCUMENTATION AND SIGNING ON (SEE ALSO SR7)

It is the responsibility of the entrants when presenting their cars for scrutiny to ensure compliance with the Road Traffic Act, Construction and Use Regulations, and Motorsport UK Technical Regulations. In addition to the above, the vehicles will be checked for general road-worthiness, suitability, eligibility and noise level. Persons accompanying vehicles at scrutineering will be deemed to have full knowledge of the vehicle and its eligibility for the event and class entered.

Petrol will **NOT** be available at the scrutineering venue.
N.B. Vehicles bearing a cherished registration number or vehicles whose registration prefix letter could mean the vehicle is over 3 years of age should produce the Vehicle Registration Document and if necessary a current MOT certificate.
The noise test will be carried out in accordance with NCR 13.1.7, NCR 7.13.Chart 1.Section C (100dba at 4500 rpm at 0.5 metres)). A further noise check or checks may be made during the course of the event. Competitors exceeding the noise limit at any of these checks may be refused permission to start, refused permission to continue or disqualified, as appropriate (NCR 13.1.7.7 and 13.1.7.8).
Competitors wishing to carry a video camera in the car must present the camera fitting to be approved by a Scrutineer (NCR 13.16.12.13).
Road Books and Time Cards will be issued at documentation. The supplementary information for special stages will take the form of tulip diagrams. The road book will provide all the information necessary to enable competitors to comply with NCR 13.13.2 and NCR 13.2.2.9; it will contain tulip diagrams for special stages and road sections together with black and white maps of special stages.
Competitors may be required to make up lateness at rest halts.
Should any changes take place on special stages which may be at variance with the tulip diagram issued, then the correct route will be deemed to be that designated by the stage arrowing (NCR 13.10.7.27). The onus is on the competitor to follow the stage arrowing correctly and no protests will be allowed on this point (NCR 13.12.3.1).

17. CONTROLS AND TIMING

This is a Target Timing Event. Crews must present themselves with their cars at all controls. All clocks will be set to BBC time. Special stage timing will be by digital clocks operated by marshals under the control of the Motorsport UK Timekeeper. All stages will have a bogey time indicated in the road book. Competitors are reminded that they must be ready to start a special stage when required to do so by the start marshal.

It is the competitors' responsibility to ensure that their times are correctly recorded on their time card and that the time card is handed in when and where instructed (NCR 13.12.3.8).

The Rally will be divided into Road Sections and Special Stages. All controls other than Passage Controls (PCs) will be Time Controls (TCs). Each Road Section will be allocated a Target Time based on approximately 28 mph average or less (the target average speed, which may differ for different Road Sections) and a competitor can calculate his Due Time of arrival at any TC by adding this Target Time to his actual time of departing from the preceding TC.

On Short Road Sections following a Special Stage, three or four minutes extra will be allowed over the time calculated from the target average speed to account for any delays at the Special Stage Finish.
Competitors will receive penalties and accumulate lateness on Road Sections as follows:

i)	Under Target Time.	Penalty: 1 minute per minute under target Time. Additional lateness: zero
ii)	Target Time.	Penalty: zero Additional Lateness: zero.
iii)	Over Target Time.	Penalty: zero. Additional Lateness: 1 minute per minute over Target Time.

All Special Stages will have a Bogey Time set at 70 mph (or 75 mph if the stage is entirely on a sealed surface), and a Maximum Time set at approximately 30 mph (or less on short stages).

Competitors will receive penalties and accumulate lateness on Special Stages as follows:

i)	Under Bogey Time.	Penalty: Bogey Time. Additional Lateness: Zero.
ii)	Between Bogey Time and Maximum Time.	Penalty: Actual time taken. Additional Lateness: Zero.

iii) Over Maximum Time. Penalty: Maximum Time.
Additional Lateness: 1 minute per minute over Maximum Time.

Lateness lost on Road Sections and Special Stages is cumulative and once lost cannot be regained. When a competitor's accumulated lateness calculated from the previous Main Control exceeds the permitted maximum of 15 minutes, that competitor will be considered OTL (NCR 13.8.1.3(a)(ii) and NCR 13.13.14.1 apply). Should any recorded time not be legible or not appear authentic, the Organisers may use any means at their disposal to establish a time (NCR 13.12.3.9).

The following titles shall describe the various types of controls:

Time Control (TC)
A Time Control may be situated at any specified point.

Main Control (MC)
Main Controls will be situated at the Start and Finish of the Rally. At the last Main Control of the rally competitors are allowed to check-in in advance of their due time using the procedure in NCR 13.13.3.9.c.

Regrouping Control (RC)
A Regrouping Control may be situated at any specified point. Competitors will restart from the RC at 30 second intervals in the order of their arrival at the TC immediately preceding the RC. Each competitor will be given a due starting time from an RC and the difference between this time and his actual starting time will be counted towards overall lateness. Accumulated lateness cannot be reduced at an RC (that is, accumulated lateness is NOT reset to zero at an RC).

Special Stage Arrival Control (SSA)
On arrival at an SSA a competitor will receive an arrival time. At the SSA a competitor will be given a provisional start time for the stage in hours, minutes, and seconds, a minimum of 3 minutes after the arrival time. The competitor must then proceed immediately to the start line. Once a competitor has been allocated a provisional start time, the start marshal will assume the competitor is ready to start the stage.

Special Stage Start Control (SSS)
(NCR 13.10.7.36, 13.10.7.37, 13.10.7.40) The starting signal for special stages will be **either** a set of traffic lights driven automatically from the start clock **or** a flag.
For stages using a flag as the starting signal, the starting procedure will be: the start marshal will inform the competitor at 15 seconds to go, 10 seconds and at 5 seconds will hold a flag ahead of the driver and then count down 5, 4, 3, 2, 1, GO. He will raise the flag at zero. The raising of the flag will be the signal to start.

For stages using traffic lights, the starting procedure will be:
there will be no verbal countdown,
at 15 seconds before start time a red light will be shown,
at 10 seconds before start time an amber light will be shown,
at 5 seconds before start time, the red light will go off, and the 5 sectors of the amber light will turn off at 4, 3, 2, 1 seconds before start time,
at the start time the final sector of the amber light will turn off and a green light will be shown.
The switching on of the green light will be the visual signal to start.
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 beginning of the SSA Control Area and the Stage Start will be `*Parc Ferme*'.

Special Stage Finish Control (SSF)
At the SSF the competitor will receive a 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 not, under pain of disqualification, reverse to the stop line, but must return on foot (NCR 13.10.7.28 and 13.8.1.3(p)).

Passage Control (PC)
At certain points indicated in the Road Book the Organisers may establish PCs in order to collect time cards from competitors or for other purposes. There will be no official times recorded at these controls, but a competitor failing to provide the necessary documents at any PC will be deemed not to have visited that control.

18. IDENTIFICATION

Competitors will be identified by black numbers on a light background applied to both sides of the car in accordance with NCR 13.9.5.4 and 7.10 (which are to be supplied by competitors but will be on sale at the venue), yellow or orange numbers for each rear side window (or equivalent area on smaller vehicles), and the bottom of the rear screen (or equivalent space on two-seater vehicles). The organisers will supply the numbers for the rear side windows, and the number for the rear window all of which will be issued before scrutineering. In addition, competitors must display any advertising material specified by the Organisers on both front doors of the car. Rally plates relating to previous events must be removed prior to scrutineering. Competitors are reminded that these identification markings must be kept clean and legible throughout the event and must be removed or covered after the event or upon retirement (NCR 13.9.5.1).

19. SUMMARY OF PENALTIES

See NCR 13.8 which is amended as follows:

ee) Misuse of SOS and/or OK boards ..... Disqualified and report to Motorsport UK
ff) Unauthorised testing or practising ..... Start refused - no refund of entry fee - report to Motorsport UK

20. GENERAL REGULATIONS

All other General Regulations of Motorsport UK apply as written except for the following which are modified:

NCR 13.9.4.4	Only the first named driver may drive during the event.
NCR 13.2.4.48	Subjective Route Notes from Patterson Agencies (https://www.rallynews.net/, 0289 084 4111) and OnThePaceNote (https://onthepacenote.co.uk/, 07977 234790) are permitted on this event, see SR 22.
NCR 13.18	Servicing will only be permitted in accordance with SR23. No other servicing is allowed and Judges of Fact will be appointed to enforce this.

21. MEDICAL ASSISTANCE/SAFETY

All vehicles must carry an A4 size white board with a red SOS on one side and black OK on the other. Letters to a minimum of 12 cm high with a minimum stroke width of 1.5 cm.
In the case of an accident where urgent medical attention is required, where possible the red "SOS" board should be immediately displayed to the following cars and to any helicopter attempting to assist. Any crew which has the Red "SOS" board displayed to them or sees a car which has sustained a major accident where both crew members are seen inside the car but are not displaying the red "SOS" board, shall **immediately and without exception stop** to render assistance.
All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles.
The Clerk of the Course, at his discretion, may award a notional time to any competitor(s) delayed by making such a report. Any crew which is able to but fails to comply with the rule will be reported to the Clerk of the Course who may impose penalties.
In the case of an accident where medical intervention is not required, the "OK" board must be clearly shown by a crew member to the following vehicles and to any helicopter attempting to assist. If the crew leave the vehicle, the "OK" board must be displayed so that it is clearly visible to other competitors. Any competitor seeing an OK board displayed must report the fact to the stage stop line marshals.
Each competing car must carry a reflective triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 100 metres before the car's position, in order to warn following drivers. Any crews failing to comply may be subject to a penalty at the discretion of the Clerk of the Course. This triangle must be placed even if the stopped car is off the road.

Any crew retiring from a rally must report such retirement to the organisers as soon as possible, save in a case of force majeure. Any crew failing to comply will be subject to a penalty at the Clerk of the Course's discretion.

Competitors who misuse the “SOS” or “OK” board will be penalised and may be reported to Motorsport UK for further penalty.

22. SUBJECTIVE ROUTE NOTES

Subjective Route Notes for this event will be available from Patterson Agencies Ltd (https://www.rallynews.net/, Michael Patterson, 0289 084 4111) and OnThePaceNote (https://onthepacenote.co.uk/, Craig Parry, 07977 234790). It is the competitor’s responsibility to order and pay for their notes direct from Patterson Agencies or OnThePaceNote as the event organisers will not be involved in this process in any way.

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. This does not however preclude competitors from making notations thereon to suit their individual purposes or to transfer information provided by the organisers (e.g. safety information) on to the notes. In all instances competitors are advised that the organisers accept no liability or responsibility for the use of the Subjective Route Notes.
Competitors may also use 1:50,000 or 1:25,000 Ordnance Survey maps on which they may mark the route, any information provided by the Organisers, or information from Patterson Agencies and/or OnThePaceNote subjective route notes for this event.

Reconnaissance is not allowed. 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 has caused, arranged, directed, or carried out reconnaissance, or inspected or noted, in any form the sections within the area covered by maps listed in these Regulations before competitors have covered the stages, they will be **disqualified** or **refused permission to start**, as appropriate to the case. All such occurrences will be reported to Motorsport UK (NCR 13.9.1.7). 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. Your attention is drawn to the existence of 24-hour CCTV monitoring on the Warcop Military Training Area.

23. SERVICING

1. Servicing is defined as work carried out on the car by any person other than the competing crew, or the use of parts or tools not carried in the competing car. Any person travelling in a Service Vehicle is `Service Crew'.
2. All servicing work carried out and the carrying of fuel in Service Vehicles must comply with current Health and Safety Executive recommendations. Groundsheets must be used in the Service Areas.
3. There will be Service Areas at strategic points where work may be carried out by the Service Crew on the competing car. These will only be accessible to Competitors and Service Vehicles bearing Official Plates. No other areas may be used by Service Vehicles, which are required to follow a prescribed route to the Service Areas. All other areas will be Out of Bounds to Service Crews and vehicles.
4. Competitors may work unassisted on their own cars in `Non Service Areas' except:
   ii) within 100 metres of any control,
   iii) between Special Stage Arrival and Special Stage Start controls, and
   iv) in any *Parc Ferme*.
   The only activity permitted in these areas is, with the permission of an event Official, to carry out the following work unassisted: Clean lamp glasses, windscreen, windows, identification markings, and vehicle registration numbers.
5. 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 infringements of these rules.
6. Competitors are responsible for ensuring that their Service Crews understand and comply with these regulations and that their Service vehicle bears an Official Plate showing the Competitor's Rally Number. This plate **must be fixed** to the front of each Service Vehicle and must be clearly visible at all times. Each service pack will contain only one Official Plate. The Competitor will be required to complete a Service Vehicle Registration Form before the pack is issued. Transferring a plate to a vehicle which has not been registered is an offence, and may be penalised under NCR 13.18.
7. Spectators (which includes Service Crews) are not permitted on the stages (under the terms of the MoD licence to use the venue). The stages are Out of Bounds for Service Vehicles and Service Crews.
8. A competitor receiving assistance contrary to these SRs will be penalised in accordance with NCR

13.8.1.3(n) or 13.8.1.3(o). Any Competitor whose Service Vehicle or Service Crew is/are observed in an Out of Bounds area will be penalised by Disqualification.

24. DAMAGE

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 £500.00) to the competitor(s) involved. When more than one competitor is involved at the same location, the cost of repairs will be shared. All repairs have to be carried out by Landmarc.

25. DAMAGE DECLARATION

Competitors will be required to complete and sign a report declaring they have not been involved in any incident resulting in damage to private property or injury to persons or animals, or alternatively giving details of any such incident where damage or injury has occurred. Any information given will not incur a penalty but failure to hand in a duly completed form will mean Disqualification. Competitors who retire on a stage should give their completed damage declaration form to the first Sweeper Car. Other competitors who do not report to the Finish are required to forward the report to the Event Secretary within 48 hours of the event, unless they have been involved in an incident in which case details must be given to the Organisers that same day. Competitors failing to comply will be reported to Motorsport UK and disqualified (NCR 13.13.14.4 and 13.14.1(q)). During the event, the Organisers may be contacted at Rally HQ whose telephone number will be given in Final Instructions.

26. JUDGES OF FACT

Under NCR 5.0.21.5 and NCR 13.2.4.40 Judges of Fact will be appointed to judge the following facts:
Failure to comply with NCR 13.10.7.27 to 13.10.7.35 (prescribed route requirements),
False starts on a stage,
Unauthorised possession of pace notes,
Unauthorised servicing,
Unauthorised smoking,
Excessive noise,
Crash helmet, seat belt and overalls regulations,
Misuse of SOS/OK cards,
Depositing of litter.
The Chief Scrutineer is a Judge of Fact in respect of Vehicle Eligibility (NCR 5.0.21.5.a)
Your attention is drawn to the fact that it is the intention of the organisers strictly to enforce the Motorsport UK Requirements regarding noise (SR16). In particular, excessive noise and backfiring will be monitored very closely throughout the event. Judges of Fact and Driving Standards Observers will be appointed 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 sound may go as far as disqualification (NCR 13.2.4.43). Competitors should pay particular heed to NCR 5A.6.6, 5A.6.7 and 5.0.21.

27. DRIVING STANDARDS OBSERVERS

Officials will be appointed to judge driving standards NCR 13.2.4.41.
Driving Standards Observers will have the powers listed in NCR 13.2.4.41 and they will have the power to instruct competitors to withdraw from the event (NCR 5B.6.5).

28. EVENT CANCELLATION

Should it be necessary to cancel the event due to legal requirements or other unforeseen circumstances, the exact amount of refund will be determined by the actual administration expenses incurred. The Organisers are not liable for any further consequential losses incurred by prospective competitors because of event cancellation (NCR 3.10.3.1.x).

29. CANCELLATION OF STAGES

Should it be necessary to cancel a stage during the rally, or to delete a stage from the results of the event, only the stage penalties will be cancelled. Unless a competitor has received written instructions to the contrary and has signed to that effect, the cancelled stage must be traversed within the Stage Maximum Time. A competitor who exceeds the Stage Maximum Time on such a stage will have the excess time debited to his accumulated lateness. Any competitor

who does not have a time recorded at the start or finish of a cancelled stage will be retired from the event (NCR 13.8.1.3(a)).

30. INSURANCE

The entrant is required to supply the name and address of his insurers on the entry form. Many insurance policies no longer provide cover for competition.

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, providing 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 license for a minimum of 6 months
- has no more than 6 conviction points on their license and no bans of any kind
- has had no more than 1 fault claim in the last 3 years
- do not have the Third-Party Extension cover on their existing motor policy
- the vehicle has a valid MOT and taxed for the road, unless exempt from doing so

Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25. Any competitor who falls outside these parameters may be offered cover at equivalent terms or an agreed price, if approval from the Appointed Insurance Broker has been obtained by the event 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 by this scheme is only effective whilst the vehicle is actively competing in the event and remains under the control or direction of the event organiser(s). Cover will cease immediately if you are precluded, excluded or retire from the event.

The Event 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, Warley, West Midlands, B68 0PJ.

31. ADDITIONAL INFORMATION

A) Service will not be permitted on live stages.

B) Competitors looking for accommodation in and around Warcop may find these websites helpful: https://visiteden.co.uk, https://visitappleby.com.

C) **MARSHALS REWARD SCHEME**
In order to help generate support from marshals we are making provision for every marshal to receive a memento of the rally. We should very much appreciate your help in this important area, and we ask you to consider purchasing the "Smiley Stickers" either in advance (via the entry form) or on the day at documentation. You will be given one sticker for every £5 donated and these should be fixed to the co-driver's side of the windscreen so that the marshals can thank you personally for your generosity.

D) Kevin Money (tel: 07779 235972, email kevin.money37@btinternet.com) will be attending the event as official photographer.

E) Mad Video (Ian Maddison, PO Box 81, Keelby, Grimsby, DN37 5SN, tel: 07834 839001, email mrravingmad@yahoo.co.uk) will be attending the event as official video photographer.

32. ACKNOWLEDGEMENTS

The Organisers extend votes of thanks to:

DIO
Eden Valley Tyres Ltd
Landmarc
Cumbria Constabulary
Westmorland & Furness Council
Fred Bent (Cumbria RLO)
The organisers of the Pendragon Stages Rally
IT@Spectrum Ltd
Motorsport UK
North East Rally Services
The various championship organisers and sponsors
Patterson Agencies
OnThePaceNote UK
The Medical Staff
The Rescue and Recovery Units
The Marshals and other Officials
All Landowners on the route

33. NORTH HUMBERSIDE MOTOR CLUB

Throughout the year, North Humberside Motor Club Limited promotes stage rallies and autotests. NHMC is a member of five regional associations: ANCC, ANECCC, ANEMMC, ANWCC and EMAMC. We have a membership in excess of one hundred. We are keen to meet others interested in all aspects of motor sport as well as offering our help to other clubs with events they may be organising. Further details can be obtained from any of the officials listed in these regulations. The club's website is at https://NorthHumbersideMotorClub.co.uk/.

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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.
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