

TODDSLEAP.com ULSTER NATIONAL RALLY

SUPPLEMENTARY REGULATIONS

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Organised by: **THE NORTHERN IRELAND MOTOR CLUB LIMITED**
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Foreword

Welcome to the regulations of the 2010 Ulster National Rally. This year's rally returns to the much acclaimed 2009 base in Antrim. Clerk of Course, Michael Johnston, has created a number of new stages and combined these with a selection of Ulster Rally classics.

We are delighted that our sponsor ToddsLeap.com Outdoor Activity and Training Centre, has continued with us and the owner, Benny O'Hanlon, has re-iterated his enthusiasm for the event.

Antrim Borough Council will provide key support for the rally including the Historic Town Centre for the Start and their excellent Vanguard depot, which will be used for Scrutiny and Parc Fermé. The Service Park and Headquarters will again be located around the Junction One International Outlet Shopping Centre.

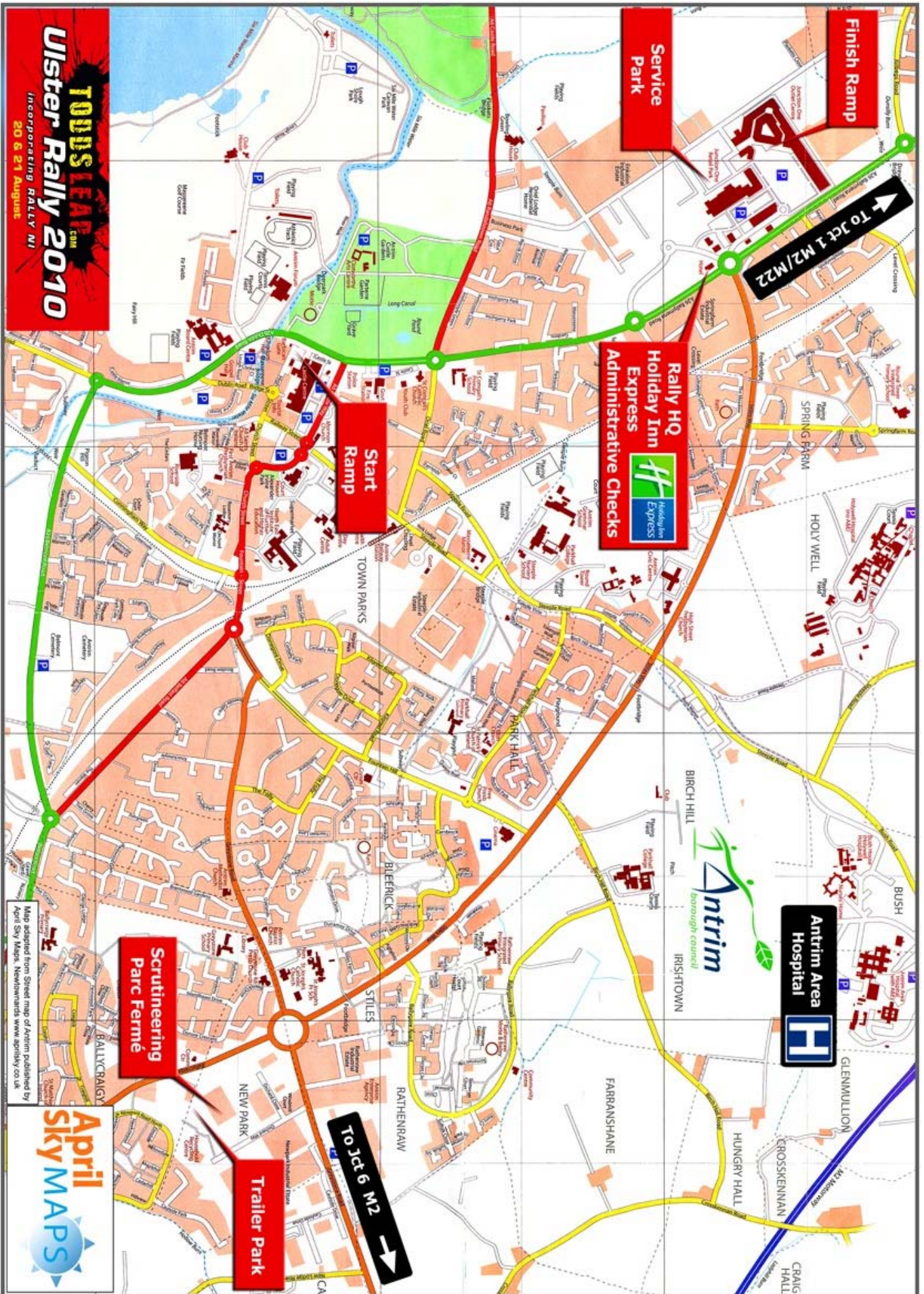
The National Rally will be a counting round of both the Irish Tarmac Modified Challenge and the Irish Tarmac Historic championship.

I would like to bring your attention to a few key points that differ from some other events:

- **Entries may be submitted on-line** this year on the Ulster Rally web site **www.ulsterrally.com** . Facilities will be available to enable competitors to check the status of their entry. We would encourage people to use this option if possible for speed, accuracy and hopefully less onerous administration.
- As mentioned above, there will be a single Service Park located in the Junction One complex. **No servicing of any nature is permitted outside this Service Park.**
- Refuelling will take place in a dedicated refuelling zone using fuel supplied by one of the official suppliers listed in these regulations. There will be **NO refuelling permitted in the Service Park.** Please ensure you order your fuel in advance – details are given in Appendix 2. Again there will be no administration fee for this service.
- Timing on Special Stages will be to one-tenth of a second, with a 'traffic lights' start signal, incorporating a jump-start beam and a 'beam timing' finish signal system. Road sections will be timed from the **Stage Stop Control to the next Arrival Control.**
- In addition to the Rally Safety and Control radio network, we will once again be using the RalliTrak car monitoring system. Please ensure that as a driver, or co-driver, you know exactly how to deploy the system. Again there will be no additional fee for this service.

I hope you will choose to enter the event, and that you will have a safe, enjoyable and challenging rally.

Philip Murray
Event Director



TODDSLEAP.com ULSTER NATIONAL RALLY

20th / 21st AUGUST 2010

CITROËN IRISH TARMAC RALLY CHAMPIONSHIP 'MODIFIED CHALLENGE'
CITROËN IRISH HISTORIC TARMAC RALLY CHAMPIONSHIP

SUPPLEMENTARY REGULATIONS

INTRODUCTION

I PROGRAMME

Opening date for entries:	On publication of these Supplementary Regulations.
Closing date for Championship Registered Competitors priority entry:	Wednesday 28 July 2010 17:00 hours
Closing date for entries:	Wednesday 4 August 2010 17:00 hours
Rally Guide 2 published	Friday 30 July 2010
Confirmation of receipt of entry	Acknowledgement will be posted within 4 days of receipt of entry
Notice of conditional acceptance or refusal of entry issued and seeded entry list published.	Tuesday 10 August
Issuing of Rally Guide 2	Tuesday 10 August – Rally Guide 2 will be posted
Issuing the road and map books:	Tuesday 10 August - Road and Map Books will be posted (if requested)
Collection of material and documents:	From Saturday 14 August at 17:00 hours Unposted Road, Map and Service Books available for collection at Rally Administrative Office
Closing date for order of fuel:	Friday 13 August
Reconnaissance programme outline:	<p>Reconnaissance registration and administrative checks Location: Rally Administrative Office, Holiday Inn Express Time: Saturday 14 August 17:00 hours - 20:00 hours Sunday 15 August 08:00 hours - 11:00 hours Wednesday 18 August 17:00 hours - 21:00 hours Thursday 19 August 08:00 hours - 11:00 hours</p> <p>Reconnaissance starts 09:00 hours on Sunday 15 August Competitors may select one day only from the following: Sunday 15 August 09:00 hours - 22:00 hours Thursday 19 August 09:00 hours - 22:00 hours Reconnaissance ends at 22:00 hours on Thursday 19 August</p>
Closing date for shakedown registration:	Thursday 19 August 2010 21:00 hours
Administrative checks:	At Reconnaissance registration and if necessary at Rally Administrative Office, Holiday Inn Express: Thursday 19 August 17:30 hours – 21:00 hours Friday 20 August 10:30 hours – 13:15 hours
Opening of the Service Park:	Location: Junction One International Outlet Shopping Centre, Antrim Time: Thursday 19 August 14:00 hours

Collection and fitting of RalliTrak safety radios:	Prior to scrutineering on: Thursday 19 August 17:00 hours – 21:00 hours or Friday 20 August 10:30 hours – 13:00 hours Location: Orchard Way, Antrim
Scrutineering - sealing and marking:	Thursday 19 August 17:00 hours – 21:00 hours (optional) Friday 20 August 10:30 hours – 13:00 hours Location: Orchard Way, Antrim
Opening of media centre and media accreditation:	Location: The Armagh Meeting Room, Holiday Inn Express, Antrim Telephone/telefax: +44(0)28 9442 5508 Time: Thursday 19 August 18:00 – 21:00 hours Friday 20 August 09:00 – 22:00 hours Saturday 21 August 08:00 – 20:00 hours Accreditation: Thursday 19 August 18:00 – 21:00 hours Friday 20 August 09:00 - 14:00 hours
Shakedown stage:	Location: To be advised Time: Friday 20 August 10:00 – 12:00 hours
Publication of start list for leg 1:	Location: Official Notice Board, Rally HQ and by SMS text Time: Friday 20 August 14:00 hours
Rally start:	Location: Antrim Town Centre Time: Friday 20 August 20:10 hours
Publication of start list for leg 2:	Location: Official Notice Board, Rally HQ, The Holiday Inn Express, Antrim and by SMS text Time: Saturday 21 August 01:30 hours
Finish leg 1 and start leg 2:	Location: Orchard Way, Antrim Time: Leg 1: Finish: Friday 20 August 00:10 hours Leg 2: Start: Saturday 21 August 11:10 hours
Rally finish:	Location: Junction One International Outlet Centre Time: Saturday 22 August 18:40 hours
Publication of final provisional classification:	Location: Official Notice Board, Rally HQ Time: Leg 1: Saturday 21 August 01:30 hours Provisional: Saturday 21 August 19:30 hours
Prizegiving:	Location: Rally Finish Ramp, Junction One Time: Saturday 21 August 18:40 hours
HQ location:	Holiday Inn Express, Junction One International Outlet Shopping Centre, Ballymena Road, Antrim , BT41 4LL Rally Administration Office The Antrim Meeting Room Tel: +44(0)28 9442 5510; Fax: +44(0)8712 638 790 Times: Saturday 14 August 17:00 to 20:00 hours Sunday 15 August 08:00 to 11:00 hours Wednesday 18 August 17:00 to 21:00 hours Thursday 19 August 08:00 to 22:00 hours Friday 20 August 08:00 to 01:30 hours (Sat) Saturday 21 August 06:00 to 21:00 hours Official Notice Board Location: Rally Office The Antrim Meeting Room Times: At the times stated above
Location of overnight parc fermés:	Orchard Way, Antrim

II ORGANISATION

.1 Definition

Name of the Rally: The Toddsleap.com Ulster National Rally
Name of Organising Club: The Northern Ireland Motor Club Limited

.2 Organisation Committee:

Paul Biggerstaff	Declan Gannon	Simon MacRory	Philip Murray
Lewis Boyd	David Gray	Paddy McCollum	Dr Stephen Reaney
Plunkett Boyle	Robert Harkness	Lissa McCully	Peter Reid
Henry Campbell	Michael Johnston	Wilbert McIlmoyle	Bryce Sands
Ian Duff	Margaret Kelly	Bob McKeown	Barry Taggart
Alan Elliott	George Kennedy	Gary Milligan	Drew Todd
Peter Ervine	John Lindsay	Nicky Moffitt	
Kenny Fisher	Barry O'Neill	Simon Mooney	

.3 Stewards Of The Meeting: Lyn Jenkins (Chairman) (MSA)
John McLernon
Ronnie Trouton MBE

.4 SENIOR OFFICIALS OF THE EVENT

Event Director: Philip Murray E: pmurray@ulsterrally.com
Clerk Of The Course: Plunkett Boyle E: plunkett.boyle@bt.com
T: +44(0)28 8776 1801 (h)
Deputy Clerks Of The Course: Henry Campbell
Admin Manager: Drew Todd E: dtodd@ulsterrally.com
Secretary Of The Meeting: Paul Biggerstaff E:
9 Montague Park pbiggerstaff@ulsterrally.com
Tandragee T: +44(0)7753 846 734 (m)
County Armagh Fax: +44(0)8712 638 790
BT62 2NU
Entries Secretary: Paul Biggerstaff
Chief MSA Scrutineer: George Kennedy
Environmental Scrutineer: Peter Clingan
Competitor Relations Officer: Eric McCombe
Media Office Manager: Kenny Fisher E: kennyfisher@live.com
T: +44(0)28 6638 8634 (h)
F: +44(0)28 6638 8706
Chief Service Park Official: Lissa McCully
Chief Equipment Officer: Murray Armstrong
Chief MSA Timekeeper: Margaret Kelly
Chief Safety Officer: Lewis Boyd
Chief Medical Officer: Dr Stephen Reaney
Spectator Safety Officer: Simon MacRory
Environmental Officer: Declan Gannon
Chief Results Officer: Wilbert McIlmoyle
Chief Communications Officer: Peter Reid
Deputy Chief Comms Officer: Jenny Heath
Incident Managers: David Gray, Robert Harkness
Incident Officials: William Fullerton, Des O'Loan,
Andy Gilmore, Drew Wilson.
Chief Marshal: Barry O'Neill
Results: Tynemouth Computer Services
Antrim Liaison Officers: Nicola McCullough
Antrim Area Officials: Bob McKeown, John Lindsay

**TODDSLEAP.COM ULSTER NATIONAL RALLY
SUPPLEMENTARY REGULATIONS**

ARTICLE 1 ANNOUNCEMENT

- 1.1 The Northern Ireland Motor Club Ltd will promote a National B Special Stage Rally on Friday 20 and Saturday 21 August 2010 in County Antrim.

ARTICLE 2 JURISDICTION

- 2.1 The Rally will be held under:
- 2.1.1 The General Regulations of the Motor Sports Association, incorporating the provisions of the International Sporting Code of the FIA .
 - 2.1.2 These Supplementary Regulations
 - 2.1.3 And any written instructions that the Northern Ireland Motor Club may issue for the event.

ARTICLE 3 AUTHORISATION

- 3.1 MSA Permit Number 59514 has been issued on 20 May 10.
- 3.2 The event will comply with the Motor Vehicles (Competitions and Trials) Regulations where they are applicable.

ARTICLE 4 ELIGIBILITY

- 4.1 The Toddsleap.com Ulster National Rally is open to competitors (whether Entrant, Driver, Co-Driver) holding a valid National 'B', National 'A' or International Competition Licence issued by the MSA or MI.
- 4.2 Competitors are reminded of the MSA's requirements for Entrant's Licences as laid down on the Licence Declaration Form and in the 2010 MSA Year Book.
- 4.3 All Competitor's Licences will be inspected at Administrative Checks.

ARTICLE 5 CHAMPIONSHIPS

- 5.1 2010 Citroën Irish Historic Tarmac Rally Championship – Permit Number P009/10
2010 Citroën Irish Tarmac Rally Championship 'Modified Challenge' - Permit Number P008/10
- 5.2 Championship Registration Cards, where applicable, must be produced at signing-on.

ARTICLE 6 FORMAT

- 6.1 See INTRODUCTION – I PROGRAMME
- 6.2 Individual times for scrutineering will be notified in Final Instructions.
- 6.3 Any competitors not signed on by 14:00 hours on 20th August may be excluded.

ARTICLE 7 CLASSES

- 7.1 The class structure will be:
- Class 1 Group N cars up to and including 2000 cc
 - Class 2 Group N cars over 2000 cc
 - Class 3 All other cars up to and including 1450 cc
 - Class 4 All other cars from 1451 cc up to and including 1650 cc
 - Class 5 All other cars from 1651 cc up to and including 2100 cc (having not more than two valves per cylinder)
 - Class 6 All other cars from 1651 cc up to and including 2100 cc (having more than two valves per cylinder)
 - Class 7 All other cars over 2100 cc - two-wheel drive cars

Class 8 All other eligible cars including WR cars

Note: Group N cars must conform to FIA International Group N Regulations

All other cars must comply with 2010 MSA Technical Regulations

7.2 TROA Historic Categories – class structure

All Historic Category 1, 2 and 3 Rally Cars

Class 9 : up to 1300 cc

Class 10 : over 1300 cc and up to and including 1600 cc

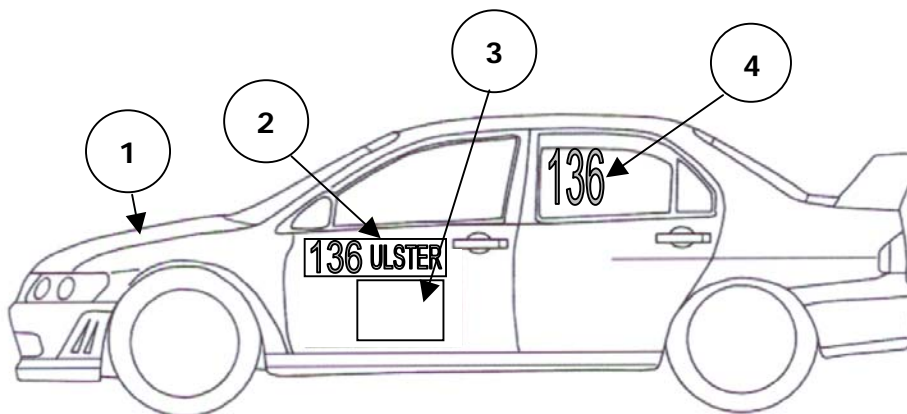
Class 11 : over 1600 cc and up to and including 2000 cc (excluding all Porsche 911/912 cars)

Class 12 : over 2000 cc (including all Porsche 911/912 cars), all cars having engines with more than one camshaft and more than two valves per cylinder and all cars with a rotary engine)

- 7.3 Should fewer than 3 entries be received in any class, the Organisers reserve the right to amalgamate this class with the next higher class.
- 7.4 All cars must comply with 2010 MSA Technical Regulations **(Section J, R.46–48) and (Section K - as appropriate)** and also where appropriate to the FIA Regulations.
- 7.5 Cars entered in Historic categories must comply with the 2010 MSA Technical Regulations **(R.49) and (Section K)** for Historic Rally Cars.
- 7.6 All turbocharged cars and all rotary engined cars will have a factor of 1.7 applied to their engine capacity in order to determine the class in which they will run.
- 7.7 Championship points will be allocated in accordance with the appropriate championship class structure.

ARTICLE 8 IDENTIFICATION

- 8.1 Competitors must make available to the Organisers of the event and Promoters of the Championships, specific areas (2010 MSA Regulation – **(H.29)**), on the vehicle as shown on the diagram below.



- 1 Rally Plates (front 430 mm x 215 mm)
- 2 Sponsor Panel and Competition Numbers, both sides (on panels 670 mm x 170 mm)
- 3 Event associate sponsors decals on both sides
- 4 High visibility numbers on each side rear window

All Plates are mandatory.

Competitors registered in the Citroën Irish Tarmac Rally Championship 'Modified Challenge' and the Citroën Irish Historic Tarmac Rally Championship are reminded of their obligation to display the appropriate championship decals.

- 8.2 Rally plates and competition numbers will be supplied by the organisers as follows **(R.6.1.3b)**:

1. Front door plates, size 67 cm by 17 cm and each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window;

- 9.11 Entries will be seeded on the basis of performance, based on the information supplied on the Seeding section of the Entry Form.
- 9.12 Cars will start at one minute intervals.
- 9.13 Once the entry list has been published, no correspondence will be entered into regarding it.
- 9.14 Competitors are advised that information they provide on their Entry Form will be stored in a computer retrieval system and may be used for organisational purposes relevant to the event.
- 9.15 REFUNDS**
- 9.15.1 (i) A competitor may claim a refund of entry fee less £20 if an entry is withdrawn in writing not later than 17:00 hours on 7 August 2010.
(ii) A competitor may claim a refund of entry fee less £100 if an entry is withdrawn in writing not later than 17:00 hours on 13 August 2010.
(iii) All refunds will be paid in sterling
- 9.15.2 The Organisers may possibly return part of the entry fee to any entrant who for reasons of force majeure is unable to start.
- 9.15.3 Reserve entries who are not offered a starting place will be offered a full refund subject to **(H.31.1.2a)**
- 9.16 The Organisers may permit a change of Car and Driver(s) as detailed in **(D.25.1.12)** before close of documentation, or in exceptional circumstances as directed by the Clerk of the Course.

ARTICLE 10 OFFICIALS

See INTRODUCTION - II ORGANISATION

ARTICLE 11 RESULTS

- 11.1 Publication of Final Provisional Classification will be on the Toddsleap.com Ulster National Rally Official Notice Board, Rally HQ, Holiday Inn Express, Antrim
Leg 1: 01:30 hours Saturday 21 August
Provisional: 19:30 hours Saturday 21 August
Protests must be made in accordance with MSA Regulations **(C.5.1 – 5.7)** and Appeals must be made in accordance with MSA Regulations **(C.6.1 – 13.1)**.
- 11.2 Competitors shall ensure that they and their cars are available for inspection, should there be a protest in accordance with **(C.5.2.2)**. If the protested vehicle is not available for inspection the competitor may be **penalised** under **(C.3.2)**.
- 11.3 In addition, crews shall make themselves available until the period of protest has expired. If the crew are not available, then they may be excluded from the results.
- 11.4 For the purpose of this requirement the period of protest regarding eligibility of any vehicle, or part of a vehicle, shall be in accordance with **(C.5.2.2)**.
- 11.5 The period of protest concerning the results shall be within thirty minutes of publication of provisional results and any amendments thereto.

ARTICLE 12 ROUTE DESCRIPTION AND ROAD BOOK

12.1 ROAD SURFACE AND EVENT DETAILS:

Total distance of the course:	260 miles
Number of special stages:	9
Total distance of special stages:	79 miles
Number of sections:	4
Number of legs:	2
Type of road surface:	All Asphalt

- 12.2 The start ramp will be in Antrim Town Centre and finish ramp will be at Junction One.
- 12.3 Full details of the special stages will be contained in the Road Book.
- 12.4 Road Books may be collected from Rally Headquarters in Holiday Inn Express on/or after Saturday 14 August 2010 (when Rally Administration Office is open). Or they will be posted, if requested, on Tuesday 10 August. These documents will contain all the necessary information to enable competitors to comply with **(R.2.3.2, 2.3.3) and (R.6.2)** and specify the order in which controls must be visited.

ARTICLE 13 SCRUTINEERING AND ADMINISTRATIVE CHECKS

- 13.1 Scrutineering** will take place on:
 Thursday 19 August, from 17:00 hours – 21:00 hours (This session is optional)
 Friday 20 August, from 10:30 hours – 13:00 hours
 in Orchard Way, Antrim.
 Further details will be given in the Final Instructions.
- 13.2 Administrative Checks for all Competitors will take place at Reconnaissance Registration. This will allow a member of the support team to take the car to be scrutineered, if the crew are on reconnaissance at the appointed scrutiny time.**
The following documents will be required plus any information missing from your Entry Form:
- a. Entrants Licence if not entered by a named crew member
 - b. Competition Licences for Driver and Co-driver
 - c. If using your own Road Traffic Insurance, details must be provided (if not previously submitted)
 - d. Form giving Make, model, colour, registration number and name(s) of driver(s) of Service vehicle and Management/Motorhome vehicle(s). (if not previously submitted)
 - e. If Driver or Co-driver have any particular medical details, then such details should be enclosed in a sealed envelope addressed to the Chief Medical Officer. (if not previously sent to the Secretary of the Meeting)
- 13.3 Final Administrative Checks must be completed after Vehicle Scrutineering at the place and times detailed below.**
The following must be presented:
- a) **Scrutineering Card**
 - b) **Reconnaissance Authorisation Card (if reconnaissance is undertaken)**
 - c) **Any information or documents not previously provided or checked**
- When all procedures are complete the Time Card Book will be issued and all checks must be completed by 13.15 hours on Friday 20 August**
Any crew not undertaking reconnaissance will be facilitated at Final Administrative Checks
The Antrim Meeting Room, Holiday Inn Express, Antrim:
 Thursday 19 August 2010, from 17:30 hours – 21:00 hours and
 Friday 20 August, from 10:30 hours – 13:15 hours, after vehicle scrutineering.
- 13.4 At Scrutineering, cars will be examined for compliance with the 2010 MSA Tyre, Technical and Safety Regulations, as well as for class eligibility (attention is drawn to **(Section J), (R.46 – 49), (Section K) and (L.3)**). Each Entrant and Driver will be assumed to have full knowledge of the car and its eligibility for the class entered. Cars must be presented in the same condition as they intend to compete.
- 13.5 Sound test :** A sound test will be carried out to ensure compliance with MSA requirements.
 Sound levels will be measured with a sound level meter facing towards the exhaust pipe at an angle of 45 degrees and 0.5 metres from the exhaust pipe. With the engine running at two thirds maximum rpm the maximum sound level permitted will be 100 dBA.

Sound levels may also be checked at any point during the event. Failure to comply may result in exclusion or start refused by the Clerk of the Course. **(R.4.1 and J.5.18)**

- 13.6 If a camera is carried, the fitting must be specifically approved by a scrutineer. The crew must agree that the original video footage, before any copies are made will be given to the Northern Ireland Motor Club or the PSNI, immediately upon request. The necessary documentation will be completed at scrutineering. **(R.48.10.10)**
- 13.7 All competitors must present their cars for scrutiny within 30 minutes of the time specified, unless alternative arrangements, in writing, have been agreed with the organisers, otherwise he/she may be deemed a non-starter.

ARTICLE 14 VEHICLE ELIGIBILITY

- 14.1 Cars entered in Classes 1 and 2 (Group N) must provide and make available FIA Homologation Forms valid for 2010 International Rallies at event Scrutineering and on demand throughout the event.
- 14.2 Cars entered in the Historic Categories in Classes 9 to 12 must be in possession of an MSA or FIA Historic Vehicle Identity Form and an MSA or MI Rally Car Log Book which must accompany the car at Scrutineering. **(R.49.4)**
- 14.3 The fitting of mud flaps behind all four wheels extending to a minimum of 4 cm each side of the tyre tread and a maximum of 8cm above the ground is mandatory. **(R.48.1.12)**
- 14.4 Side windows if of glass must be of laminated or toughened glass and if toughened must be coated on the inside with a clear transparent safety film. **(R.48.1.10)**
- 14.5 All cars shall have fire extinguishing systems as per 2010 MSA requirements. **(R.48.10.5, K.3)** .
- 14.6 Safety Helmets will be examined for conformity with current regulations **(K.10.1 – 10.3.1)** and must be worn on Special Stages **(R.25.3.1)**.
- 14.7 Cars shall have fitted and Driver and Co-Driver shall use seat belts in conformity with **(R.25.3.1, K.2.1.2 or 2.1.3)** and **(R.48.10.4)**.
- 14.8 Driver and Co-Drivers are reminded that they must wear clean flame-resistant overalls on all Special Stage Rallies. **(R.25.3.2, K.9.1 – 9.3)** These must be made available for inspection at Scrutineering to ensure they conform to current regulations.
- 14.9 No studs or chains are permitted **(R.48.5.1)**
- 14.10 All cars must be taxed and insured for the Public Highway and a valid Tax disc for the vehicle entered must be displayed **(R.46.1.1)**.
- 14.11 The following paperwork must be available, if required, at scrutineering for the vehicle entered and must be carried in the car during the event:
1. A validated MSA or MI Rally Special Stage Log Book **(R.46.1.3, 46.1.4)**
 2. A valid MoT or NCT Test Certificate must be produced at scrutineering for any car required by law to have such a certificate **(R.46.1.2)**.
- Competitors are reminded that any vehicle with an MI Rally Special Stage Log Book must comply with the vehicle test requirements as defined in the MI Green Book 2010. Failure to produce any of the necessary above documentation will lead to a Refused Start or Exclusion.
- 14.12 Competitors are reminded that tyres must comply throughout the Rally with MSA Tyre Regulations **(Section L, R.48.5)**. **Note restrictions imposed by R.48.5**

ARTICLE 15 FUEL

- 15.1 Permission to modify **(J.5.13.4)** to allow fuels of higher than 100 octane to be used on this event has been approved by the Motor Sports Association.
- 15.1.1 Permitted fuel must comply with the specification published in ART 252.9.1/2 Appendix J of the 2010 FIA yearbook (102.0 RON and 90.0 MON maximum)

15.1.2 Competitors electing to run a fuel which may be permitted by the event should be aware of any consequences regarding their respective championship eligibility.

15.2 ORDER PROCEDURE

The organisers have nominated Sunoco Race Fuels as the official fuel supplier for the event. Competitors must use either fuel supplied by this fuel supplier or from Filling stations on the rally route and detailed in the Road Book.

For further information and **to reserve a supply of fuel please contact the above supplier before Friday 13th August**, for contact details see Appendix 2

15.3 Distribution During The Rally

15.3.1 With the exception of Supplementary Regulation 15.4.5 competing cars may only be refuelled using the facilities available at roadside filling stations along the route (these will be indicated in the Roadbook), or in the refuelling zones provided by the Organisers (no refuelling from cans, drums or similar is permitted). Competitors will not be allowed to use their own refuelling systems in the refuel zones.

15.3.2 Initial pre rally fuel will be available at the designated refuelling zone from 08:00 hours on Friday 20th August.

15.4 Fuel in Service Park

15.4.1 **Competitors are not permitted to bring fuel into the Service Park in cans, drums or other containers.**

15.4.2 Service Vehicles will be inspected in the Service Park to ensure that no fuel is stored in the Service Park, other than as covered by SR 15.4.3 and 15.4.5

15.4.3 A Service Crew may have one secure metal container with a maximum capacity of 25 litres to store fuel for the purposes of refilling generators etc if necessary. Please note there is a Filling Station at the Service Park to refill.

15.4.4 The Service Crew must open and make available for inspection any service vehicle as and when requested by any event official

15.4.5 When necessary as part of a service (ie. changing a fuel tank or pump), emptying and/or refilling is permitted in the designated service area provided that;

- 1) the work is carried out under the supervision of a marshal
- 2) no other work is carried out on a car during the emptying and/or refilling operation
- 3) a suitable safety perimeter is established around the car
- 4) only sufficient fuel is added to reach the next refuel zone

15.5 Refuel Zone

15.5.1 **No personnel other than competing crews** will be permitted access to refuelling zones. It is the responsibility of the crew to ensure that all items, eg spare wheels etc are securely fastened after refuelling.

15.5.2 Any action inside a refuelling zone not directly involved in the refuelling of the competing vehicle is prohibited.

15.5.3 In all refuelling zones, a 5 kph speed limit will apply.

15.5.4 Engines must be switched off throughout the refuelling operation.

15.5.5 It is recommended that the crew remains outside the car during refuelling, however, should they remain inside, the safety belts must be unfastened.

15.5.6 A car may be pushed out of the zone by the crew and/or officials without incurring a penalty.

15.6 Penalties

15.6.1 Failure to comply with these refuelling regulations will be reported to the Clerk of the Course who may apply impose a fine up to £500 or exclusion.

15.6.2 Each crew is responsible for the actions of their Service Crew, and any breach of these regulations.

ARTICLE 16 DAMAGE DECLARATION

- 16.1 Competitors at the conclusion of their competition must sign a declaration form, on the rear of each Time Card Book, confirming that they have not been involved in any incident that may have caused damage to persons or property, or alternatively give details of any such incident. Failure to comply will be penalised by **(SR.22.3p)** and may be reported to the MSA for further disciplinary action. **(R.40.1.3)**
- 16.2 Competitors who retire will be required to submit this form to the Secretary of the Meeting within 72 hours of the event Failure to return the form may be penalised by a fine of up to £100 (€120). **(R.40.1.4)**

ARTICLE 17 DRIVING STANDARDS OBSERVERS / JUDGES OF FACT

- 17.1 Named Judges of Fact **(G.10.1)** appointed by the Organisers will be on duty to observe and report upon any competitor in accordance with **(R.24.7)**. Judges of Fact will be named in these SR's and in Final Instructions.
- 17.2 Driving Standard Observers **(G.11.1–11.2)** appointed by the Organisers will be on duty to observe and report upon any competitor in accordance with **(R.24.8)**. Driving Standard Observers will be named in these SR's and in Final Instructions.
- 17.3 The Chief MSA Scrutineer and Eligibility Scrutineer appointed for the event are Judges of Fact in respect of Vehicle Eligibility.
- 17.4 Any notified offence by a competitor or his/her Service Crew which involves speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of regulation **(C.1.1.4)** (any proceeding or act prejudicial to the interest of the Motor Sports Council or of Motor Sport generally) and the competitor concerned is liable to be penalised in accordance with **[R, Appendix 1, Chart 32.2(k) and or 32.2(l)], (R.24.10, 38.3)** and to be called before an MSA Disciplinary Tribunal.
- 17.5 Any competitor or service crew reported to the organisers or the MSA by the Police for speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of regulation **(C.1.1.4)** (any proceeding or act prejudicial to the interest of the Motor Sports Council or of Motor Sport generally) and the competitor concerned will be liable to to be called before an MSA Disciplinary Tribunal. It will not be necessary to prove that a traffic offence was committed, as the involvement of the Police may, itself, give rise to contravention of **(C.1.1.4)**

ARTICLE 18 TIMING AND CONTROLS

- 18.1 Timing of the event will be governed by the Target Time Regulations **(R.31.1)** using digital clocks operated by Officials under the control of an MSA appointed Timekeeper.
- 18.2 The official time throughout the rally will be that published by the BBC or the British Telecom speaking Clock.
- 18.3 Competitors completing any road section, greater than 4 miles, in less than 75% of the target time will be penalised 10 minutes in addition to any penalty under Article 21.3 (g)i and (h)i.
AT THE END OF EACH SPECIAL STAGE A TIME CONTROL WILL BE LOCATED AT THE SAME POINT AS THE STOP CONTROL. THE FINISH TIME FOR THE SPECIAL STAGE (DISCOUNTING THE SECONDS) WILL BE TAKEN AS THE DEPARTURE TIME FOR THE NEXT ROAD SECTION.
- 18.4 All controls will be open 15 minutes before the Due Time of the first car and close 15 minutes after the Due Time of the last competitor still running, having taken into account any delays.
- 18.5 The Rally will consist of Road Sections and Special Stages.

- 18.6 Lateness in excess of Target Time on Road sections and Special Stages is cumulative. Once a competitor's cumulative lateness calculated from either the Start Time Control or previous Regroup Control Out, on the basis of 1 minute per minute, exceeds the maximum of **15 minutes**, a competitor will be **excluded** from the results (**R.31.2.5**).
- 18.7 At the Re-grouping Control operating in conjunction with the overnight halt competitors will re-start in the order of the latest available overall classification. Re-starting times will be posted in the Rally Office, on the official notice board no later than 01:30 hours on Saturday 21 August 2010 and at the re-start Control at least 15 minutes before the scheduled re-start time of the first car.
Start and Restart times will also be available by SMS text.
Excluded and retired competitors **will be** allowed to re-start after the overnight halt. (Article 25.2)
- 18.8 To be classified as finishers, crews must present themselves with their cars at ALL CONTROLS within their permitted maximum lateness (**R.40.1**) (Article 18.6)
- 18.9 It is the competitor's responsibility to ensure that his times are correctly recorded and handed in when and where instructed. Should any recorded time not be legible or not appear authentic the Organisers may use any means at their disposal to establish a time.
- 18.10 Control signs will conform with (**R, Appendix 1, drawing 29.1.4 and 29.5**).

18.11 Special Stage Timing

18.11.1 Special Stage Timing will be to the previous 1/10 second using MSA certified equipment operated by officials under the control of an MSA appointed Timekeeper.

18.11.2 The starting for special stages will be given by means of "start lights" which will work as follows (**R.25.7.2**):

30 seconds	RED light will be displayed
15 seconds	RED and AMBER lights will be displayed
10 seconds	RED light will go out
5 seconds	Amber countdown 4,3,2,1.
START TIME	Green light goes ON
5 seconds after the time	Green light goes OUT.

The system is electronically coupled to a start line detection device that records any situation where a car leaves the start line ahead of the correct signal. In the event of failure of the electronic system the timekeeper will count down aloud 30" - 15" - 10" and the last five seconds one by one and then raise a flag or hand.

- 18.11.3 The starting official at a special stage shall rule whether or not a competitor has made a false start.
- 18.11.4 The time taken for a Special Stage will be recorded using timing equipment triggered by a light beam positioned at the Flying Finish Line.
- 18.11.5 All Special Stages will have an Allowance Time set at approximately 30 mph (or less on short stages) this will be indicated in the Road Book and/or the Time Cards and/or Competitors' Final Instructions.
- 18.11.6 Competitors will receive penalties on Special Stage as follows:
 - (i) Under allowance Actual Time Taken
 - (ii) Over allowance Allowance Time
 Time in excess of Allowance Time on a Special Stage will count towards the competitors cumulative lateness (Article 18.6)
- 18.11.7 Competitors must be ready to start a Special Stage when required to do so by the Start Marshal. Competitors who do not start a stage within 20 seconds will be penalised as per SR22.3(d)

18.12 Road Timing

18.12.1 Road Timing will be to the previous whole minute.

18.12.2 Each Road Section will be allocated a Target Time based on an approximate average speed of 30mph or less and a competitor can calculate his Due Time of arrival at any Time Control by adding his Target Time to his actual time of departure from the preceding Time Control.

18.12.3 At all Time Controls at the end of Road Sections a competitor who is early may wait for his Due Time outside the Control (**R.30.2, 30.3**). The time recorded at these Time Controls shall be the time on the official clock when the crew submits the Time Card to the Official, provided that the car and both crew members are within the Control Area. Once a competitor's car enters the Control Area the crew must submit their Time Card to an Official within one minute. (i.e. a competitor's car may enter the Control Area up to 59 seconds before their Due Time, without incurring a penalty for early arrival).

18.13 Time Controls

All controls other than Passage Controls (PC) will be Time Controls (TC). The following articles describe the various types of Time Control:

18.13.1 Time Control (TC)

- (i) The TC at the Start of the Rally will be designated as TC0
- (ii) The TC at the Finish of Leg 1 will be designated as TC6D
- (iii) The TC at the Start of Leg 2 will be designated as TC6E
- (iv) The TC at the Finish of the Rally will be designated as TC14E. A competitor who is early at TC6D or TC14E may wait for his/her Due Time outside the control (**R.30.1.2**)
- (v) Each competitor shall be given a due starting time from TC0 and the difference between this time and their actual time will be counted towards exclusion for cumulative lateness. Also a time penalty will be applied.

18.13.2 Special Stage arrival Control (SSA)

R.31.2.11 is amended to read:

At this Time Control a marshal enters a Competitor's time of arrival and the provisional starting time for a special stage, which must be a minimum of three minutes after the arrival time in order to allow the crew to prepare for the stage. The area between the Special Stage Arrival Control and the Stage Start is Parc Fermé and no work may be done to the car other than clean glass and competition numbers.

18.13.3 Special Stage Start Control (SSS)

At this Control, the Start Timekeeper will sign the time card beside the time foreseen for the start of the stage, and enter the time on the stage check sheet. He will then start the crew according to the procedure laid down in Article 18.11.2.

Competitors commencing a stage prior to their allocated start time will be deemed to have a false start and will be penalised as per (**R, Appendix 1, Chart 32.2e**). This will be verified by means of a light beam and/or the Start Timekeeper.

As each section is timed separately, the time taken from SSA to SSS is 'Dead Time'. Delays in the event schedule are therefore automatically allowed for. The area between SSA and the SSS is 'Parc Fermé'.

18.13.4 Special Stage Finish Control (SSF)

At this Control a competitor will be given his/her Finish Time in hours, minutes and seconds and tenths of seconds. This time in hours and minutes constitutes his/her Start Time for the following Road Section. (**R.31.2.12**).

Any competitor who fails to stop at the Stop Line, must return on foot, reversing the car is prohibited and subject to a penalty of Exclusion **(R.25.6.1)**, **(R, Appendix 1, chart 32.2p)**.

18.13.5 **Service Control (SV)**

All Service Parks will have 'IN' and 'OUT' Time Controls. At Service Parks a Target Time will be specified between these controls. For the purpose of timing penalties, the section between Service 'IN' and Service 'OUT' will be treated as a Road Section.

18.14 **Regroup Controls**

18.14.1 Regrouping areas will be set up along the route. Their entry and exit controls shall be treated as Time Controls. The regrouping area is 'Parc Fermé'.

18.14.2 The purpose of these regroupings will be to reduce the intervals which may occur between crews as a result of late arrivals and/or retirements. The official at the regroup in control will give the due time at the regroup out control. Thus, the starting time from the regrouping control must be taken into account to calculate the Target Time for the next section.

18.14.3 At the exit Control from a Regroup area as specified in the Road Book, competitors not excluded by reason of having accumulated more than the maximum permitted lateness at that control, will start the next section with zero lateness towards exclusion. **(R.31.2.10)**.

18.15 **Passage Controls (PC)**

At a PC the Control Official will mark the Time Card as soon as it is handed in by the crew, without indicating the time of passage.

At a PC, which will be indicated in the Road Book and/or Time Card competitors must surrender to the official the time card(s) relating to the preceding portion(s) of the rally – failure to do so will result in exclusion from the event.

ARTICLE 19 EMERGENCY PROCEDURES ON SPECIAL STAGES

19.1 The RalliTrak system of competitor tracking will be employed. This system utilises a dedicated network with radio crews located approx every 5km that track each vehicle through the stage. Every car will be supplied with a small RalliTrak two-way radio for the crew to use in the event of accident or retirement. When used by the crew or marshals on the scene, this radio provides an immediate link to the nearest RalliTrak operator who is in direct contact with the stage safety services. Instructions for the use, collection and return of the RalliTrak radios will be provided in Rally Guide 2.

It is obligatory for each competing car to carry a RalliTrak two-way radio.

19.2 If a crew stops on a stage for any reason (puncture, accident, breakdown, retirement etc), they must immediately activate the RalliTrak radio to inform the operator why they have stopped.

19.3 Crews will be supplied with an OK / SOS Board with their competition number. If a crew stops, then they must prominently display the OK board and competition number to the following 10 competitors, so that other competitors do not need to stop to check they are accounted for. After the following 10 cars, the OK board should still be displayed to all crews going through the stage.

19.4 In the event of injury, competitors can summon help in the following ways:

1. Call the emergency telephone number for Rally Control, which is printed on the bottom of each page on the Road Book

THIS IS A PURELY EMERGENCY 999 TYPE NUMBER IN RALLY CONTROL FOR COMMUNICATING IMMEDIATE MEDICAL REQUIREMENTS OR DECLARING THAT NO INJURIES HAVE BEEN SUSTAINED. THIS TELEPHONE NUMBER IS RECORDED AT THE BOTTOM OF EVERY PAGE IN THE ROAD BOOK BUT MUST NOT BE USED FOR ANY OTHER PURPOSE.

2. Activate the RalliTrak radio and give information to the radio operator.
 3. Display the SOS symbol provided to other competitors.
- 19.5 Any crew passing another competitor, who is displaying an OK board, should acknowledge the stopped competitor and report to the accountability marshal, who is with the finish timekeeper at the stage stop location. This accountability marshal will require the location of the stopped crew.
- 19.6 Competitors must stop at a location where an SOS board is displayed. The first crew that stops should report the incident immediately (if it has not already been reported), via the emergency phone to Rally Control or via RalliTrak. In addition the next crew to arrive must proceed to the next radio point and report the incident to the radio operator at that location. Where practicable all other crews must stop at the scene of the incident leaving a clear route for emergency vehicles.
- 19.7 Competitors must stop at a location where a crew has stopped and have not displayed an OK board. They must account for the crew that are stopped, to ensure they are OK before proceeding and should inform the stopped crew to display their OK board.
- 19.8 If a competitor stops to give assistance in the event of serious injury or unaccounted for crews, as mentioned in Articles 19.6 and 19.7, the Clerk of the Course may at their discretion adjust that competitor's penalties. However if a competitor fails to stop in accordance with Articles 19.6 and 19.7, the Clerk of the Course may impose a penalty, which may go as far as exclusion.
- 19.9 The Red Flag procedure as detailed in the MSA General Regulations (**R.25.6.4, 25.6.5**) is replaced on this event by the Yellow Flag procedure as detailed in Article 19.10
- 19.10 In a case of emergency a Medical Intervention team may join a special stage at, and only at, a radio location. If this occurs marshals wearing clearly identifiable tabards will display a 'Medical Intervention' Board and a yellow flag. Any driver who receives a 'Medical Intervention' board and a yellow flag must stop competitive driving and continue through the stage at a slow speed. The Clerk of the Course may determine a time for the stage for that crew by applying the principles of (**R.24.5**). Should a driver fail to reduce speed in accordance with this rule the Clerk of the Course may impose a penalty, which may go as far as exclusion.
- 19.11 Accident Reporting**
If a driver taking part in a rally is involved in an accident in which a member of the public sustains a physical injury the driver concerned must stop at the scene and follow the procedures outlined in Article 19.4. If he fails to observe this rule, the Clerk of the Course may impose on the crew responsible a penalty, which may go as far as exclusion. The laws of the country in which the event is run must also be complied with in relation to procedures at accidents.
- 19.12 Interruption of a special stage**
Should the normal running of a Special Stage be stopped before the passage of one or more Competitors for any reasons whatsoever, and it proves possible to allow other Competitors to cover the stage competitively, the Clerk of the Course may give to each crew which has not been able to cover the stage in the normal manner a notional time corresponding to the fastest time set after the interruption. If it appears that the fastest time represents a complete anomaly, the next fastest time may be retained (and so on until the 5th fastest time). However, no crew that is totally or partially responsible for stopping a stage may benefit from this measure. If they finish the stage, they will be given the time that they actually set even if this is greater than the time awarded to other crews.

ARTICLE 20 RECONNAISSANCE

The use of pace notes is permitted during the event providing that they have been made in accordance with Article 20 of the supplementary regulations.

20.1 PROCEDURE FOR REGISTRATION

20.1.1 Details of the reconnaissance car and occupants, including address and telephone numbers at which they can be contacted during the reconnaissance period, must be submitted to the organisers for registration at the Rally Office. If approved the organisers will issue a Reconnaissance Authorisation Card which cannot be amended or altered in any way. If the crew making a reconnaissance wish to change the car or vary the occupants a new card must be obtained by personal application to the Rally Office and upon surrender of the original card.

20.2 SCHEDULE

20.2.1 Competitors may make a low speed reconnaissance of all the special stages, during any one selected day from the two listed below, or in exceptional circumstances, at other times specifically agreed with the organisers.

Between:

09:00 hours - 22:00 hours Sunday 15 August

09:00 hours - 22:00 hours Thursday 19 August

No reconnaissance is permitted at any other time to those specified above.

20.3 SPECIFIC AND / OR NATIONAL RESTRICTIONS

20.3.1 After the road closing orders have appeared in the newspapers or road closing notices have been erected on the stages until a time 2 hours before First Car Due Time on a stage and also during the road opening period for repeated stages, a competitor who reconnoitres, practices, or drives over, or is driven over, a Special Stage or part thereof or causes any person to do so on his behalf except as permitted in Article 20 of the supplementary regulations, will be reported to the Clerk of the Course. The competitor may also be reported to the ASN of his country who may add further penalties. For the purpose of this regulation 'Special Stage' shall at any time mean the roads and carriageways which shall be used during the rally as a Special Stage, or a road closed by the Road Closing Order.

Reconnaissance Officials will be appointed to enforce this regulation and will carry special identification. The organisers will also have the co-operation and assistance of the Police and Officials of local authorities.

20.3.2 This reconnaissance may only be carried out in a car complying with Article 20.4 of the supplementary regulations, registered with the organisers and accompanied by a Reconnaissance Authorisation Card and a Reconnaissance Car Plate.

The use for reconnaissance of a car not complying with Article 20.4 of the supplementary regulations may be deemed to be a breach of the reconnaissance regulations.

20.3.3 Once a car has been registered by a competitor the responsibility for that car is entirely the competitor's. If the car is observed on a Special Stage or part thereof outside the permitted times the associated competitor will be deemed to have contravened the reconnaissance regulations on that occasion.

20.3.4 While engaged in reconnaissance the Reconnaissance Car Plate must be displayed on the top corner of the windscreen of the car. Failure to do so will be deemed to be a breach of the reconnaissance regulations.

20.3.5 A Reconnaissance Official who believes that a competitor is engaged in reconnaissance may ask that competitor to produce his Reconnaissance Authorisation Card. Failure to produce this card at that time, amendments to the card, or discrepancies (e.g. non-authorised car) on the card will be deemed to be a contravention of reconnaissance regulations. If amendments or discrepancies are evident on the card the official may retain the card.

- 20.3.6 If a competitor elects to undertake reconnaissance and obtains a Reconnaissance Authorisation Card then this card must be surrendered at Administrative Checks. Failure to do so will be deemed to be a breach of the reconnaissance regulations.
- 20.3.7 If any competitor or his representative drives on a Special Stage in a manner liable to cause distress, in the opinion of the Clerk Of The Course, to an official of the event, to a resident of the Special Stage, to other road users, or to the Police, then this will be deemed to be a breach of the reconnaissance regulations.
- 20.3.8 Any competitor deemed to be in breach of reconnaissance regulations will be reported to the Clerk of the Course where the penalties imposed may be start refused and/or £620 maximum fine and/or exclusion and reported to their ASN.
- 20.3.9 If any competitor is deemed to have breached the reconnaissance regulations, the NIMC may not accept an entry from that entrant or either of that crew on any NIMC event for the next five years. Any Competitor excluded under 20.3.8 will not be granted a refund of the entry fee.
- 20.4 Reconnaissance cars must conform to the following criteria:
- 20.4.1 Common requirements.
- The car must be painted in a single colour, with no advertising, stickers, etc.
 - Underbody protection is authorised (complying with the Group N regulations).
 - Two additional road-homologated headlamps are authorised.
 - The crew may use a "light" intercommunication system (without helmets).
 - On board navigation equipment may be fitted
- 20.4.2 Standard cars
- totally unmodified standard cars as offered for sale to the general public
- 20.4.3 Production cars
- The engine shall be a series production engine (complying with the Group N Regulations).
 - The gearbox shall be a series production gearbox (complying with the Group N Regulations).
 - The exhaust shall be a series production exhaust and a maximum noise level within the permitted legal tolerances of the organising country.
 - Suspensions shall comply with the Group N Regulations.
 - The fitting of a steel safety rollbar complying with Article 253-8.1 to 8.4 of Appendix J is authorised.
 - Bucket seats in colours similar to those of the interior of the car are authorised.
 - The rims are free within the limits of Appendix J Group N, and shall be fitted with, road-homologated series production tyres for asphalt.

ARTICLE 21 SERVICING

- 21.1 Servicing of a competitor's car may only be carried out in specific areas identified by the Organisers and from vehicles carrying an official plate valid for that Area. These areas are defined as 'Service Parks'.
- 21.2 Service Parks where servicing is permitted will be provided by the Organisers and identified in the Competitor's Road Book and in the Service Book. Only vehicles bearing official Service, Management or Support (Trade) plates, which must be **affixed** to the front of the vehicle, will be allowed into the Service Park.
- 21.3 **Competitors are responsible for ensuring that their Service crews do not leave any litter or waste materials in Service areas. Non-compliance will incur a penalty of £100/€120.**
- 21.4 **All competitors must provide and use spillage mats in all service parks. Non-compliance will incur a penalty of £500/€600.**

21.5 Any breach of service regulations, service from an unauthorised vehicle or service taking place other than in permitted areas will incur a penalty of exclusion.

21.6 **Service, Management and Support plates will be available as follows:**

It is not possible to purchase additional Service plates, only one service vehicle per competitor will be permitted access to Service Park.

Service Packs each containing a Service Vehicle Plate and Service personnel passes will be available on submission of the form enclosed in these Regulations duly completed. Once issued the Service Plate must be permanently displayed externally on the front of the vehicle to which it refers. **Vehicles displaying this Service Plate will only be permitted access to Service Park once per leg.**

Management Packs each containing a Management Vehicle Plate and Management personnel passes will be available on submission of the form enclosed in these Regulations duly completed and accompanied by a fee of £50 (or €60) per pack. Management vehicles must not exceed 4.8 metres in length and 2.1 metres in height. These vehicles must not be commercial vehicles and may not be fitted with a roof rack or tow a trailer. Once issued the Management Plate must be permanently displayed externally on the front of the vehicle to which it refers. These plates only allow entry to Service Parks provided space is available.

Management vehicles shall not carry any tools, wheels or spare parts relating to their entered vehicle(s), neither shall they carry persons deemed by the organisers to be other than management staff directly engaged in the management of their team on the event.

Motorhome Packs containing a Motorhome Plate and personnel passes will be available on submission of the form enclosed in these regulations duly completed and accompanied by a fee of £100 (or €120) per pack. Once issued the Motorhome Plate must be permanently displayed externally on the front of the vehicle to which it refers. This vehicle will be permitted access to Trade Areas and to Service Parks, providing that space is available.

Completed application forms for Service and Management packs, giving vehicle details, together with the appropriate fee must be received before 7 August 2009. After this date packs cannot be guaranteed.

21.7 **Failure to have any of the above plates affixed to the front window of the appropriate vehicle registered with the organisers will result in a fine of £300 (€360)**

21.8 **A competitor shall be responsible for ensuring that any officially plated vehicle associated with his entry complies with all appropriate regulations and official instructions. A penalty of £500 (€600) may be applied if the users of such plates are observed acting in a manner contrary to the interests of the rally or contravening any specific instructions from any official or observed by officials to be contravening these Regulations.**

In any area where service is not permitted the parking of a vehicle and/or the setting up of equipment may be deemed to be servicing. Service crews must at all times abide by the instructions of the travelling marshals.

21.9 Competitors, service crews and other team personnel are forbidden to smoke or use BBQ's in service parks and refuelling zones. Any infringement will be reported to the Clerk of the Course who may impose a penalty which may go as far as exclusion.

21.10 It is not permitted to trade (eg sell merchandise) from any vehicle within the Service Park without the written permission from CoC. Non compliance will incur a fine up to £620 and or exclusion.

ARTICLE 22 PENALTIES

22.1 Competitors will start with zero time penalties and the results are established by adding together the times taken during the Special Stages and the time penalties incurred on the

road sections, together with other penalties expressed in time. The Competitor with the lowest total will be the winner and so on. **(R.40.1.1)**

22.2 If there is a tie, the Competitor who accomplished the best time on the first Special Stage will be judged the winner. If this is not sufficient to resolve the tie, the times of the second, third, fourth etc Special Stage will be taken into consideration. This regulation can be applied at any time during the rally.**(R.40.1.2)**

22.3 Penalties

Penalties specified in **(R, Appendix 1, chart 32.2]** are amended as follows:

- | | | |
|--------|--|-------------------------------|
| (a)i | Not reporting at a Control | Exclusion |
| (a)ii | Failure to provide proof of having visited a Control | Exclusion |
| (a)iii | Failure to report at Controls in the correct order or re-enter a control area | Exclusion |
| (b) | Not complying with a requirement of the Road Book | 10 minutes |
| (c) | Failure to attempt a special stage or not performing a stage correctly | Exclusion |
| (d) | Failure to leave a Special Stage Start within 20 seconds of Due Start Time | Allowance Time |
| (e) | Making a False Start on a Special Stage | 1 minute |
| (f)i | Achieving a time on a Special Stage which is more than the Allowance Time | Allowance Time |
| (f)ii | Achieving a time on a Special Stage which is less than Allowance time | Actual Time Taken |
| (g)i | For each minute under target time on a road section or in a service park | 1 minute |
| (g)ii | Completing a Road Section in less than 75% of the Target Time | 10 minutes |
| (h)i | For each minute over target time on a road section or each minute over target time in a Service Park | 10 sec per minute |
| (h)ii | Exceeding Maximum Cumulative Lateness | Exclusion |
| (j)i | For each minute after Due Time at TC0 | 10 sec per minute |
| (j)ii | For each minute before or after Due Time at TC6E | 10 sec per minute |
| (k) | Breach of a statutory requirement concerning the driving of a motor vehicle | Exclusion |
| (l) | Excessive speed or driving likely to bring the sport into disrepute | 10 minutes |
| (m) | Excessive noise, damaged or ineffective silencing system | Exclusion |
| (n) | Receiving assistance contrary to (R.38) and Article 21.5 | Exclusion and reported to MSA |
| (o) | Breach of (R.38.1.2 to 38.1.4) . | Exclusion |
| (p) | Breach of Regulations: (R.5.4, 40.1.3, 20.1, 25.1.1, 25.3, 25.5, 25.6) | Exclusion |
| (q) | Breach of reconnaissance regulations (Article 20.3.8) | £620 max and reported to MSA |
| (r) | Failure to comply with (R.25.4) | Exclusion and reported to MSA |
| (s) | Breach of Regulations (R.24.4.4 or 25.6.3) | Exclusion |

Penalties left to the discretion of the Clerk of the Course which may go as far as exclusion (G.5.3)

- (aa) Failure to follow the instructions of an official
- (bb) Further breaches of (b), (d), (e)
- (cc) Misbehaviour of service crew
- (dd) Reporting late for scrutineering (Article 13.7)
- (ee) Misuse of SOS and/or OK boards, including non-compliance with Article 19.3 Exclusion and reported to MSA
- (ff) Unauthorised testing or practicing (**R.26.7**)
- (gg) Causing an obstruction (**R.24.6**)
- (hh) Breaches of Regulations detailed in (**Section C**)
- (ii) Failure to comply with control check-in procedures

Penalties in addition to those of (R, Appendix 1, chart 32.2) to be applied by the Clerk of the Course

A1 Use of studs or chains (Article 14.7)	Exclusion
B1 Breach of re-fuel regulations (Article 15)	Up to £500 or Exclusion
C1 Stopping to give medical assistance (Article 19.6 and 19.7)	Apply (R.24.5)
D1 Failure to reduce speed when Medial Intervention board is displayed (Article 19.10)	Up to Exclusion
E1 Failure to report an accident (Article 19.11)	Up to Exclusion
F1 Interruption of a special stage (Article 19.12)	Apply (R.24.5)
G1 Failure to clear litter or waste materials from service park (Art 21.3)	£100
H1 Failure to use a spillage mat in a service park (Article 21.4)	£500
I1 Failure to have Service plate affixed to front window (Art 21.7)	£300
J1 Non compliance by service crew (Article 21.8)	£500
K1 Smoking in service parks and refuelling zones (Article 21.9)	Up to Exclusion
L1 Trading in Service Park without permission (Article 21.10)	Up to £620 or Exclusion

ARTICLE 23 AWARDS

23.1 List of Awards:

GENERAL CLASSIFICATION (FOR CLASSES 1 TO 8)

(All awards to be won outright.)

1st Overall Two Trophies

2nd Overall Two Trophies

3rd Overall Two Trophies

Class Awards

1st in each Class Two Trophies

2nd in each Class Two Trophies (subject to five starters in Class)

3rd in each Class Two Trophies (subject to eight starters in Class)

The following awards will be presented in the Historic Categories (for classes 9 to 12)

1st Overall Two Trophies

Class Awards

1st in each Class Two Trophies

Trophy Rally winners Two Trophies

Ladies awards will be presented as follows:

Highest placed all female crew - Two Trophies

If there are no all female crew finishers then awards will be presented to:

To the highest placed female Driver - A Trophy

To the highest placed female Co-driver - A Trophy

Winners in the first three places in the General Classification Awards or first overall in the Historic categories will not be eligible for Class Awards. These awards will be presented to the highest placed finishers in the Class, apart from the General Classification

23.2 All awards will be presented at the ramp while results are still provisional and may need to be returned if results change when they become final

23.3 **Prizegiving**

The Prize Giving shall take place, **at 18:40 hours on Saturday 21st August 2010, at the Finish Ramp, Junction One International Outlet Shopping Centre.**

ARTICLE 24 SPECIAL STAGE SIGNS AND ARROWS

24.1 At junctions on the Special Stages two reflective arrows will be placed to form a gate between which competitors must drive. These will be preceded at a distance of 50 metres by a single advance arrow of the same type and colour. Junctions will be numbered and displayed as indicated in the Road Book.

24.2 Caution boards will precede other hazards by 100 metres where deemed necessary by the Organisers.

ARTICLE 25 START AREA PROCEDURE / RE-STARTS / PARC FERMÉ

25.1 Competitors must report to the Service Out Time Control (TC0) at the allocated time and must not arrive at this control more than 5 minutes before this time. Details of this Control will be advised. Lateness at this Control will be penalised as per Article 22.3 (j)i.

25.2 **Trophy Rally**

Any crew, which has retired from Leg 1, may compete on a Trophy Rally on Leg 2.

Competitors re-starting Leg 2 must present their cars to the scrutineer at the Parc Ferme out Control 30 minutes before the start time of the first car. Running order for trophy rally competitors will be at the discretion of the Clerk of the Course.

If the crew does not wish to re-start Leg 2 the Form declaring retirement from the event, which will be located in the rear of the Road Book, must be completed and lodged with the CRO within 30 minutes of the end of the Leg 1.

25.3 At the end of the rally, immediately after the Final Control, all cars must proceed to the Parc Fermé area where they will remain until written permission for their release is given by the Clerk of the Course or his Deputies.

25.4 Failure to comply with Parc Fermé Regulations will entail exclusion from the results unless in exceptional circumstances and agreed by the Clerk of the Course.

25.5 **EARLY RELEASE FROM PARC FERMÉ**

Competitors may apply to the Clerk of the Course or Secretary of the Meeting for permission to remove their vehicles from the final Parc Fermé prior to the declaration of the final results.

In the case where there is a protest, a competitor may be excluded from the results if they have removed their vehicle from the final Parc Fermé prior to the declaration of the final results (see Article 11.2).

ARTICLE 26 INSURANCE

Description of insurance cover.

26.1 The Organisers have made arrangements to insure, jointly with the Sponsors and other parties as necessary, entrants and drivers against third party risks while taking part in such parts of the Rally as are held on private lands or on roads specifically closed for the purpose. The indemnity provided under this special insurance is £30,000,000 (thirty million pounds sterling) covering any one accident or occurrence.

The insurance cover will come into effect from the start and will cease at the end of the rally or at the moment of retirement, disqualification or exclusion.

26.2 Entrants and drivers must have valid insurance covering them against liability for both personal injury to, and damage to the property of, third parties on public road parts of the event.

It is the entrants' and drivers' responsibility to arrange such insurance and/or to extend existing insurance as necessary. Entrants and drivers will be required to sign and declare that they are covered by such insurance. Any failure to sign a declaration may mean that the car in question may not be permitted to start.

26.3 **Richard Egger Insurance Road Traffic Scheme**

The Organisers have also applied to Richard Egger Insurance for a certificate to provide cover for those competitors who need to use the Scheme to obtain Third Party Cover necessary to meet the Road Traffic Act requirements on the road sections of the event. The basic rate for the event (before any loading) will be **£25** (or **€30**).

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.

Applicants wishing to use the Scheme must be able to comply with the following:-

- **Age 19 years of age or over**
- **Has held a Full Licence for a minimum of 6 months.**
- **Has no more than 6 points on their licence.**
- **Has had no more than 1 fault claim in last 3 years.**

If able to comply with all points above simply sign on Signing On Form for Insurance – No Letter of Acceptance will be issued.

Any competitor who falls outside these parameters, may be offered cover at the standard price(or higher price) depending on the circumstances. These competitors must ask the organisers to obtain agreement from RIES prior to the event.

The RTA scheme is provided by REIS and underwritten by Chaucer Insurance.

26.4 **The Organisers decline liability in any accident caused by or to competitors and the competing cars during the whole of the event. The Organisers also decline any liability for breach of the laws and regulations of Northern Ireland covered by the itinerary. Competitors shall be held responsible for any accident or breach of laws in which they may be involved and shall declare to the Organisers particulars of any incident from which liability may arise and shall have no claim against the Organisers arising out of any action of the Organisers, their servants or officials, during the course of the Rally.**

ARTICLE 27 ADVERTISING – TOBACCO SPONSORSHIP

27.1 Competitors are advised that the Toddsleap.com Ulster National Rally may be televised and are therefore reminded of the mandatory restrictions on tobacco related advertising.

ARTICLE 28 ADDITIONAL INFORMATION

28.1 On Leg 1, Friday 20th August, competitors may report at the final service out control (TC6C) and at the parc ferme in control (TC6D) before their due time, without incurring any time penalty. Lateness penalties will still apply

28.2 IDENTIFICATION OF OFFICIALS

The Road Marshals and Post Chiefs shall be distinguished as follows:

Stage Commanders / Deputy Stage Commanders

Yellow or Orange tabard with "Stage Commander" or "Deputy Stage Commanders"

Marshals:

Yellow or Orange tabard with " Safety Marshal"

Incident Officials:

Yellow or Orange tabard with "Chief Official"

Officials in charge of controls:

Yellow or Orange tabard with "Timekeeper" or Official"

Accountability Marshal:

Maroon tabard with "Area Safety Commander"

Medical Officers:

Green tabard with "Medical"

Senior Officials:

Yellow Waistcoat and ID badge

Media Personnel:

White tabard with 'Media'

28.3 JUDGES OF FACT

For the purpose of enforcing Articles 20 and 21 of these Supplementary Regulations all Senior Officials listed herein and the following are appointed Judges of Fact. All these Judges will carry special identification.

Bill Arbuthnot	David Gilmore	Gilbert Martin	Stephen O'Neill
John Comiskey	Sean Harte	Sadie Martin	Declan Rafter
Martin Cheshire	Jan Huisman	James Nichol	Chris Ragg
Maurice Cresswell	Ronnie McAleer	Jude O'Neill	Richard Swanson
Tommy Davison	Alan McClelland	Martin O'Neill	William Wylie

28.4 SHAKEDOWN

A shakedown stage will take place on Friday 20th August 2010 from 10:00 to 12:00 hours. Full schedule and details of location will be available on completion of Admin Checks.

Shakedown Fee: £ 75 (€ 90)

Competitors must complete Vehicle Scrutiny and Administrative Checks before taking part in the Shakedown. Details of the Shakedown stage will be issued with the Time Card Book.

Competitors who wish to take part in the Shakedown may include the Shakedown fee with the Entry Form.

Closing date for Shakedown Registration: 21:00 hours on Thursday 19th August 2010.

APPENDIX 1

ITINERARY

NATIONAL RALLY SCHEDULE

This information is subject to alteration and confirmation in the Road Book. (version 19 April 10)

Ulster National Rally						
LEG - 1 Friday 20th August 2010						
TC	Location	SS	Liaison	Total	Target	First car
SS		Distance	Distance	Distance	Time	Due
0	Service Area Out					20:10
Refuel 1						
	Distance to next refuel	(26.42)	(72.29)	(98.71)		
4			17.04		00:38	20:48
SS4	Special Stage					20:51
4A		9.37			00:15	21:06
5			9.16		00:20	21:26
SS5	Special Stage					21:29
5A		9.09			00:14	21:43
6			2.80		00:10	21:53
SS6	Special Stage					21:56
6A		7.96			00:13	22:09
6B	Service In		43.29		01:21	23:30
Service B					00:30	
6C	Service Out					00:00
Refuel 2						
	Distance to next refuel	(0.00)	(5.83)	(5.83)		
6D	Parc Fermé		3.01		00:10	00:10
Leg 1 Totals		26.42	75.30	101.72		

Section 2

Ulster National Rally
LEG - 2 Saturday 21st August 2010

TC	Location	SS	Liaison	Total	Target	First car
SS		Distance	Distance	Distance	Time	Due
6E	Parc Fermé Out		-		-	11:00
8D	Service In		2.82		00:10	11:10
Service D					00:20	
8E	Service Out					11:30
Refuel 3						
Distance to next refuel		(15.44)	(27.55)	(42.99)		
9			5.57	5.57	00:17	11:47
SS9	Special Stage					11:50
9A		8.90			00:14	12:04
10			16.54	25.44	00:35	12:39
SS10	Special Stage					12:42
10A		6.54			00:11	12:53
10B	Regroup In		5.19	11.73	00:14	13:07
Regroup - Parc Fermé					00:10	
10C	Regroup Out					13:17
10D	Service In		0.25		00:03	13:20
Service E					00:30	

Section 4

Ulster National Rally
LEG - 2 Saturday 21st August 2010

TC SS	Location	SS Distance	Liaison Distance	Total Distance	Target Time	First car Due
10E	Service Out					13:50
Refuel 4						
Distance to next refuel		(21.71)	(44.87)	(66.58)		
11			25.07	25.07	00:50	14:40
SS11	Special Stage					14:43
11A		12.54			00:20	15:03
12			3.51	16.05	00:10	15:13
SS12	Special Stage	9.17				15:16
12A					00:14	15:30
12B	Regroup In		16.04	25.21	00:32	16:02
Regroup - Parc Fermé					00:05	
12C	Regroup Out					16:07
12D	Service In		0.25		00:03	16:10
Service F					00:20	
12E	Service Out					16:30
Refuel 5						
Distance to Parc Fermé		(15.44)	(30.64)	(46.08)		
13			5.57	5.57	00:17	16:47
SS13	Special Stage					16:50
13A		8.90			00:14	17:04
14			16.54	25.44	00:35	17:39
SS14	Special Stage	6.54				17:42
14A					00:11	17:53
14B	Service In		5.64	12.18	00:14	18:07
Service G					00:20	
14C	Service Out					18:27
14D	Regroup In		0.28		00:03	18:30
Regroup - Parc Fermé					00:03	
14E	Finish Ramp				00:10	18:40
14F	Parc Fermé		2.61		00:10	18:50
Leg 2 Totals		52.59	105.88	158.47		
Rally Totals		79.01	181.18	260.19		

Section 5

Section 6

APPENDIX 2 FUEL SUPPLIERS CONTACT DETAILS

Jim Crozier (Sunoco Race Fuels)
Tel: 07778 288 108
e-mail: jimcrozier@tiscali.co.uk

APPENDIX 3 RE-START TIMES TO YOUR MOBILE

The results team can provide an SMS text message service to inform you of your Start and Re-start times. Please indicate on the Entry Form the crew member you wish to receive these messages. Also ensure that the relevant mobile number is provided on the Entry Form.

APPENDIX 4 ACCOMMODATION CONTACTS

Antrim Tourist Information Centre
16 High Street, Antrim, BT41 4AN
Telephone: 028 9442 8331

E-mail: info@antrim.gov.uk www.antrim.gov.uk

APPENDIX 5 MAPS AND ROUTE

The entire route is covered by OSNI 1:50000 Discover Series maps numbered 5, 9, 14, and 15. All competitors will be supplied with a Map Book, which will contain a map of Rally HQ Area, an overview map of the area and stages and a map of each of the individual stages.

Other Map Books may be ordered from Rallymaps

Tel: 028 9080 8808

Fax: 028 9080 8809

e-mail: orders@rallymaps.co.uk

APPENDIX 6 ROUTE NOTES

Subjective route notes and DVD for all special stages will be available by mail order only from Brian & Liz Patterson.

Tel: 0044 (0) 28 9084 4111 (Monday-Friday 9-5)

FAX: 0044 (0) 28 9084 9221

E-Mail: PATTPACE@aol.com

Web Site: www.rallynews.net

APPENDIX 7 MARSHALS

The rally organisers would be grateful to receive gifts or promotional items for marshals. This may be done by making an offer on the entry form or by bringing suitable gifts to the event. Alternatively you may wish to contribute towards marshal's lunches at signing-on.