

TODDS LEAP

ULSTER RALLY 2011

incorporating RALLY NI

19 & 20 August

ULSTER HISTORIC RALLY REGULATIONS



A ROUND OF THE DUNLOP / WONAGO MSA BRITISH HISTORIC RALLY CHAMPIONSHIP 2011



WONAGO



SUPPORTED BY:



PROMOTED BY THE NORTHERN IRELAND MOTOR CLUB LTD. www.ulsterrally.com

TODDSLEAP ULSTER HISTORIC 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 2011 Ulster Historic Rally. We are very pleased to welcome back competitors from the HRCR British Historic Championship for their 'annual' trip to the island of Ireland. The Historic Rally will cover all of the International Rally Friday stages (50 stage miles) and 6 of the 8 Saturday stages (55 stage miles).

This year's rally returns again to the much acclaimed base in Antrim. The Clerk of Course and his team have created a revised route whilst retaining a number of the Ulster Rally classics. All the stages take place on the smooth, fast-flowing tarmac roads of Counties Antrim and Londonderry, some of the most scenic drives in Northern Ireland.

Our sponsor Todds Leap Outdoor Activity and Training Centre, have confirmed their continued sponsorship and the owner, Benny O'Hanlon, has once again re-iterated his enthusiasm for the event.

Antrim Borough Council will again 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, Headquarters and Finish will again be located around the Junction One International Outlet Shopping Centre.

I would like to bring to your attention 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** and there will be facilities available to enable competitors to check the status of their entry. We would encourage people to use this facility 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 the official suppliers listed in these regulations or in fuel stations en route. There will be **NO refuelling permitted in the Service Park.** Please ensure you order your fuel in advance – details are given in Appendix 2. 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 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 ULSTER HISTORIC RALLY

19th / 20th AUGUST 2011

THE DUNLOP / WONAGO MSA BRITISH HISTORIC RALLY CHAMPIONSHIP AND IRISH HISTORIC TARMAC RALLY CHAMPIONSHIP

SUPPLEMENTARY REGULATIONS

INTRODUCTION

The Dunlop / Wonago MSA British Historic Championship Regulations can be downloaded from www.hrcr.co.uk

I PROGRAMME

Opening date for entries:	Monday 4 July 2011	09:00 hours
Early closing date:	Wednesday 27 July 2011	17:00 hours
Final closing date for entries:	Wednesday 3 August 2011	17:00 hours
Rally Guide 2 published:	Friday 29 July 2011	
Confirmation of receipt of entry	Acknowledgement will be posted within 4 days of receipt of entry	
Seeded entry list published.	Tuesday 9 August	
Issuing of Rally Guide 2:	Tuesday 9 August - Rally Guide 2 will be posted	
Issuing the road and map books:	Tuesday 9 August - Road and Map Books will be posted (if requested)	
Collection of material and documents:	From Saturday 13 August at 17:00 hours Unposted Road and Map Books available for collection at Rally Administrative Office	
Closing date for order of fuel:	Friday 12 August	
Reconnaissance programme outline:	<p>Reconnaissance registration and administrative checks Location: Rally Administrative Office, Holiday Inn Express Time: Saturday 13 August 17:00 hours - 20:00 hours Sunday 14 August 08:00 hours - 11:00 hours Wednesday 17 August 17:00 hours - 21:00 hours Thursday 18 August 08:00 hours - 11:00 hours</p> <p>Reconnaissance starts 09:00 hours on Sunday 14 August Competitors may select one day only from the following: Sunday 14 August 09:00 hours - 22:00 hours Thursday 18 August 09:00 hours - 22:00 hours Reconnaissance ends at 22:00 hours on Thursday 18 August</p>	
Closing date for shakedown registration:	Thursday 18 August 2011 21:00 hours	
Administrative checks:	At Reconnaissance registration and if necessary at Rally Administrative Office, Holiday Inn Express: Thursday 18 August 18:30 hours – 21:00 hours Friday 19 August 08:00 hours – 11:00 hours	
Opening of the Service Park:	Location: Junction One International Outlet Shopping Centre, Antrim Time: Thursday 18 August 14:00 hours	

Collection and fitting of RalliTrak safety radios:	Prior to scrutineering on: Thursday 18 August 18:00 hours – 21:00 hours or Friday 19 August 08:00 hours – 11:00 hours Location: Orchard Way, Antrim
Scrutineering - sealing and marking:	Thursday 18 August 18:00 hours – 21:00 hours Friday 19 August 08:00 hours – 11:00 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 18 August 18:00 – 21:00 hours Friday 19 August 09:00 – 22:00 hours Saturday 20 August 08:00 – 20:00 hours Accreditation: Thursday 18 August 18:00 – 21:00 hours Friday 19 August 09:00 - 14:00 hours
Shakedown stage:	Location: To be advised Time: Friday 19 August 09:00 – 11:00 hours
Publication of start list for leg 1:	Location: Official Notice Board, Rally HQ and by SMS text Time: Friday 19 August 12:30 hours
Rally start:	Location: Antrim Town Centre Time: Friday 19 August 14:20 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 20 August 01:30 hours
Finish leg 1 and start leg 2:	Location: Orchard Way, Antrim Time: Leg 1: Finish: Friday 19 August 23:20 hours Leg 2: Start: Saturday 20 August 07:20 hours
Rally finish:	Location: Junction One International Outlet Centre Time: Saturday 20 August 15:00 hours
Publication of final provisional classification:	Location: Official Notice Board, Rally HQ Time: Leg 1: Saturday 20 August 01:30 hours Provisional: Saturday 20 August 17:00 hours
Prizegiving:	Location: Rally Finish Ramp, Junction One Time: Saturday 20 August 15:05 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 13 August 17:00 to 20:00 hours Sunday 14 August 08:00 to 11:00 hours Wednesday 17 August 17:00 to 21:00 hours Thursday 18 August 08:00 to 22:00 hours Friday 19 August 08:00 to 01:30 hours (Sat) Saturday 20 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 Ulster Historic Rally
Name of Organising Club: The Northern Ireland Motor Club Limited

.2 Organisation Committee:

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

.3 Stewards Of The Meeting: Esmore Jones (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, Lewis Boyd
Admin Manager: Drew Todd E: dtodd@ulsterrally.com
Secretary Of The Meeting: Paul Biggerstaff E:
And Entries Secretary 9 Montague Park pbiggerstaff@ulsterrally.com
Tandragee T: +44(0)7753 846 734 (m)
County Armagh Fax: +44(0)8712 638 790
BT62 2NU
Chief MSA Scrutineer: George Kennedy
Championship Eligibility Scrutineer Paul Loveridge
Environmental Scrutineer: Peter Clingan
Competitor Relations Officer: Gavin Campbell
Media Office Manager: Kenny Fisher E: kennyfisher@live.com
T: +44(0)28 6638 8634 (h)
Chief Service Park Official: Lissa McCully
Chief Equipment Officer: Murray Armstrong
Chief MSA Timekeeper: Margaret Kelly
Chief Safety Officer: Plunkett Boyle
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
Incident Managers: David Gray, Robert Harkness
Incident Officials: William Fullerton, Derek Graham,
Andy Gilmore, Drew Wilson.
Chief Marshal: Ian Connolly
Child Protection Officers: Simon MacRory, Ursula Mullan
Results: Tynemouth Computer Services
Antrim Liaison Officer: Nicola McCullough
Antrim Area Officials: Bob McKeown, John Lindsay
Parc Fermé Controller: Bob McKeown



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- b) Who is the President of the HRCR?
- c) How much is The Standard Single Annual Subscription to HRCR?

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Eight 2 bed luxury villas to be awarded at each rally event



8 awards of one weeks Luxury Holiday Accommodation will be awarded for 'Best Performance by Official', 'Stage Commander', '2 Marshals', 'Service Crew' and the '2 Most Exciting Performances by Rally Crews'. To be nominated by an expert panel and their decision will be final.

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For more information visit: wonago.com, call us on 01823 503000 or email info@wonago.com

All Kololi Villa Holidays can be exchanged for Wonago villas or apartments on payment of £165.00 supplement (subject to availability).



TODDSLEAP ULSTER HISTORIC RALLY SUPPLEMENTARY REGULATIONS

ARTICLE 1 ANNOUNCEMENT

- 1.1 The Northern Ireland Motor Club Ltd will promote a National A Special Stage Rally on Friday 19 and Saturday 20 August 2011 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 65522 has been issued on 18 June 2011.
- 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 Ulster Historic Rally is open to competitors (whether Entrant, Driver, Co-Driver) holding a valid 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 2011 MSA Year Book.
- 4.3 All Competitor's Licences will be inspected at Administrative Checks.

ARTICLE 5 CHAMPIONSHIPS

- 5.1 2011 Dunlop / Wonago MSA British Historic Rally Championship - Permit Number 2011/5555
Tuthill Historic Porsche Challenge
Water End Properties Asphalt Cup 2011 – Permit Number 2011/5755
Irish Historic Tarmac Rally Championship – Permit Number P01/11
- 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 12:00 hours on 19th August may be excluded.

ARTICLE 7 CLASSES

7.1 The class structure will be:

MSA Category 1 cars registered before 31/12/67

Class B1 cars up to 1000 cc

Class B2 cars 1001 cc to 1300 cc

Class B3 cars 1301 cc to 1600 cc, excluding Twin Cam engined cars

Class B4 cars 1601 cc to 2000 cc, including Twin Cam engined cars, but excluding Porsche 911's

Class B5 cars over 2000 cc, including Porsche 911's

MSA Category 2 cars registered between 01/01/68 and 31/12/74

Class C1 cars up to 1300 cc

Class C2 cars 1301 cc to 1600 cc, excluding Twin Cam engined cars

Class C3 cars 1601 cc to 2000 cc, including Twin Cam engined cars

Class C4 cars over 2000 cc

Class C5 all Twin Cam Multi-valve engined cars

MSA Category 3 cars registered between 01/01/75 and 31/12/81

Class D1 cars up to 1300 cc

Class D2 cars 1301 cc to 1600 cc, excluding Twin Cam engined cars

Class D3 cars 1601 cc to 2000 cc, including Twin Cam engined cars

Class D4 cars (including Twin Cam Multi-valve engined cars) over 2000 cc

Class D5 all other Twin Cam Multi-valve engined cars

7.2 All cars must comply with 2011 MSA Technical Regulations (R.49) and (Section K) and cars registered for the BRHC must also comply with the 2011 MSA British Historic Rally Championship Regulations.

7.3 In addition a class is provided for cars complying with the FIA European Historic Sporting Rally Championship.

A copy of the 2011 FIA European Historic Sporting Rally Championship Regulations can be downloaded from the Historic Rally competitor's page on the Ulster Rally web site, at: <http://www.ulsterrally.com>

A Valid FIA Historic Technical Passport (HTP) must be provided by the competitor for each car entered, at scrutineering; each entry form must be accompanied by a photocopy of the first page of this HTP.

The cars are to be in compliance with their HTP but will be required to be equipped with FIA homologated seats and fire extinguisher equipment as required by MSA regulation (R)48.10.5 and (R)48.10.6

In the case of FIA Category Classes supercharging (see definition in the current Appendix J), the nominal cylinder capacity of all the cars will have a factor of 1.4 applied to their engine capacity in order to determine the class in which they will run.

All cars must be registered for open public road use.

For safety reasons, mid- and rear-engined two-seater racing cars shall not be permitted on this event

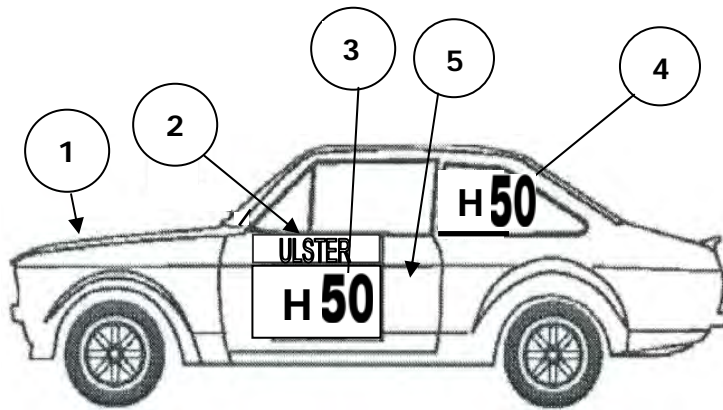
7.4 Should fewer than 3 entries be received in any class, the Organisers reserve the right to amalgamate this class with the next higher class.

7.5 All cars with forced induction within the MSA Category Classes will have a factor of 1.7 applied to their engine capacity in order to determine the class in which they will run.

7.6 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 (2011 MSA Regulation – **(H.29)**), on the vehicle as shown on the diagram below.



- 1 Rally Plates (front 430 mm x 215 mm)
- 2 Event Sponsor Panel both sides (on panels 500 mm x 170 mm)
- 3 Competition Numbers
- 4 High visibility numbers on each side rear window
- 5 Event associate sponsors decals on both sides

All Plates are mandatory.

Competitors registered in the MSA British Historic 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 **(J.4)**:
1. Event Sponsor plates, size 50 cm by 17 cm and each panel shall be placed horizontally on each front door, directly above the competition number plate .
 2. Competition numbers, 25 cm high
 3. Front bonnet plate.
 4. Rear side window high visibility numbers, 25 cm high.
- 8.3 Competitors may also be required to carry event sponsors advertising decals issued by the organisers with an area approximately 645 square cm on each side of the car.**(H.29.1.1)**
- 8.4 All plates including competition numbers must be in place prior to presenting cars for scrutineering. **(R.6.1.4)**
- 8.5 Rally plates must not be cut or mutilated and competitors who do not provide the space in the location referred to, will be either refused a start or excluded from the results as appropriate to the case.

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 6 August 2011.
(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 12 August 2011.
(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 Ulster National Rally Official Notice Board, Rally HQ, Holiday Inn Express, Antrim

Leg 1: 01:30 hours Saturday 20 August

Provisional: 17:00 hours Saturday 20 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: 373 miles

Number of special stages: 12

Total distance of special stages: 105 miles

Number of sections: 5

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 13 August 2011 (when Rally Administration Office is open). Or they will be posted, if requested, on Tuesday 9 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 18 August, from 18:00 hours – 21:00 hours

Friday 19 August, from 08:00 hours – 11:00 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 12.00 hours on Friday 19 August

Any crew not undertaking reconnaissance will be facilitated at Final Administrative Checks

The Antrim Meeting Room, Holiday Inn Express, Antrim:

Thursday 18 August 2011, from 18:30 hours – 21:00 hours and

Friday 19 August, from 08:00 hours – 11:00 hours, after vehicle scrutineering.

- 13.4 At Scrutineering, cars will be examined for compliance with the 2011 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 fined or not allowed to start.

ARTICLE 14 VEHICLE ELIGIBILITY

- 14.1 The following paperwork must be available, at scrutineering for the vehicle entered and must be carried in the car during the event:
1. A validated MSA or MI Historic Rally Special Stage Log Book **(R.25.2, R.46.1.3,)**
 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).**
 3. A valid homologation for Category 3 vehicles. **(R.49.3, R.49.4.2)**
- 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 2011.
Failure to produce any of the necessary above documentation will lead to a Refused Start or Exclusion.
- 14.2 Cars entered in all Historic Classes must also be in possession of an MSA or FIA Historic Vehicle Identity Form. **(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 All tyres must comply with MSA Tyre Regulations **(R.49.9.1 – R.49.9.3)** and BHRC Championship competitors must comply with Art 8.7 of the Championship Regulations.

ARTICLE 15 FUEL

15.1 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.

Competitors should be aware that other fuel will be available, which is not approved for the BHRC.

For further information and **to reserve a supply of fuel please contact the above supplier before Friday 12th August**, for contact details see Appendix 2

15.2 Distribution During The Rally

15.2.1 With the exception of Supplementary Regulation 15.3.5 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 zone 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 zone.

15.2.2 Initial pre rally fuel will be available at the designated refuelling zone from 08:00 hours on Friday 19th August.

15.3 Fuel in Service Park

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

15.3.2 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 15.3.3 and 15.3.5

15.3.3 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.

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

15.3.5 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

15.4 Refuel Zone

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

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

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

15.4.4 Engines must be switched off throughout the refuelling operation.

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

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

15.5 Penalties

15.5.1 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.

15.5.2 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) 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 20 August 2011 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 enter's 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.

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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 14 August

09:00 hours - 22:00 hours Thursday 18 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-authorized 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
- Cars which conform to the following specifications may be used:

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 Speed inside Service Parks and Trailer Park

The speed of cars in the service and trailer parks and from Re-group In to Service Out Controls may not exceed 10 mph. Failure to comply with this limit shall result in a penalty applied by the Clerk of the Course

Trailers are not permitted in Service Parks

21.4 **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/€110.**

21.5 **All competitors must provide and use spillage mats in all service parks. Non-compliance will incur a penalty of £500/€560.**

21.6 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.

21.7 **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.

A Service Pack containing a Service Vehicle Plate and Service personnel passes will be issued when the Service Vehicle details are duly completed on the Entry Form. 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, may be ordered by duly completing the Vehicle details on the Entry Form and accompanied by a fee of £50 (or €55) 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, may be ordered by duly completing the Vehicle details on the Entry Form and accompanied by a fee of £100 (or €110) 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.

Support Packs are for vehicles of any size, used for trade or similar purposes. The packs containing a Support Plate, Service Book and personnel passes will be available at a fee per truck and trailer of :

up to 6 metres long by 6 metres deep £150 (€170)

up to 12 metres long by 6 metres deep £250 (€280)

Anyone wishing to purchase a Support Pack must make a separate application to the organisers. Once issued the Support 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 only, providing that space is available.

Application to be made to Ian Duff on ianduff@onetel.com

21.8 **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 (€340)**

21.9 **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 (€60) 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.

- 21.19 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.
- 21.11 Service Park area.** All entries will be entitled to a maximum area of 8 metres deep by 8 metres wide.
- 21.12 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, 25.1, 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)	Fine or start refused
(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	
(jj) Exceeding permitted speed limit in Service Park, trailer park and link roads (Article 21.3)	
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 21.4)	£100
H1 Failure to use a spillage mat in a service park (Article 21.5)	£500
I1 Failure to have Service plates affixed to front window (Article 21.8)	£300
J1 Non compliance by service crew (Article 21.9)	£500
K1 Smoking in service parks and refuelling zones (Article 21.10)	Up to Exclusion
L1 Trading in Service Park without permission (Article 21.12)	Up to £620 or Exclusion

ARTICLE 23 AWARDS

23.1 List of Awards:

GENERAL CLASSIFICATION - MSA Categories (All awards to be won outright.)

1st Overall in each Category Two Trophies

Class Awards

1st in each Class Two Trophies

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

Re-start winner Two trophies

The following awards will be presented in the FIA Historic Categories

Class Awards

1st in Class Two Trophies

Winners of the General Classification Awards will not be eligible for Class Awards.

23.2 Prizegiving

The Prize Giving shall take place, **at 15:05 hours on Saturday 20th August 2011, at the Finish Ramp, Junction One International Outlet Shopping Centre.**

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.

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. Details of this Control will be advised. Lateness at this Control will be penalised as per Article 22.3 (j)i. On leaving TC0 competitors will proceed to the Start Ramp (TC0A), which is located in Antrim Town Centre.

25.2 Re-starts

Any crew, which has retired from Leg 1, may re-start on Leg 2. All re-start crews will be awarded a time for each stage missed on Leg 1. Should the retirement occur after the last stage, the crew will be deemed to have missed that stage.

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 re-start 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.

Competitors who re-start on Leg 2 are ineligible for overall classification.

Registered competitors of the Dunlop/Wonago MSA British Historic Championship are reminded of the points allocation on the Ulster Historic Rally.

- The first set of half points will be allocated at the end of Leg 1 – TC6D.
- The second set of half points will be allocated according to the final classification.
- The third set of half points will be allocated according to the performance on leg 2.

- 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 **Lockton Motor Sports Road Traffic Scheme**
The Organisers have also applied to **Lockton** for a Blanket Cover note under the above Scheme. This will provide Competitors who need to use the Scheme with the 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 £ 39 (€ 44).
New applicants wishing to use the Scheme must be able to comply with all points of the Lockton's Declaration:-
- **Over 21 and held a Full Licence for at least 6 months.**
 - **Not more than 1 fault accident in last 3 years.**
 - **No more than a maximum of 6 speeding points on licence.**
 - **No physical or mental disabilities.**
 - **No other material facts**
- If able to comply** with all points above simply sign on Signing On Form for Insurance – **No Letter of Acceptance will be issued.**
- If unable to comply** with any of the above points complete the Declaration Form itself (available from the Secretary of the Meeting) and forward either to the Secretary of the Meeting or direct to **Lockton** prior to the Event to allow sufficient time for Letter of Acceptance to be issued. **Faxed copies are acceptable.**

- 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 Historic 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 19th 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:

Red or 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.

John Comiskey	Sean Harte	Gilbert Martin	Declan Rafter
Martin Cheshire	Jan Huisman	Sadie Martin	William Wylie
Tommy Davison	Ronnie McAleer	Jude O'Neill	
David Gilmore	Alan McClelland	Stephen O'Neill	

28.4 SHAKEDOWN

A shakedown stage will take place on Friday 19th August 2011 from 09:00 to 11:00 hours. Full schedule and details of location will be available on completion of Admin Checks.

Shakedown Fee: £ 75 (€ 85)

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 18th August 2011.

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PASSMORES

CLASSIC TIMBER

GARAGES

HISTORIC RALLY SCHEDULE

This information is subject to alteration and confirmation in the Road Book. (version 26 June)

Ulster Historic Rally
LEG - 1 Friday 19th August 2011

TC SS	Location	SS Distance	Liaison Distance	Total Distance	Target Time	First car Due
0	Service Area Out					14:20
0A	Start Ramp		1.26		00:25	14:45
0B	Service In		1.80	3.06	00:13	14:58
Service A					00:10	
0C	Service Out					15:08
Refuel 1						
Distance to next refuel		(24.97)	(71.83)	(96.80)		
1			17.03		00:37	15:45
SS1	Special Stage					15:48
1A		7.92			00:13	16:01
2			9.16	17.08	00:20	16:21
SS2	Special Stage					16:24
2A		9.09			00:14	16:38
3			2.80	11.89	00:10	16:48
SS3	Special Stage					16:51
3A		7.96			00:13	17:04
3B	Regroup In		42.59	50.55	01:21	18:25
Regroup - Parc Fermé					00:10	
3C	Regroup Out					18:35
3D	Service In		0.25		00:03	18:38
Service B					00:45	
3E	Service Out					19:23
Refuel 2						
Distance to next refuel		(24.97)	(72.03)	(97.00)		
4			17.03		00:37	20:00
SS4	Special Stage					20:03
4A		7.92			00:13	20:16
5			9.16	18.53	00:20	20:36
SS5	Special Stage					20:39
5A		9.09			00:14	20:53
6			2.80	11.89	00:10	21:03
SS6	Special Stage					21:06
6A		7.96			00:13	21:19
6B	Service In		43.04	50.92	01:21	22:40
Service C					00:30	
6C	Service Out					23:10
Refuel 3						
Distance to next refuel		(0.00)	(5.83)	(5.83)		
6D	Parc Fermé		3.01		00:10	23:20
Leg 1 Totals		49.94	149.93	199.87		

Section 1

Section 2

Ulster Historic Rally
LEG - 2 Saturday 20th August 2011

TC SS	Location	SS Distance	Liaison Distance	Total Distance	Target Time	First car Due
6E	Parc Fermé Out		-		-	07:20
6F	Service In		2.82		00:09	07:29
Service D					00:10	
6G	Service Out		-		-	07:39
Refuel 4						
Distance to next refuel		(16.50)	(27.80)	(44.30)		
7			5.14	5.14	00:13	07:52
SS7	Special Stage					07:55
7A		7.52			00:13	08:08
8			12.46	19.98	00:25	08:33
SS8	Special Stage					08:36
8A		8.98			00:14	08:50
8B	Regroup In		9.95	18.93	00:20	09:10
Regroup - Parc Fermé					00:10	
8C	Regroup Out		0.25			09:20
8D	Service In				00:03	09:23
Service E					00:30	
8E	Service Out					09:53
Refuel 5						
Distance to next refuel		(22.17)	(55.96)	(78.13)		
9			24.53	24.53	00:45	10:38
SS9	Special Stage					10:41
9A		15.15			00:22	11:03
10			5.44	20.59	00:12	11:15
SS10	Special Stage					11:18
10A		7.02			00:12	11:30
10B	Regroup In		25.74	32.76	00:48	12:18
Regroup - Parc Fermé					00:10	
10C	Regroup Out					12:28
10D	Service In		0.25		00:03	12:31
Service F					00:30	

Section 3

Section 4

Ulster Historic Rally
LEG - 2 Saturday 20th August 2011

TC	Location	SS	Liaison	Total	Target	First car														
SS		Distance	Distance	Distance	Time	Due														
10E	Service Out					13:01														
<table border="1"> <tr> <td>Refuel 6</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Distance to Parc Fermé</td> <td>(16.50)</td> <td>(30.89)</td> <td>(47.39)</td> <td></td> <td></td> <td></td> </tr> </table>							Refuel 6							Distance to Parc Fermé	(16.50)	(30.89)	(47.39)			
Refuel 6																				
Distance to Parc Fermé	(16.50)	(30.89)	(47.39)																	
11			5.14	5.14	00:13	13:14														
SS11	Special Stage					13:17														
11A		7.52			00:13	13:30														
12			12.46	19.98	00:25	13:55														
SS12	Special Stage	8.98				13:58														
12A					00:14	14:12														
12D	Service In		10.40		00:23	14:35														
Service G					00:20															
12E	Service Out					14:55														
14D	Regroup In		0.28		00:05	15:00														
Regroup - Parc Fermé					00:05															
14E	Finish Ramp					15:05														
14F	Parc Fermé		2.61		00:10	15:15														
Leg 2 Totals		55.17	117.47	172.64																
Rally Totals		105.11	267.40	372.51																

Section 5

APPENDIX 2 FUEL SUPPLIERS CONTACT DETAILS

Sunoco Race Fuels

Tel: +44(0)1929 551557

Competitors can download an order form from www.rallybrc.co.uk

Pre-event order:

e-mail: shaun@aaoil.co.uk

Jim Crozier (Sunoco Race Fuels)

Tel: +44(0)7778 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, 8, 9, 13, and 14.

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: sales@rallynews.net

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.

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