



**17<sup>th</sup> AUGUST 2019**

## **SUPPLEMENTARY REGULATIONS**

**FIA Celtic Rally Trophy**

**Irish Tarmac Rally Championship**

**British Rally Championship**

**Fuchs Lubricants Motorsport UK British Historic Rally Championship**

**Fuchs Lubricants RACRMC Historic Asphalt Rally Championship**

**Organised & Promoted by  
Northern Ireland Motor Club Ltd  
[www.ulsterrally.com](http://www.ulsterrally.com)**



# Foreword

Welcome to the Regulations for the 2019 Ulster Rally. This year we have moved our base to the town of Newry, where the surrounding roads have played host to many an Ulster Rally over the years, with our last visit being in 2008.

The event will be centred in Newry town with our Headquarters, Rally Offices, Scrutineering venue, Central Service Park and the Start and Finish being based in the town. Additionally, a principal control will be operated in the centre of Banbridge.

From Newry the rally will go North into classic County Down stages. The central service park will remain in Newry town throughout the event.

The event has a choice of Recce days. Scrutineering is on the Friday night, with an optional Shakedown stage on Friday evening before a Ceremonial Start in front of Newry Town Hall. The competitive element of the rally starts on Saturday morning from the service park, and after the final stages the finish will be back at Newry Town Hall on Saturday evening.

In 2019 we welcome to Northern Ireland and Newry, the contenders from the FIA Celtic Rally Trophy, the British Rally Championship, Irish Tarmac Rally Championship, Fuchs Lubricants Motorsport UK British Historic Rally Championship and Fuchs Lubricants RACRMC Historic Asphalt Rally Championship.

I would like to draw your attention to a few key points:

- **Entries may be submitted online** on [www.ulsterrally.com](http://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 less onerous administration.
- There will be a single Service Park located at Newry High School. **No servicing of any nature is permitted outside this Service Park.**
- Space in the Service Park is limited and each rally car will be allowed one service vehicle within the entry fee structure. **Other vehicles may apply for a Permitted Vehicle pass, at a fee (£200), but are not automatically guaranteed a space. The space will only be confirmed after the fee is paid and a first come, first served principle will apply.**
- Re-fuelling and the use of generators within the Service Park will be strictly controlled. Please see Rally Guide 1 and the more specific guidelines to be issued later. **Any contravention may result in a Service Crew and their equipment being asked to vacate the Service Park for the duration of the event.**
- 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. Timing will be from the **Stage Start Control to the next Arrival Control or Time Control.**

We are very pleased to offer competitive entry fees and also have special ferry deals for overseas crews – please see the website for more details. I hope this will help you to enter the event, and that you will have a safe, enjoyable and challenging rally.

Richard Swanston  
Event Director

# INDEX

Art. 1.	Introduction .....	1
Art. 1.1	Preamble.....	1
Art. 1.2	Length of Special Stages and Road surface.....	1
Art. 1.3	Overall SS distance and total distance of the itinerary .....	1
Art. 2.	Organisation .....	1
Art. 2.1	Championships and titles for which the rally counts.....	1
Art. 2.2	Approvals .....	2
Art. 2.3	Organiser's name, address and contact details .....	2
Art. 2.4	Organising Committee .....	2
Art. 2.5	Stewards of the Meeting .....	2
Art. 2.6	FIA Delegates & Observer .....	3
Art. 2.7	Senior Officials .....	3
Art. 2.8	Location of Rally HQ and contact details.....	4
Art. 3.	Programme in chronological order and locations.....	4-5
Art. 4.	Entries.....	6
Art. 4.1	Closing date for entries .....	6
Art. 4.2	Entry procedure.....	6
Art. 4.3	Number of competitors accepted and vehicle classes .....	6-10
Art. 4.4	Entry fees.....	10
Art. 4.5	Payment.....	10
Art. 4.6	Entry fee refunds .....	11
Art. 5.	Insurance Cover .....	11
Art. 6.	Advertising and Identification .....	12
Art. 6.1	Obligatory organiser's advertising .....	12
Art. 6.2	Optional organiser's advertising .....	12
Art. 7.	Tyres.....	12
Art. 7.1	Regulations regarding tyres which may be used during the rally.....	12
Art. 8.	Fuel.....	12
Art. 8.1	Refuelling .....	13
Art. 8.2	Emptying and/or refilling fuel in the Service Park.....	13
Art. 8.3	Penalties .....	13
Art. 9.	Reconnaissance of Special Stages .....	13
Art. 9.1	Registration procedure.....	13
Art. 9.2	Specific regulations.....	13-15
Art. 10.	Administrative checks .....	15
Art. 10.1	Documents to be presented: .....	15
Art. 10.2	Timetable for Administrative Checks / Final Administrative Checks .....	15
Art. 10.3	In-Car Cameras.....	15
Art. 10.4	Help Desk.....	16
Art. 11.	Scrutineering, Sealing and Marking.....	16
Art. 11.1	Scrutineering, venue and time.....	16

Art. 11.2	Mud flaps.....	16
Art. 11.3	Windows.....	16
Art. 11.4	Drivers' safety equipment .....	16
Art. 11.5	Noise level.....	16
Art. 11.6	National requirements.....	16
Art. 12.	Other procedures and regulations.....	17
Art. 12.1	Ceremonial start procedures and order .....	17
Art. 12.2	Finish procedures .....	17
Art. 12.3	Permitted early check-in .....	17
Art. 12.4	Super Special Stage, regulations and order .....	17
Art. 12.5	Special procedures and activities.....	17-21
Art. 12.6	Official time used during the rally .....	21
Art. 13.	Identification of Officials .....	22
Art. 14.	Prizes.....	23
Art. 15.	Final checks / Protests / Appeals .....	23
Art. 15.1	Final Checks.....	23
Art.15.2	Protest deposit .....	23
Art. 15.3	Appeal deposit.....	24
Art. 16	Safety Tracker.....	24

**Appendix 1      Draft Itinerary**

**Appendix 2      Reconnaissance schedule**

**Appendix 3      Competitor Relations Officer**

**Appendix 4      Decals and positioning of supplementary advertising**

**Appendix 5      Extract from FIA ISC Appendix L relating to overalls, helmets and any other safety requirements**

**Appendix 6      Fuel Supplier contact details**

**Appendix 7      Accommodation contacts**

**Appendix 8      Stena Line ferry contact details**

**Appendix 9      Maps and route**

**Appendix 10     Start Times to your mobile**

**Appendix 11     Route Notes**



## SUPPLEMENTARY REGULATIONS

### Art. 1. Introduction

Name of the event: There will be four separate rallies:

The Ulster International Rally  
The Ulster National Rally (National A & National B combined)  
The Ulster Historic Rally  
The Ulster Cup Rally

Date of the event: 17<sup>th</sup> August 2019

### Art 1.1 Preamble

These rallies will be run in compliance with the FIA International Sporting Code (ISC) including appendices, the FIA Regional Rally Sporting Regulations (RRSR) including appendices, the Motorsport UK Rally Regulations (only when related to National cars) the WADA/NADA Codes, and the FIA Anti-Doping Regulations, as amended from time to time. The National Road Traffic Regulations shall apply. Unless provided otherwise by these Supplementary Regulations (SR), the provisions of the above Rules and Regulations shall apply.

Any modifications, amendments and/or additions to the Rules and Regulations shall be made in the form of numbered and dated bulletins. Additional information will be published in the Rally Guide. All FIA regulations can be found at <https://www.fia.com/regulations>. A copy of the 2019 FIA Regional Rally Sporting Regulations may also be downloaded from the competitor's page on the Ulster Rally web site at [www.ulsterrally.com](http://www.ulsterrally.com)

The various documents will be written in English. References in these Supplementary Regulations to the various Regulations will be denoted by the abbreviations indicated above for each set of regulations.

Additional information will be published in Rally Guide 2, available online on Saturday 27<sup>th</sup> July.

### Art. 1.2 Length of Special Stages and Road Surface

Leg 1: Asphalt 93.78 miles Gravel 0 miles

### Art. 1.3 Overall SS distance and total distance of the itinerary

Number of Legs	1
Number of Sections	4
Number of special stages:	9
Total distance of the itinerary	163.11 miles
Overall length of Special Stages	93.78 miles

### Art. 2 Organisation

#### Art. 2.1 Championships and titles for which the rallies count:

The FIA Celtic Rally Trophy for Drivers and Co-Drivers  
The FIA Celtic Rally Trophy 2 (ERT2) for Drivers and Co-Drivers  
The FIA Celtic Rally Trophy 3 (ERT3) for Drivers and Co-Drivers  
The FIA Celtic Junior Trophy (ERTJ) for Drivers  
The Irish Tarmac Rally Championship (MI Permit Number P007/2019)  
The Irish Tarmac Historic Championship (MI Permit Number P003/2019)  
The Irish Tarmac Modified Rally Championship (MI Permit Number P006/2019)  
The Irish Tarmac Junior Rally Championship (MI Permit Number P008//2019)  
The British Rally Championship (Motorsport UK Permit No 2019/007)  
The British Historic Rally Championship (Motorsport UK Permit Number 2019/014)  
The Historic Asphalt Rally Championship (Motorsport UK Permit Number 2019/017)

## Art. 2.2 Approvals

Motorsport UK Permit Nos:	International	112254	Approved on: 27/02/19
	National (National A)	112256	Approved on: 27/02/19
	National (National B)	112257	Approved on: 27/02/19
	Historic (National A)	112256	Approved on: 27/02/19
	Ulster Cup (National B)	112258	Approved on: 27/02/19
FIA VISA No:	04ERTCE/040619		Issued on: 05/06/19

### Note:

International licence holders in homologated cars *must enter the International Permit event using the **International Entry Form***. Competitors wishing to score points in the FIA Celtic Rally Trophy must enter the International event.

Competitors entering the National A and National B Permit events *must enter using the **National Entry Form***.

National A competitors can enter classes A1 to A6 and classes H1 to H5B.

National B competitors can enter classes B1 to B10, classes H1 to H5B and classes J1 to J4.

## Art. 2.3 Organiser's name, address and contact details

<b>Organiser:</b>	The Northern Ireland Motor Club Limited
<b>Organiser's representative:</b>	Event Secretary: Lois Henry
<b>Street:</b>	46 Knocknagin Road
<b>Town:</b>	Desertmartin, Magherafelt
<b>Postcode:</b>	BT45 5LQ
<b>Phone:</b>	+44(0) 7780 609841
<b>Email:</b>	secretaryofmeeting@ulsterrally.com

### ALL COMMUNICATIONS DURING THE TIMES LISTED IN ARTICLE 2.8 ARE TO BE DIRECTED TO:

Rally Administration Office, Mourne Country Hotel, Newry

Telephone: To be advised in Rally Guide 2

**Media enquiries:** Simon Fullerton – Ulster Rally Media Officer  
Telephone: +44(0) 7745 891227 Email: media@ulsterrally.com

## Art. 2.4 Organising Committee

Neil Anderson, Murray Armstrong, Alan Bolton, Plunkett Boyle, Henry Campbell, John Clarke, Ian Connolly, Siobhann Deery, Ian Duff, Alan Elliott, Simon Fullerton, Declan Gannon, Ian Giboney, Brenda Gordon, David Gray, Robert Harkness, Lois Henry, Michael Johnston, Margaret Kelly, George Kennedy, Simon MacRory, Paddy McCollum, Duncan McGregor, Wilbert McIlmoyle, Bob McKeown, Gary Milligan, Nicky Moffitt, Ursula Mullan, Philip Murray, Gerry O'Doherty, Dr Stephen Reaney, Richard Swanston, Barry Taggart, Wayne Turkington.

### Stage Teams:

Barry Arundell, John Comiskey, Patricia Laverty, Alan McClellan, Brian O'Kane, Terry Patterson, Brian Wilson & William Wylie.

## Art. 2.5 Stewards of the Meeting

Stewards of the Meeting (Chairman):	Joe Corcoran
2 <sup>nd</sup> FIA Steward	Aiden Harper
ASN/Motorsport UK Steward	Phil Short

**Art. 2.6 FIA Delegates and Observer**

FIA Observer	Aiden Harper
--------------	--------------

**Art. 2.7 Senior Officials**

Event Director:	Richard Swanston
Clerk of the Course:	Philip Murray
Deputy Clerks of the Course:	Neil Anderson, Plunkett Boyle, Michael Johnston, Gary Milligan, Duncan McGregor, Richard Swanston, Wayne Turkington
Assistant Clerk of the Course:	Barry Taggart
Secretary of the Event:	Lois Henry
Entries Secretary – International, Historic	Neil Anderson
Entries Secretary – National, Junior	Lois Henry
Motorsport UK Safety Delegate:	Neil Fuller
Event Safety Officer:	Wayne Turkington
Spectator Safety Officer:	Bob McKeown
Chief Scrutineer:	George Kennedy
Event Eligibility Scrutineer:	Rab McDonald
Historic Eligibility Scrutineer:	John Cooper
Environmental Scrutineer:	Peter Clingan
Chief Medical Officer (CMO):	Dr. Stephen Reaney
Timekeeping (Chief Timekeeper):	Margaret Kelly
Competitor Relations Officer (CRO):	Alan Teare
Press/Media Officer:	Simon Fullerton
Environmental Officer:	Declan Gannon
Service Park Coordinator:	John Clarke
Equipment Officer:	Murray Armstrong
Results Officer:	Wilbert McIlmoyle
Communications Officer:	Brenda Gordon
Course Managers:	James Blane, William Fullerton, David Gray, Robert Harkness
Stage Safety Officers:	Chris Beck, Derek Graham, Des O’Loan
Chief Marshal:	Ian Connolly
Safeguarding Officers:	Simon MacRory, Ursula Mullan
Newry Council Liaison:	TBC
Scrutineering Area Coordinator:	Billy Turkington
Refuel Zone Controller:	Stevie Reeves
Parc Fermé Controller:	Ian Atkinson



## Art. 2.8 Location of Rally HQ and contact details

Name: Mourne Country Hotel, Newry  
 Street: 52 Belfast Road  
 City: Newry  
 Postcode: BT34 1TR  
 Telephone: To be advised in Rally Guide 2

Rally HQ in operation: Saturday 10 August 17:00 to 20:00 hours  
 Sunday 11 August 08:00 to 11:00 hours  
 Thursday 15 August 17:00 to 20:00 hours  
 Friday 16 August 08:00 to 21:00 hours  
 Saturday 17 August 06:30 to 21:00 hours

Official Notice Board (NB): Rally Office, Mourne Country Hotel, Newry  
 Digital Notice Board (DNB): [www.ulsterrally.com](http://www.ulsterrally.com)

## Art. 3 Programme in chronological order and locations

<b>Tuesday 25 June 2019</b>		<b>Location</b>
20:00	Publishing of the supplementary regulations and opening date for entries	<a href="http://www.ulsterrally.com">www.ulsterrally.com</a>
<b>Wednesday 24 July 2019</b>		
12:00	Early Closure date of entries at reduced fees	
<b>Wednesday 31 July 2019</b>		
09:00	Rally Guide 2 published	<a href="http://www.ulsterrally.com">www.ulsterrally.com</a>
23:59	Final Closure date of entries	
<b>Saturday 3 August 2019</b>		
	Publication date of entry list and scrutineering schedule	
	Issuing of electronic Road and Map Books	
<b>Saturday 10 August 2019</b>		
17:00 – 20:00	Rally Guide 2, Road and Map Books, materials and documents available for collection	Rally Administration Office, Mourne Country Hotel, Newry
17:00 – 20:00	Reconnaissance registration and administrative checks	Rally Administration Office, Mourne Country Hotel, Newry
<b>Sunday 11 August 2019</b>		
08:00 – 11:00	Rally Guide 2, Road and Map Books, materials and documents available for collection	Rally Administration Office, Mourne Country Hotel, Newry
08:00 – 11:00	Reconnaissance registration and Administrative checks	Rally Administration Office, Mourne Country Hotel, Newry
09:00 – 16:00	Reconnaissance – Day 1	
17:00 – 20:00	Reconnaissance registration and administrative checks	Rally Administration Office, Mourne Country Hotel, Newry
<b>Thursday 15 August</b>		
17:00 – 20:00	Rally Guide 2, Road and Map Books, materials and documents available for collection	Rally Administration Office, Mourne Country Hotel, Newry
15:30	Opening of the Service Park	Newry High School, Newry

<b>Friday 16 August 2019</b>		
08:00 – 21:00	Rally Office open	Rally HQ, Mourne Country Hotel, Newry
08:00 – 11:00	Rally Guide 2, Road and Map Books, materials and documents available for collection	Rally Administration Office, Mourne Country Hotel, Newry
08:00 – 11:00	Reconnaissance registration and administrative checks	Rally Administration Office, Mourne Country Hotel, Newry
09:00 – 16:00	Reconnaissance – Day 2	
15:00 – 20:00	Scrutineering, sealing and marking of components	The Albert Basin, Newry
15:30 – 20:15	Final administrative checks	Rally Administration Office, Mourne Country Hotel, Newry
14:00 – 20:30	Media accreditation; Media Centre open	Media Office, Mourne Country Hotel, Newry
16:30	Closing time for shakedown registration	Rally Administration Office, Mourne Country Hotel, Newry
18:00	Shakedown Stage	
20:00	First Stewards Meeting	Rally HQ, Mourne Country Hotel, Newry
20:30	Publication of start list	Official Notice Board, Mourne Country Hotel, Newry
20:45 – 22:45	Ceremonial Start; Issuing of Time Card 1	The Albert Basin, Newry
<b>Saturday 17 August 2019</b>		
06:30 – 21:30	Rally Office open	Rally HQ, Mourne Country Hotel, Newry
08:00 – 21:30	Media Centre open	Media Office, Mourne Country Hotel, Newry
08:15	Rally Start	Newry High School, Newry
18:00	Rally Finish and Podium Ceremony / Prizegiving	The Albert Basin, Newry
18.30	Final Scrutineering	Modern Tyres, Newry
19.30	Second Stewards meeting	Rally HQ, Mourne Country Hotel, Newry
20:00	Publication of Provisional Classification	Official Notice Board, Mourne Country Hotel, Newry
20:30	Publication of Official Classification	Official Notice Board, Mourne Country Hotel, Newry

## **Art. 4 Entries**

### **Art 4.1 Closing date for entries**

See programme in chronological order (SR Art. 3) and FIA RRSR Art. 22

### **Art. 4.2 Entry procedure**

Entries must be submitted in accordance with FIA RRSR Art. 21 – Art. 23

See also FIA ISC Art. 3.8 – Art. 3.14

An electronic entry application will be accepted on the organiser's website – [www.ulsterrally.com](http://www.ulsterrally.com)

Contact details for Entry Secretaries as follows:

#### **CLASSES A1 to A6; H1 to H5B**

**FIA Celtic Rally Trophy, British Rally Championship, Irish Tarmac Rally Championship, Irish Tarmac Historic Rally Championship, British Historic Rally Championship, Historic Asphalt Rally Championship and other non-championship Historic Rally competitors**

Neil Anderson 26 Kilntown Road, Dromore, Co. Down BT25 1HP

Tel: +44(0)7751 232227 Email: [neil@ulsterrally.com](mailto:neil@ulsterrally.com)

#### **CLASSES B1 to B10; J1 to J4**

**BRC National Rally Cup, Irish Tarmac Modified Rally Championship, Irish Tarmac Junior Rally Championship and other non-championship National Rally competitors**

Lois Henry 46 Knocknagin Road, Desertmartin, Magherafelt, Co Londonderry BT45 5LQ

Tel: +44(0)7780 609 841 Email: [lhenry@ulsterrally.com](mailto:lhenry@ulsterrally.com)

An entry application will be accepted only if accompanied by the total entry fees.

Competitors who have entered the rally using the International Entry form will be entered in the Ulster International Rally. Competitors who have entered using the National Entry Form will be entered in the Ulster National Rally. Competitors who have entered using the Historic Entry Form will be entered in the Ulster Historic Rally.

### **Art. 4.3 Number of competitors accepted and vehicle classes**

#### **Art. 4.3.1** The number of competitors shall be limited to: 120 cars

Should the number of applications exceed 120 a selection Committee acting on behalf of the Organisers will choose entries using the following criteria:

1. FIA Celtic Rally Trophy points scorers on previous rounds.
2. BRC and ITRC registered competitors.
3. ITHC, ITMRC, ITJRC, BHRC and HARC registered competitors.
4. Non-championship registered competitors will be selected in order of receipt of a fully paid entry.

If more than 120 entry applications are received the Organisers will nominate reserve entries. Such reserves may replace withdrawn entries up to a maximum of 120 starters. Reserve entries will be taken in numerical order for this purpose.

### Art. 4.3.2 Eligible cars

#### ULSTER INTERNATIONAL RALLY

(FIA Celtic Rally Trophy, British Rally Championship and Irish Tarmac Rally Championship)

Open to homologated four wheel and two-wheel drive cars conforming to FIA International Group R, A and N Technical Regulations.

Event Classes	Groups	Championship Classes		
		FIA	BRC	TROA
A1	S2000-Rally: 1.6T engine with a 28mm restrictor	RC2	BRC 1	7
	S2000-Rally: 2.0 Atmospheric			5
	Group R5 (VR5)			5
	Group R4 (VR4K)			5
	Group NR4 over 2000cc (Current N4)		BRC Production Cup	4
A2	RGT cars	RGT		6
A3	Group A over 1600cc and up to 2000cc	RC3	BRC 3	3
	Super 1600			
	R3 (atmo / over 1600cc and up to 2000cc – VR3C and turbo over 1067cc and up to 1333cc – VR3C)			
	R3 (turbo / up to 1620cc / nominal – VR3T)			
	R3 (diesel / up to 2000cc / nominal – VR3D)			
	R2 (atmo over 1600cc and up to 2000cc – VR2C and turbo over 1067cc and up to 1333cc – VR2C) RC4A	RC4A		
A4	Group A up to 1600cc	RC4B	BRC 4	2
	Kit-car up to 1600cc			
	Group N over 1600cc and up to 2000cc			
	R2 (atmo over 1390cc and up to 1600cc – VR2B and turbo over 927cc and up to 1067cc – VR2B)		BRC 4 & Junior BRC	
	R2 (atmo over 1390cc and up to 1600cc – Vauxhall ADAM Cup and Ford Fiesta R2T National and Ford Fiesta 1.6 R2 cars)		Cadet BRC	
A5	Group N up to 1600cc	RC5	BRC5	1
	R1 (atmo up to 1600cc - VR1A/VR1B and turbo up to 1067cc - VR1A/VR1B)			
	R1 (atmo up to 1600cc - VR1 and turbo up to 1333cc - VR1)			
A6	Group A over 2000 cc (Previously A8); WRC (1.6T); WRC (2.0T);			7

## ULSTER HISTORIC RALLY

(Irish Tarmac Historic Rally Championship, British Historic Rally Championship and Historic Asphalt Rally Championship)

Open to cars complying with Motorsport UK's Historic Stage Rallies Technical regulations. All cars must have an FIA Historic Passport or a Motorsport UK Historic Rally Identity Form.

Event Classes	Groups	Championship Classes		
		ITHC	BHRC	HARC
H1	Cars of a specification valid before 01/01/1968	1	1	1
H2	Cars of a specification valid between 01/01/1968 to 31/12/1974	2	2	2
H3	Cars homologated in Groups 1, 2, 3 or 4 between 01/01/1975 and 31/12/1981	3	3	3
H4A	Cars homologated in Groups A, N and B between 01/01/1982 and 31/12/1985 excluding any cars that were regulated out by the FIA in period from rallies for safety reasons	4	4a	4a
H4B	Cars homologated in Groups A, N and B between 01/01/1986 and 31/12/1990 excluding any cars that were regulated out by the FIA in period from rallies for safety reasons		4b	4b
H5A	Historic Rally Cars homologated before 01/01/1986, fully compliant with the current FIA Appendix K	5	K	K
H5B	Historic Rally Cars homologated between 01/01/1986 and 31/12/1990, fully compliant with the current FIA Appendix K	5	K	K

## ULSTER NATIONAL RALLY

(British Rally Championship National Cup, Irish Tarmac Modified Rally Championship, and other non-championship National competitors)

Open to cars complying with Motorsport UK's Stage Rallies Technical regulations.

Event Classes	Groups	BRC Nat Cup	ITMRC
B1	Group N cars up to and including 2000cc		
B2	Group N cars over 2000cc		
B3	Cars up to and including 1450cc and cars from 1451cc up to and including 1650cc; having not more than 2 valves per cylinder – 2WD cars only	1, 2	M1
B4	Cars from 1451cc up to and including 1650cc, having more than 2 valves per cylinder (including R2 cars (VR2C) – 2WD cars only	2	M1
B5	Cars from 1651cc up to and including 2100cc, having not more than 2 valves per cylinder – 2WD cars only	3, 4, 5	M2
B6	Cars from 1651cc up to and including 2100cc, having more than 2 valves per cylinder including R3 cars (VR3C) – 2WD cars only	3, 4, 5	M2
B7	Cars over 2100cc – 2WD cars only	5	M3
B8	Any 4WD car not classified in Class B9 or B10	6	M4
B9	All current and previously homologated WRC cars	6	M5
B10	Homologated cars (excluding WRC cars) Any derivative of an FIA R5 car converted to RHD whose conversion has been supported with photographic evidence and original LHD homologation papers for that vehicle.	7	M6

## ULSTER CUP RALLY (including Irish Tarmac Junior Rally Championship)

The Ulster Cup Rally will only compete over stages 1 to 6 (inclusive) of the event – 62.52 miles. Irish Tarmac Junior Rally Championship Drivers must enter classes J1 or J2.

J1	Cars up to 1450cc, normally aspirated – 2WD cars only
J2	Cars from 1451cc up to 1650cc (incl. Super 1600 and kit car variant 1600), normally aspirated – 2WD cars 1000cc Turbo Diesel – 2WD cars
J3	Open to all other 2WD cars complying with Motorsport UK's Stage Rallies Technical regulations.
J4	Open to all 4WD cars complying with Motorsport UK's Stage Rallies Technical regulations.

## All Events

Should fewer than five cars be entered in any one capacity class, the organisers reserve the right to amalgamate this class with the next higher class.

All Championships – Where classes in the various championships differ from those for this event, the relevant Co-ordinator / Secretary will be responsible for the allocation of points.

## All National A and National B status events

Vehicles with forced induction (except diesel engines) and rotary engines will have their engine capacity increased by 70% to establish their class. (Motorsport UK regulation J5.4.1)

All cars must have a valid Motorsport UK or MI Competition Car Logbook (CCLB) or Vehicle Passport.

### Art. 4.4 Entry fees

With organiser's optional advertising (see also FIA RRSR Art. 18). Entry fees are shown in the table below

CLASSES	EARLY ENTRY closing date	FINAL ENTRY closing date
	24/07/19 @ 12:00	31/07/19 @ 23:59
A1, A2, A6, B8, B9 and B10	£995 (€1095)	£1195 (€1315)
All other 4-wheel drive cars (A3, A4, A5 and relevant cars in B1 to B3 and H1 to H5B)	£795 (€875)	£945 (€1040)
All 2-wheel drive cars (B1 to B7 and relevant cars in H1 to H5B)	£595 (€655)	£695 (€765)
Classes J1, J2, J3 and J4	£395 (€435)	£495 (€545)

Without organiser's optional advertising (see also FIA RRSR Art.18) double the appropriate fees as detailed above up to a maximum of €2000.

These entry fees are fixed and include the following:

- Rally Guide 2
- One Road Book and One Map Book
- One Service Vehicle Pass
- All competing car numbers, panels and plates
- All Organiser's optional advertising decals
- Legal liability Insurance cover (Art. 5)

### Art. 4.5 Payment

The preferred method of payment is through Stripe on the Rallyscore online system. Alternatively, the entry fee can be paid by cheque made payable to 'Northern Ireland Motor Club' (the Drivers name and RSE Reference Number should both be clearly marked on the reverse of the cheque) and forwarded to the appropriate Entry Secretary before the final closing date.

#### Art. 4.6 Entry fee refunds

The entry fee shall be refunded in full

- if the event does not take place
- to teams whose entry application is rejected

The organiser may partially refund entry fees, if a competitor cannot take part in the event due to a properly proved case of force majeure.

A competitor may claim a refund of entry fee less £50 if an entry is withdrawn **in writing not later than 17:00 hours on 2 August 2019.**

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 7 August 2019.**

All refunds will be paid in Pounds Sterling.

#### Art. 5 Insurance Cover

The Organisers have implemented 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 £67,000,000 (Sixty-seven 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.

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.

The Organisers have applied to Jelf Insurance Partnership 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 RTA requirements on the Road Sections of the event.

The basic rate before any loadings will be:

<b>International event</b>	<b>£36.00 (€40.00)</b>	<b>National permit events</b>	<b>£25.00 (€28.00)</b>
----------------------------	------------------------	-------------------------------	------------------------

All applicants wishing to use the scheme **must be able to comply with all points** of the Jelf Insurance Partnership's Declaration: -

- I do not have the Third-Party Road Section extension on my current Motor Insurance.
- I am aged 20 or over.
- I have had no more than 1 fault claim in the last three years
- I have no more than maximum of 6 conviction points on my UK driving licence
- I have the appropriate competition licence as well as a UK/EU driving license and if my license is provisional. I will be supervised by an adult over 25.
- I have no physical or mental disabilities
- My vehicle is MOT'd, taxed and insured for the road
- I have no other material facts to disclose

Anyone aged less than 20 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25.

If you comply with all points above no Letter of Acceptance will be required. *If unable to comply with any of the above points you will be required to complete the Declaration Form* (the form can be obtained by contacting the event secretary or Jelf Insurance Partnership) which should be forwarded either to the organisers or direct to Jelf Insurance Partnership before 9 August 2019 to allow sufficient time for a letter of acceptance to be issued. Contact details are:-



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.

## **Art. 6 Advertising and Identification**

See Appendix 4 of these SR "Decals and positioning of supplementary advertising"

### **Art. 6.1 Obligatory organiser's advertising**

Advertising and identification proposed by the organisers is as follows:

- 1 x Rally Plates (front 43cm x 21cm, rear window 30cm x 25cm)
  - 2 x Sponsor Panel and Competition Numbers, both sides (on panels 67cm x 17cm)
  - 3 x High Visibility Competition Numbers (on both rear side windows)
- All Plates are mandatory.**

The competition number identification plates must be affixed in the stated positions prior to scrutineering. 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 7cm and 10cm below the lower limit of the window. **It is not allowed to cut the panel.**

If it is ascertained at any time during the rally that any competition number(s) or rally plate(s) are missing a penalty, up to exclusion, may be applied.

Competitors registered in the various Championships are reminded of their obligation to display the appropriate championship decals.

The name of the driver and the co-driver, together with their national flags, shall appear on the rear side windows of the car (RRSR, Art 19).

### **Art. 6.2 Optional organiser's advertising**

Additional organisers advertising: TBC

## **Art. 7 Tyres**

### **Art. 7.1 Regulations regarding tyres which may be used during the rally**

Article 60 and Appendix V of the RRSR will apply to classes A1 to A6. All other classes must comply with Motorsport UK tyre regulations. The use of run-flat devices is not permitted.

RRSR Appendix VI FIA European Rally Championship/Trophy Art 62.3 is amended to read – All competitors in classes A1 to A6 and any BRC registered competitors in other classes, are limited to 12 tyres.

Hand cutting is not permitted for classes A1, A2, A3, A5 & A6. Hand cutting for other classes including A4 is permitted subject to Motorsport UK Regulation L3.3.

Tyres will not be marked for competitors taking part in Shakedown.

## **Art. 8 Fuel**

All type of fuel must follow Appendix J Art. 252.9 (RRSR Art. 59)

## **Art 8.1 Refuelling**

With the exception of SR 8.2, competing cars may only be refuelled using the facilities available at roadside filling stations along the route (these will be indicated in the Road Book), or in the refuelling zone provided by the Organisers (no refuelling from cans, drums or similar is permitted in the Service Park). Competitors are permitted to use their own refuelling systems in the Refuel Zone.

Registered BRC competitors are reminded that they must use the official BRC supplier.  
For contact details see Appendix 6.

Initial pre-rally fuel will be available in the refuelling zone from 17.00 hours on Friday 16<sup>th</sup> August.

Solely for the purposes of assisting with the refuelling procedure of their car, two team members of each crew may access the Refuel Zone. It is the responsibility of the crew to ensure that all items e.g. spare wheels etc are securely fastened after refuelling.

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

Competitors and team members in the Refuel Zone must comply as instructed by the official within the zone, also team personnel must wear fireproof clothing (RRSR 58.2.3).

## **Art. 8.2 Emptying and/or refilling fuel in the Service Park**

When necessary as part of a service (i.e. changing a fuel tank or pump), emptying and/or refilling is permitted in the designated service park 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

## **Art. 8.3 Penalties**

Failure to comply with these refuelling regulations will be reported to the Stewards who may apply/impose a fine up to disqualification.

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

## **Art. 9 Reconnaissance of Special Stages**

Reconnaissance will be according to FIA RRSR Art. 25. The schedule for the reconnaissance is published in Appendix 2 of these supplementary regulations.

The use of pace notes is permitted during the event providing that they have been made in accordance with the provisions of Article 9.2.

### **Art. 9.1 Registration procedure**

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. Rally cars used in the event may not be used for reconnaissance.

### **Art. 9.2 Specific regulations**

During reconnaissance, all national traffic regulations must be followed, including but not limited to the speed limits. Please note that the Special Stages will not be closed to public traffic during reconnaissance. The organiser may reduce the allowed speed individually by marking the areas in the road book and along the route. Speeding during reconnaissance and/or shakedown will be penalised according to RRSR Art. 20.2.

Competitors are only permitted a maximum of TWO passes through each stage (special stages run more than once are considered to be one stage).

Each crew may drive the special stages only in the direction of the rally and must always enter and leave the special stages through the start and stop control locations.

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 Road Closing 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, other than organiser approved route note suppliers, to do so on their behalf except as permitted in Article 9 of the supplementary regulations, will be reported to the Clerk of the Course. The competitor may also be reported to the ASN of their 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

Reconnaissance may only be carried out in a car complying with FIA RRSR Art. 25.1, with tyres complying with FIA RRSR Art. 25.2(a), registered with the organisers and accompanied by a Reconnaissance Authorisation Card and Reconnaissance Car Plates.

The use for reconnaissance of a car not complying with Articles 25.1/2a of the RRSR may be deemed to be a breach of the reconnaissance regulations.

Once a car has been registered by a competitor the responsibility for that car is entirely the competitors. 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.

While engaged in reconnaissance the Reconnaissance Car Plates must be displayed one on the top left corner of the windscreen of the car and one on the rear window. Failure to do so will be deemed to be a breach of the reconnaissance regulations.

A Reconnaissance Official who believes that a competitor is engaged in reconnaissance may ask that competitor to produce their 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.

If a competitor elects to undertake reconnaissance and obtains a Reconnaissance Authorisation Card then this card must be surrendered at Final Administrative Checks. Failure to do so will be deemed to be a breach of the reconnaissance regulations.

If any competitor or their 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.

Any competitor deemed to be in breach of reconnaissance regulations will be reported to the Stewards where the penalties imposed may be start refused and/or a £8850 maximum fine and/or disqualification and reported to the competitor's ASN. Any Competitor disqualified on this basis will not be granted a refund of the entry fee.

If any competitor is deemed, by the Stewards of the Meeting, of having breached the reconnaissance regulations, the Northern Ireland Motor Club Ltd may not accept an entry from that entrant or either member of that crew on any Northern Ireland Motor Club Ltd event for the next five years.

Competitors may purchase from Patterson Agencies Ltd and/or onthepacenote a choice of subjective route notes. In all circumstances, competitors are advised that the organisers accept no liability or responsibility in the use of the subjective route notes. Subjective Route Notes may only be purchased direct from Patterson

Agencies Ltd and/or Onthepacernote – please refer to Appendix 11 in these supplementary regulations for ordering information.

## **Art. 10 Administrative checks**

### **Art. 10.1 Documents to be presented**

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 scrutineering if the crew is on reconnaissance at the appointed scrutineering time.

#### **The following documents will be required plus any information missing from your Entry Form:**

- Competitors Entrants licence if not entered by a named crew member
- Driver's and co-driver's competition licences
  - International Rally – International Licences
  - National Rally (Classes A1 to A6) – National A Licences
  - National Rally (Classes H1 to H5B, B1 to B10 and J1 to J4) – National B Licences
- Driver's and co-driver's ID cards/passports
- Driver's and co-driver's valid driving licences
- ASN authorisation for foreign competitors (if required)
- If using your own Road Traffic Insurance, details must be provided (if not previously submitted)
- Car registration papers
- Make, model, colour, registration number and name(s) of driver(s) of Service vehicle and Motorhome vehicle. (if not previously submitted)
- If either Driver or Co-driver has 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)

### **Art 10.2 Timetable for Administrative Checks / Final Administrative Checks**

Administrative checks - See programme (SR Art.3).

Final Administrative Checks at Rally Administration Office, Mourne Country Hotel, Newry  
Friday 16 August, from 15:30 hours – 20:15 hours, after vehicle scrutineering.

Final Administrative Checks must be completed after Vehicle Scrutineering at the place and times detailed above. 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 at the Ceremonial Start, at the time stated on the Ceremonial Start List or at the start control on Saturday morning for those who do not attend the Ceremonial Start.

**Note: All checks must be completed by 20.15 hours on Friday 16 August**

### **Art. 10.3 In-Car cameras**

Competitors wishing to carry an in-car camera during the event must obtain written authority from the Rally Secretariat before 17:00 hours on Friday 16 August. They must declare this to the Chief Scrutineer on arrival at scrutineering and then complete the necessary documentation (Motorsport UK regulation R48.10.10). Organisers may request the removal of video footage from in-car cameras deemed to be offensive or of a sensitive nature should it be posted on the internet or social media websites. Any competitor who does not comply with this request may be reported to Motorsport UK for further action.

#### **Art. 10.4 Help Desk**

A Rally help desk will be located at the Rally Office, Mourne Country Hotel, Newry.

Opening hours will be:

Thursday 15 August 17:00 – 20:00

Friday 16 August 08:00 – 21:00

Saturday 17 August 06:30 – 20.00

#### **Art. 11 Scrutineering, Sealing and Marking**

##### **Art. 11.1 Scrutineering venue and time**

Cars may be presented at scrutineering by a representative of the team. See programme (SR Art. 3)

##### **Art. 11.1.1 Scrutineering, mandatory documents**

- Car's complete certified homologation (where appropriate)
- SOS / OK boards will be provided by the organisers

##### **Art. 11.1.2 Timetable for scrutineering**

See programme (SR Art. 3)

**Location:** The Albert Basin, Newry  
**Time:** Friday 17 August 15:00 hours – 20:00 hours

Individual scrutineering times will be available along with the seeded Entry List

##### **Art. 11.2 Mud flaps**

All vehicles must be fitted with mud flaps – International Rally entries must comply with FIA Appendix J Art. 252.7.7. National Rally entries must comply with Motorsport UK R.48.1.12.

##### **Art. 11.3 Windows**

Side windows if of glass must be of laminated or toughened glass and if of toughened glass must be coated on the inside with a clear transparent safety film (Appendix J Article 253.11; Motorsport UK R48.1.10).

##### **Art. 11.4 Driver's safety equipment**

All items of clothing including helmets and FHR (Front Head Restraint) intended to be used, e.g. HANS devices, must be presented for scrutineering. International entries shall be checked for compliance with Appendix L, Chapter III. National entries shall be checked for compliance with Motorsport UK regulations.

##### **Art. 11.5 Noise level**

A noise level check will be carried out to ensure compliance with FIA Regulations, Appendix J Article 252.3.6. National Rally entries must comply with Motorsport UK regulation Section J Appendix 1.

Noise levels may also be checked at any point during the event.

Failure to comply may result in disqualification or start refused by the Stewards.

##### **Art. 11.6 National requirements**

It is mandatory for all competition cars to carry an environmental fuel and oil spillage kit. These kits are lightweight and easily attachable to the roll cage. Approved Spill Kits are available for purchase on the event from the Environmental Scrutineer. Used Spill Kits are to be disposed of in accordance with the guidelines issued by the Environmental Scrutineer.

## **Art. 12 Other Procedures and regulations**

### **Art. 12.1 Ceremonial Start procedures and order**

The ceremonial start will be at the location of the Start Ramp, Newry. Competitor numbers from 1-20 (inclusive) must attend the Ceremonial Start. Other competitor's attendance will be requested by invitation only. A financial penalty equivalent to competitor's entry fee will be applied for non-attendance for those mentioned above. Further details regarding the Ceremonial Start will be available in Rally Guide 2.

### **Art. 12.2 Finish procedures:**

The finish will be at the Finish Ramp in Newry. Details will be available in Rally Guide 2.

### **Art 12.3 Permitted early check-in**

There are no time controls on the rally where early-check in is permitted.

### **Art 12.4 Super Special Stage, regulations and order**

Not applicable.

### **Art. 12.5 Special procedures and activities**

#### **Art. 12.5.1 Availability of participants**

Participants who park their vehicles in the Parc Ferme upon passing the finish line, must remain available by mobile phone until the final classification has been posted.

#### **Art. 12.5.2 Classification**

The official final classification will not be distributed after the event. The final classification will be published on the website of the Digital Notice Board – [www.ulsterrally.com](http://www.ulsterrally.com)

#### **Art. 12.5.3 Issue of Time Card Book**

The Timecard Book for all controls will be issued at the Ceremonial Start when all documents have been checked and all monies paid.

#### **Art 12.5.4 Starting System of Special Stages**

The starting for special stages will be given by means of "start lights" which will work as follows:

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 5,4,3,2,1
<b>START TIME</b>	<b>Green light goes ON</b>
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.

RRSR Art 37.4.3 applies – 'Any car not able to start from the start line within 20 seconds after the start signal will be considered as retired and immediately moved to a safe place.'

The starting official at a special stage shall rule as to whether or not a competitor has made a false start, where penalties will be applied as per RRSR Art 37.6.

The time taken for a special stage will be to 0.1 second using timing equipment triggered by a light beam positioned at the Flying Finish line.



### **Art 12.5.5 Emergency procedures on special stages**

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.

**In the event of serious 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. Display the SOS symbol provided to other competitors.**

Crews 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.

Competitors must stop at a location where an SOS board is displayed. The first crew that stops should report the incident immediately via the emergency phone to Rally Control (if it has not already been reported). 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.**

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.

If a competitor stops to give assistance in the event of serious injury or unaccounted for crews, the Clerk of the Course may, at their discretion, adjust that competitor's penalties. However, if a competitor fails to stop in these circumstances then the Stewards may impose a penalty, which may go as far as disqualification.

In the case of an 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 red flag. On passing a red flag displayed by a marshal wearing a marshals' tabard, the driver **MUST** immediately and significantly reduce speed as well as being prepared to stop at any time; at no time must they overtake any safety vehicle that they encounter on the special stage route. The driver must then follow the instructions of any marshals and/or safety personnel and maintain this reduced speed until leaving the special stage. Should a driver fail to reduce speed in accordance with this rule, the Stewards may impose a penalty, which may go as far as disqualification.

### **Art. 12.5.6 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 emergency procedures outlined above. If a competitor fails to observe this rule, the Stewards may impose on the crew responsible a penalty, which may go as far as disqualification. The laws of the country in which the event is run must also be complied with in relation to procedures at accidents.

### **Art. 12.5.7 Interruption of a special stage**

Article 39 of the RRSR is amended as follows: Should the normal running of a Special Stage be stopped after the passage of one or more competitors, the Clerk of the Course will allocate a time to each crew affected by applying the principles of Motorsport UK regulation R24.5 and R24.5.1.

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. 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.

Should the restarted stage subsequently be interrupted after the passage of one or more competitors the principles of Motorsport UK regulations R24.5 and R24.5.1. will apply.

#### **Art 12.5.8 First on Scene Briefing**

The Ulster Rally will give this briefing to all drivers and co-drivers before the rally. The sessions will be short (approximately 15 minutes) and informative. The subjects to be briefed will be Clearance of Airways, Breathing and Circulation, three of the most important life saving techniques. All drivers and co-drivers must attend a First on the Scene briefing prior to Administrative Checks.

#### **Art. 12.5.9 Servicing**

All competitors will be issued with a service pass.

With the exception of repairs to retired cars intending to re-start, servicing of a competitor's car may only be carried out in Service Parks identified by the Organisers and from vehicles admitted with an official pass valid for that area. (RRSR, Art 48.1.1)

The entry fee permits a rally car and one service vehicle into the central service park where a 8m x 8m pitch will be provided. Additionally, applications for 'Permitted Vehicle' passes may also be made. If accepted, the fee will be £200.00 and will normally cover any size of vehicle that can be accommodated within the 8m x 8m pitch. Applications for passes for vehicles, of any size and not associated with a particular entry, will be considered separately and if accepted may be allocated more space but the fee will not exceed £200.00.

**The speed of cars in the service and trailer parks and from Re-group In to Service Out Controls must not exceed 10 mph.** Failure to comply with this limit shall result in a penalty applied by the Clerk of the Course (RRSR, Art 49.4). Trailers are not permitted in the Service Park.

Competitors may work unassisted on their own cars using equipment carried in the car in 'No Service Areas' except :-

- i) within any designated Control area
- ii) between the special stage arrival and the special stage start control
- iii) in any Parc Fermé.

Service & Team personnel are subject to the same regulations as competitors regarding noise, bad driving manners, etc. Officials and marshals have been instructed to note any infringement of these rules.

Competitors are responsible for ensuring that their service and team personnel understand and comply with these regulations and produce their service pass showing the competitor's rally number and service vehicle details. **A penalty of £500 may be applied if the users of such passes 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.**

When servicing is prohibited, the use or receipt by the competing crew of any manufactured materials (solid or liquid), spare parts, tools or equipment other than those carried in the competing car is also prohibited.

All competition cars must carry and use spillage mats in all service parks. Non-compliance will incur a penalty of £500.

Waste bins for general/domestic waste ONLY will be provided. These must NOT be used for tyres, oil, car parts, etc. Competitors abusing these facilities will incur a fine of £100 for the first offence and £500 for each subsequent offence.

Infringement of service regulations will also be reported to the relevant Championship organisers who may, at their discretion, apply a further championship penalty.



Competitors, service crews and other team personnel are forbidden to smoke or use a BBQ in service parks and refuelling zones. Any infringement will be reported to the Stewards who may impose a penalty as indicated in Articles 12.2 and 12.3 of the ISC.

It is not permitted to trade (e.g. sell merchandise) from any vehicle within the Service Park without written permission from the Clerk of the Course. Non-compliance will incur a fine up to £890 and/or disqualification

#### **Art 12.5.10 Shakedown**

A shakedown stage will take place on Friday 16 August 2019 from 18:00 hours.

A full schedule and details of the location will be available on completion of Admin Checks.

Shakedown Fee: £75 (€80)

Competitors must complete Vehicle Scrutineering and Administrative Checks before taking part in the Shakedown.

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

Closing date for Shakedown Registration: 16:30 hours on Friday 16 August 2019.

#### **Art. 12.5.11 Helicopters**

During the course of the event competitors or their representatives are not permitted to use, or be directly or indirectly concerned in the use of, helicopters or fixed wing aircraft in the vicinity of the event (whether in connection with servicing, aerial surveillance or any other reason whatsoever), unless previous authority has been obtained from the organisers in writing. Any application must be made at least 14 days before the event.

In accordance with CAA Regulations, no aircraft is allowed within 500 feet of the route, or within 3000 feet of any large crowd.

A Helicopter Policy is available on [www.ulsterrally.com](http://www.ulsterrally.com)

#### **Art. 12.5.12 Damage Declaration form**

The Damage Declaration Form, on the rear of each time card book, **MUST** be completed by the competitor. This form refers to any third party damage the competitor may have contributed to.

The Damage Declaration Form and SOS / OK Board must be handed to the Official at the Final Parc Fermé Control.

#### **Art. 12.5.13 Results**

Classifications will be established in accordance with RRSR Article 54.

Unofficial classifications may be issued at some passage and regroup controls.

#### **Art. 12.5.14 Withdrawal**

A competitor who has withdrawn from the rally must notify their retirement immediately to Rally Headquarters by phoning the retirement number, which will be given in competitor packs

#### **Art. 12.5.15 Starts and Restarts**

**12.5.15.1** All cars from the International Rally and the National Rallies will be combined so as to start in order of anticipated performance.

**12.5.15.2** All competing cars will start at intervals of one minute.

**12.5.15.3** Restart after Retirement. Any crew which has failed to complete a loop can re-start the rally from the start of the next loop if they confirm in writing their intention to the Clerk of the Course thirty minutes prior to first car due time of the subsequent loop (at TC3B or TC6B). The competitor must advise the organiser of the reason for retirement (e.g. accident, technical problems, etc.).

This shall apply to any car which has been not classified on the grounds of exceeding the time limit or has failed to report to a control, but shall not apply where the car has been disqualified for breach of eligibility requirements, traffic infringements or by a decision of the stewards.

**12.5.15.4 PENALTIES**

For all crews which re-start a time penalty will be applied. This time penalty will be as follows:

1. For every stage missed: 7 minutes.
2. This time penalty will be added to the fastest time of the driver's group for each missed stage, which shall include the special stage on which the crew has retired.

**12.5.15.5** FIA RRSR 46.3.1 is modified to read: Competitors restarting the next loop must present their cars to the scrutineer at the Service out control at the start of the next loop at least 30 minutes before the start time of the first car. The car must retain its original shell and engine block as marked at pre-event scrutineering.

**12.5.15.6** Any crew which has retired from the final loop will not be classified as a finisher.

**Art. 12.5.16 Judges of Fact**

For the purpose of enforcing Articles 20, 25, 48, 49 and 50 of the RRSR, Art. 9 and Art. 12.5.3 of these SRs, all Senior Officials listed herein are appointed Judges of Fact. All these Judges will carry special identification.

**Art. 12.5.17 Safeguarding Policy**

The Northern Ireland Motor Club's Policy Statement on Safeguarding is as follows;

The child's welfare is paramount.

All children whatever their age, culture, disability, gender, language, racial origin, religious belief and/or sexual identity, have the right to protection from abuse.

All suspicions and allegations of inappropriate behaviour will be taken seriously and responded to swiftly and appropriately.

As defined in the Children Act 1989, anyone under the age of 18 years should be considered as a child for the purposes of this document.

If you have any concerns about child safeguarding while at this event please see the Child Safeguarding Officer Simon MacRory or report it to the Clerk of the Course or the Secretary of the Meeting and they will instruct the Safeguarding Officer to contact you urgently.

**Art 12.6 Official time used during the rally**

The official time throughout the rally will be that as disseminated by the BBC or the British Telecom telephone system. (Telephone 123)

Competitors completing any road section, over 4 miles in length, in less than 75% of the target time will be penalised 10 minutes in addition to any penalty under Article 33.2.10 of the RRSR.

Article 34.1 of the RRSR is amended to read:

Any lateness exceeding 15 minutes of any individual target time, or a total lateness exceeding 15 minutes at the end of each section or a total lateness for the whole of the rally of more than 30 minutes will result in the competitor concerned being considered to have retired at that control. In calculating such lateness time, the actual time and not the penalty time (10 seconds per minute) applies.

**Art. 13 Identification of officials**

Competitor Relations Officers:	Light Blue tabard with "Competitor Relations Officer"
Scrutineers:	Light Blue tabard with "Scrutineer"
Stage Commanders:	Yellow or Orange tabard with "Stage Commander" or
Deputy Stage Commanders:	"Deputy Stage Commander"
Marshals:	Yellow or Orange tabard with "Safety Marshal"
Incident Officials:	Yellow or Orange tabard with "Chief Official"
Control Officials:	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:	Light Blue tabard with "Media"

## **Art. 14 Prizes**

The Prizegiving shall take place at 18:00 hours on Saturday 17 August 2019 at the Finish Ramp.

### **GENERAL CLASSIFICATION (All prizes to be won outright)**

The following awards will be made in the overall classification in the Ulster International Rally, the Ulster National Rally and Ulster Historic Rally.

1st Overall	Two Trophies
2nd Overall	Two Trophies
3rd Overall	Two Trophies

### **THE PHILIP WHITE PERPETUAL YOUNG ACHIEVERS AWARD**

To be awarded at the discretion of a panel appointed by the organisers

### **CLASS AWARDS**

1st in each Class	Two Trophies
2nd in each Class	Two Trophies (subject to five starters in the class)
3rd in each Class	Two Trophies (subject to eight starters in the class)

Winners of the first three places in the General Classification awards 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 award winners.

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.

## **Art. 15 Final checks / Protests / Appeals**

### **Art. 15.1 Final Checks**

Time and location: see programme (SR Art. 3)

Any teams required to undergo final checks must immediately follow the instruction of the marshals in charge, even if this prevents them from proceeding to one or more Time Controls (TC). Where appropriate the complete original FIA homologation form and other necessary certifications must be available for final checks. For national cars the corresponding original ASN documents must be available.

Competitors selected will be notified at TC9C (Service C Out) and will then be escorted to Final Checks prior to entering Parc Fermé.

Two members of the support team are required to attend and they may take the car to the Final Checks location.

Final checks will be carried out as detailed in Art. 28 of the RRSR

### **Art. 15.2 Protest deposit**

The sum of the protest fee set by the FIA: – International: €1000

The sum of the protest fee set by Motorsport UK: – National A: £260  
– National B: £130

If a protest requires the dismantling and re-assembly of a clearly defined part of the car, any additional deposit will be specified by the Stewards upon a proposal of the Chief Scrutineer.

### **Art 15.3 Appeal deposit**

The appeal deposit for an international appeal (FA) is: – International: €3,000

The appeal deposit for a national appeal fee (Motorsport UK) is: – National A: £500  
– National B: £260

**NOTE: Protest and Appeal fees, Fines and monetary penalties which are stipulated in £ will be applied in Pounds Sterling or their Euro Equivalent value and those that are stipulated in Euro will be applied in Euro or their Pounds Sterling equivalent value.**

### **Art 16 Safety Tracker**


Safety trackers will be installed in all competing cars for the duration of the event. The tracker will be installed by a technician in service before TC0.

A refundable deposit of £180 must be paid at Administration Checks. Competitors are responsible for the safe keeping and safe return of the device while it is in their possession, otherwise the deposit will be withheld in full. For the avoidance of doubt the safety tracker deposit has not been included in the event fee for the event.

For competitors who complete the event, the tracker will be removed by a technician at the TC entering the last service of the event in the service park at Newry High School on Saturday 17 August 2019. For any competitor who fails to finish, the tracker must be returned to Rally office in Rally HQ, Mourne Country Hotel, Newry by 20.00 Saturday 17 August 2019, in good condition.

Interference, tampering, removal or adjustment of any sort in relation to the use of safety trackers will be referred to the Stewards for deliberation and possible penalties which may include exclusion from the event.

Appendix 1 – Draft Itinerary

		Saturday 17th August 2019				
TC SS	Location	SS Distance	Liaison Distance	Total Distance	Target Time	First car Due
0	Start - Service Park					08:15
<b>RZ 1</b> Distance to next refuel		<b>(31.26)</b>	<b>(22.51)</b>	<b>(53.77)</b>		
1 <b>SS1</b>	<b>Special Stage</b>	<b>8.98</b>	3.73		00:18	08:33 <b>08:36</b>
1A	Regroup In		7.80	16.78	00:35	09:11
Regroup - Parc Fermé		Banbridge			00:10	
1B	Regroup Out					09:21
2 <b>SS2</b>	<b>Special Stage</b>	<b>13.47</b>	4.54		00:12	09:33 <b>09:36</b>
3 <b>SS3</b>	<b>Special Stage</b>	<b>8.81</b>	1.19	14.66	00:30	10:03 <b>10:06</b>
3A	Service In		5.25	14.06	00:32	10:38
<b>Service A</b>					<b>00:30</b>	
3B	Service Out					11:08
<b>RZ 2</b> Distance to next refuel		<b>(31.26)</b>	<b>(22.51)</b>	<b>(53.77)</b>		
4 <b>SS4</b>	<b>Special Stage</b>	<b>8.98</b>	3.73		00:18	11:26 <b>11:29</b>
4A	Regroup In		7.80	16.78	00:35	12:04
Regroup - Parc Fermé		Banbridge			00:10	
4B	Regroup Out					12:14
5 <b>SS5</b>	<b>Special Stage</b>	<b>13.47</b>	4.54		00:12	12:26 <b>12:29</b>
6 <b>SS6</b>	<b>Special Stage</b>	<b>8.81</b>	1.19	14.66	00:30	12:59 <b>13:02</b>
6A	Service In		5.25	14.06	00:29	13:31
<b>Service B</b>					<b>01:30</b>	
6B	Service Out					15:01

Section 1

Section 2

Section 3



## Saturday 17th August 2019

TC SS	Location	SS Distance	Liaison Distance	Total Distance	Target Time	First car Due
----------	----------	----------------	---------------------	-------------------	----------------	------------------

<b>RZ 3</b>						
	Distance to next refuel	(31.26)	(23.92)	(55.18)		

7			3.73		00:18	15:19
<b>SS7</b>	<b>Special Stage</b>	<b>8.98</b>				<b>15:22</b>
7A	Regroup In		7.80	16.78	00:35	15:57

	Regroup - Parc Fermé	Banbridge		00:10	
--	----------------------	-----------	--	-------	--

7B	Regroup Out					16:07
----	-------------	--	--	--	--	-------

8			4.54		00:12	16:19
<b>SS8</b>	<b>Special Stage</b>	<b>13.47</b>				<b>16:22</b>
9			1.19	14.66	00:30	16:52
<b>SS9</b>	<b>Special Stage</b>	<b>8.81</b>				<b>16:55</b>

9A	Service In		5.25	14.06	00:29	17:24
----	------------	--	------	-------	-------	-------

	<b>Service C</b>			<b>00:10</b>	
--	------------------	--	--	--------------	--

9B	Service Out/Regroup In					17:34
----	------------------------	--	--	--	--	-------

	Regroup - Newry			00:06	
--	-----------------	--	--	-------	--

9C	Regroup Out/Finish Ramp					17:40
----	-------------------------	--	--	--	--	-------

9D	Parc Fermé - Modern Tyres		1.41	1.41	00:10	17:50
----	---------------------------	--	------	------	-------	-------

Totals of the Rally				
	SS	Liaison	Total	%
Saturday 17th August	93.78	68.94	162.72	57.63
<b>Rally Totals</b>	<b>93.78</b>	<b>68.94</b>	<b>162.72</b>	<b>57.63</b>

Section 3

Section 4

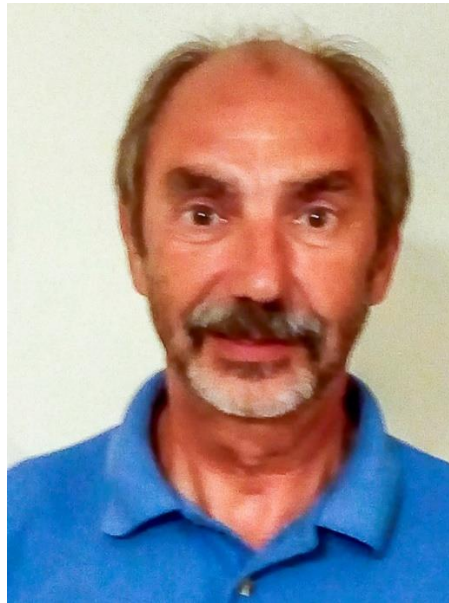
## **Appendix 2 - Reconnaissance Schedule**

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 - 16:00 hours            Sunday 11 August  
                         09:00 hours - 16:00 hours            Friday 16 August  
                         according to a separate schedule, which will be published in Rally Guide 2.

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

## **Appendix 3 - Competitor Relations Officer**



**Alan Teare**  
+44 (0)7624 464558

### **Competitor Relations Officer's Schedule**

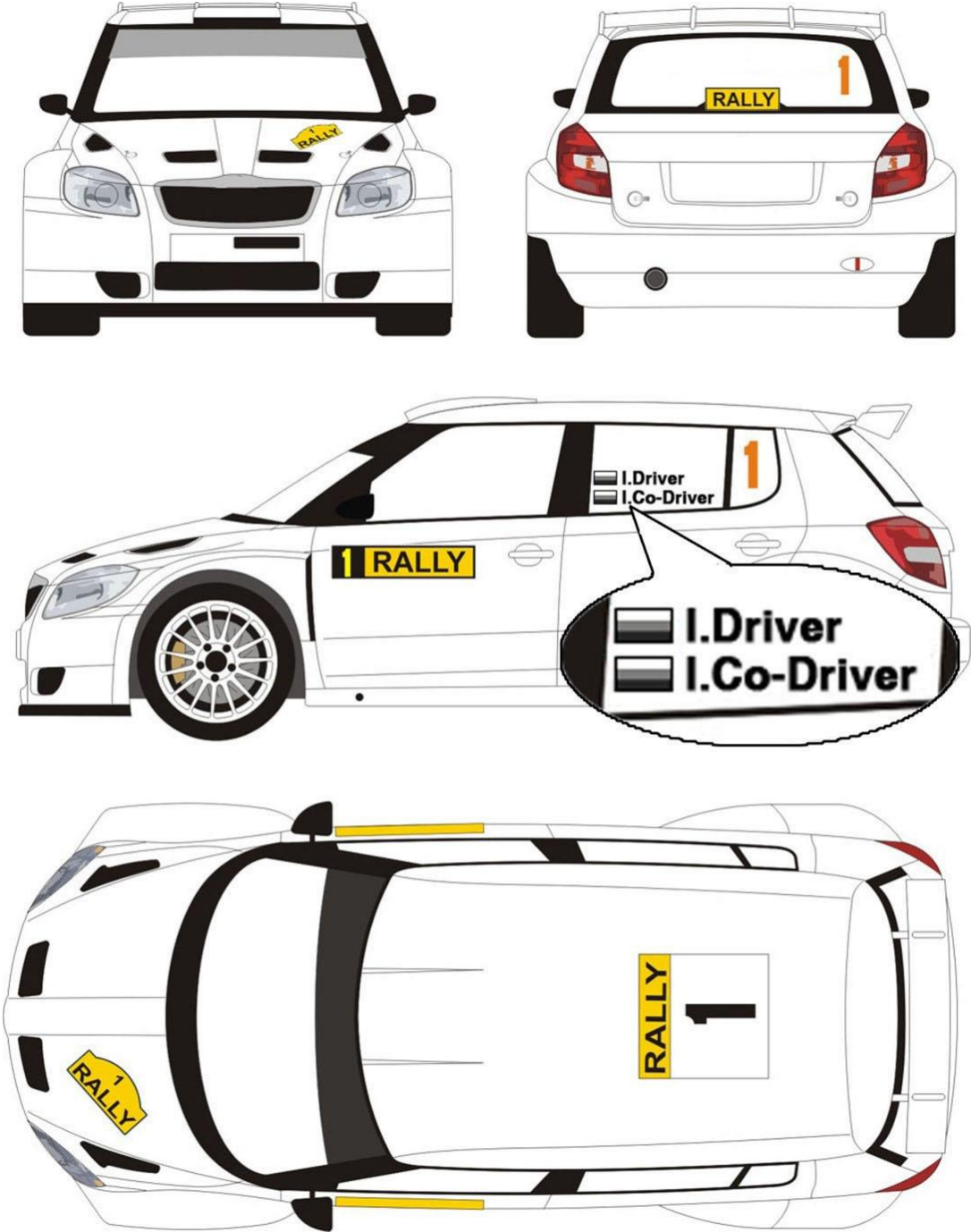
**Friday 16th August 2019**  
Final Administrative Checks

**Saturday 17th August 2019**  
TC0 Start – Newry  
TC3A Regroup In  
TC6A Regroup In  
TC9A Technical Zone In

At the Official Notice Board during the Provisional Results Publication, until the end of the protest/appeal period



Appendix 4 - Decals and positioning of supplementary advertising



## **Appendix 5 – Extracts from FIA ISC appendix L relating to overalls, helmets and any other safety requirements**

The up-to-date regulations can be found at:

[www.fia.com/regulation/category/123](http://www.fia.com/regulation/category/123) (Chapter III)

[www.fia.com/regulation/category/761](http://www.fia.com/regulation/category/761) (Technical List)

## **Appendix 6 – Fuel Supplier contact details**

Vital Equipment

Tel: +44 (0)1981 241 169

Email: [info@vitalequipment.co.uk](mailto:info@vitalequipment.co.uk)

Web: [www.vitalequipment.co.uk](http://www.vitalequipment.co.uk)

## **Appendix 7 - Accommodation contacts**

Newry has a varied selection of accommodation options available from Internationally known hotels to family owned Bed and Breakfast, Guest Houses, Self-catering and caravan and camping options.

An extensive listing of available local accommodation is available from:

Newry Visitor Information Centre, Bagenal's Castle, Castle Street, Newry BT34 2BY.

Tel: +44 (0) 28 3031 3170 Email: [newryvic@nmandd.org](mailto:newryvic@nmandd.org)

Or

Discover Northern Ireland [www.discovernorthernireland.com](http://www.discovernorthernireland.com)

## **Appendix 8 - Stena Line ferry contact details**

Both the BRC and ITRC have arranged a ferry deal with Stena Line for competitors travelling to the various championship events. See Rally Guide 1 on [www.ulsterrally.com](http://www.ulsterrally.com) for contact details

## **Appendix 9 - Maps and route**

The entire route is covered by OSNI 1:50000 Discover Series maps numbered 20 & 29. 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 the individual stages.

## **Appendix 10 - Start Times to your mobile**

The results team will provide an SMS text message service to inform you of your Start Times. All competitors will receive the link to the Start Times when published on the web page. Please ensure that the relevant mobile numbers are provided on the Entry Form.

## **Appendix 11 - Route notes**

Subjective Route Notes and DVD for all special stages will be available by mail order from Patterson Pacenotes and from On the Pacenote.

### **Patterson Pacenotes**

Tel: +44 (0)2890 844 111 (Mon-Fri 9-5)

Email: [sales@rallynews.net](mailto:sales@rallynews.net)

Fax: +44 (0)2890 849 231

[www.rallynews.net](http://www.rallynews.net)

### **Onthepacenote**

Tel: +353 (0)3876 355 088 Email: [killian@onthepacenote.com](mailto:killian@onthepacenote.com) [www.onthepacenote.com](http://www.onthepacenote.com)