

ROGER ALBERT CLARK RALLY 2023



# ROGER ALBERT CLARK RALLY

23 - 27 NOVEMBER 2023



PROMOTED BY



ORGANISED BY



## SUPPLEMENTARY REGULATIONS



# E-Regulations Version



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# ROGER ALBERT CLARK RALLY 2023



## Introduction

Welcome to the 15th running and the 20<sup>th</sup> anniversary year.

2023 gives us the opportunity to celebrate 20 years since the inception of the Roger Albert Clark Rally when the event started in Sheffield with just 37 entries, and was won by Stig Blowqvist and Ana Goni.

This year we will revert to a south to north format. With scrutineering and a ceremonial start in Carmarthen, two days competition in Wales before heading to Carlisle where the event will be based for the remaining three days.

With access to larger service areas, it will allow us to increase the entry level to 180 cars therefore giving more crews the possibility of competing on this unique event.

With over 130 miles of stages new to the event, 2023 will introduce regular crews to a brand new challenge.

Almost 340 miles (545km) of competition will test the endurance of cars and crews as well as the service teams to the maximum.

Despite the increase in mileage, we have tried to decrease the length of each day to give crews (and organisers) a slightly earlier finish time.

As the event has received a dispensation to allow the use of management service vehicles, it is essential that we work to keep disruption caused by this type of support to a minimum. We have introduced new rules to achieve this so please take note.

## **The Organising Team.**

### **ACKNOWLEDGEMENTS**

The Organisers wish to acknowledge the co-operation, assistance and support of the following people and organisations who make running this event possible:

All the Marshals, Stage Officials, Doctors,  
Rescue, Recovery and Radio Operators

The Parish Councils along the route.  
All landowners, Tenants and Residents along the route.  
Motorsport UK  
All Route Liaison and Forestry Liaison officers  
The Sponsors, All support advertisers.

## ROGER ALBERT CLARK RALLY 2023

### Previous Winners

#### Roger Albert Clark Rally

2004	Stig Blomqvist	&	Ana Goni	Ford Escort MK2 RS
2005	Mark Higgins	&	Peter Martin	Ford Escort MK1
2006	Jimmy McRae	&	Andy Richardson	Ford Escort MK2 RS1800
2007	Steve Bannister	&	Kevin Rae	Ford Escort MK2 RS1800
2008	Malcolm Wilson	&	John Millington	Ford Escort MK2 RS1800
2009	Gwyndaf Evans	&	John Millington	Ford Escort MK2 RS1800
2010	Stefan Stouf	&	Joris Erad	Ford Escort MK 1
2011	Gwyndaf Evans	&	John Millington	Ford Escort MK2 RS1800
2012	Martin McCormack	&	Phil Clarke	Ford Escort MK2 RS1800
2013	Steve Bannister	&	Kevin Rae	Ford Escort MK2 RS1800
2014	Matthew Robinson	&	Sam Collis	Ford Escort MK2 RS1800
2017	Martin McCormack	&	Barney Mitchell	Ford Escort MK2 RS1800
2019	Martin McCormack	&	Barney Mitchell	Ford Escort MK2 RS1800
2021	Ryan Champion	&	Craig Thorley	Porsche 911

#### Roger Albert Clark Open Rally

2004	Steve Bannister	&	Kevin Rae	Ford Escort
2005	Steve Bannister	&	Kevin Rae	Ford Escort
2006	Steve Bannister	&	Kevin Rae	Ford Escort
2007	Richard Hill	&	Patrick Cooper	Ford Escort
2008	David Hemingway	&	Simon Ashton	Ford Escort
2009	Marcus Noble	&	Brian Hodgson	Ford Escort
2010	David Hemingway	&	Simon Ashton	Ford Escort
2011	Martin Hawkswell	&	Nick Welch	Ford Escort
2012	Martin Hawkswell	&	Nick Welch	Ford Escort
2013	Martin Hawkswell	&	Nick Welch	Ford Escort
2014	Nigel Barber	&	Stuart Popplewell	Vauxhall Astra Sport
2017	David Hutchinson	&	Jeff Garnett	Ford Escort
2019	Barry Jordan	&	Arwel Jenkins	Hillman Avenger
2021	Neil Weaver	&	Jack Morton	Vauxhall Corsa S1600

## SUPPLEMENTARY REGULATIONS

### ARTICLE 1 – ANNOUNCEMENT

The Roger Albert Clark Rally Motor Club Limited will promote and manage a National Historic Special Stage Rally known as the **ROGER ALBERT CLARK RALLY** and **National Special Stage Rally known as the ROGER ALBERT CLARK OPEN RALLY** on Thursday 23<sup>rd</sup> November to Monday 27<sup>th</sup> November 2023.

The event is organised by the De Lacy Motor Club Ltd and the events official name is the **Roger Albert Clark International Rally**.

### ARTICLE 2 – JURISDICTION

1. The Event will be held under:
  - a. The 2023 General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA)
  - b. These Supplementary Regulations.
  - c. Any written instructions the Roger Albert Clark Rally Motor Club Limited or De Lacy Motor Club Ltd may issue for the event.

### ARTICLE 3 – AUTHORISATION

1. The event will comply with the Motor Vehicles (Competitions and Trials) Regulations where they are applicable for a specified event.
2. Motorsport UK, and DOT Permit numbers will be advised in a Competitors Bulletin.

### ARTICLE 4 – ELIGIBILITY

1. The Roger Albert Clark Rally is open to Competitors (whether Entrant, Driver or Co-driver) holding valid National or International Licences issued by Motorsport UK or Motorsport Ireland. The event has also been inscribed on the National Competitions with Authorised Foreign Participation (NCAFP) Calendar 2023. Licence holders from other FIA recognised ASN's will be allowed to compete if they have approval from their own ASN. Such competitors will be subject to Motorsport UK Regulations whilst taking part in the event (Motorsport UK GR H26.1.2).
2. Following the UK's exit from the EU entrants from outside the UK will be subject to new customs and import regulations. Please ensure you are aware of what these requirements will be and make sure you allow adequate time for all necessary paperwork to be completed and agreed.
3. Competitors are reminded of the Motorsport UK's requirements for Entrants Licences as laid down on the Licence Declaration Form and in the 2023 Motorsport UK Yearbook (Motorsport UK GR R5.2 – R5.2.1).
4. All Competitors Documentation will be inspected before signing on. If Covid restrictions prevent physical inspection of documents, competitors will be required to submit digital copies and a self-declaration of eligibility.

## ROGER ALBERT CLARK RALLY 2023

### ARTICLE 5 – FORMAT

The Programme of the Meeting will be:

**a. OPENING DATE FOR ENTRIES**

Entries open at 18.00hrs on Wednesday 1<sup>st</sup> March 2023

**b. SEEDING AND PUBLICATION OF RECEIVED ENTRIES**

18:00hrs Monday 30<sup>th</sup> October 2023

**c. CLOSING DATE FOR ENTRIES**

12:00hrs Wednesday 8<sup>th</sup> November 2023

**d. SCRUTINEERING**

Will take place at Carmarthen Showground

Foreign Crews requiring Motorsport  
UK Historic Papers, and any other  
crew wishing to scrutineer early.

Tuesday 21<sup>st</sup> November 2023  
**12:00hrs to 19:00hrs**

Remaining crews:

Wednesday 22<sup>nd</sup> November 2023  
**10:00hrs to 16:00hrs**

**e. PUBLICATION OF THE LIST OF CREWS ELIGIBLE TO TAKE THE START**

Wednesday 22<sup>nd</sup> November 2023

**f. STARTING DATE OF THE RALLY**

Thursday 23<sup>rd</sup> November 2023 – 08:00 hrs

**g. LOCATION AND TIMES OF THE START AND FINISH OF EACH LEG**

<b>Ceremonial Start</b>	Guildhall Square, Carmarthen 19:00hrs Wednesday 22 <sup>nd</sup> November 2023
<b>Leg 1: Start</b>	Carmarthen Showground 08:01hrs, Thursday 23 <sup>rd</sup> November 2023
<b>Finish</b>	Walters Arena 15:30hrs, Thursday 23 <sup>rd</sup> November 2023
<b>Leg 2: Start</b>	Walters Arena 08:00hrs, Friday 24 <sup>th</sup> November 2023
<b>Finish</b>	Newtown 17:00hrs, Friday 24 <sup>th</sup> November 2023
<b>Leg 3: Start</b>	H&H Auctions, Jct 43 M6, Carlisle 07:30hrs, Saturday 25 <sup>th</sup> November 2023
<b>Finish</b>	H&H Auctions, Jct 43 M6, Carlisle 20:00hrs, Saturday 25 <sup>th</sup> November 2023
<b>Leg 4: Start</b>	H&H Auctions, Jct 43 M6, Carlisle 08:00hrs, Sunday 26 <sup>th</sup> November 2023
<b>Finish</b>	H&H Auctions, Jct 43 M6, Carlisle 20:00hrs, Sunday 26 <sup>th</sup> November 2023
<b>Leg 5: Start</b>	H&H Auctions, Jct 43 M6, Carlisle 08:00hrs, Monday 27 <sup>th</sup> November 2023
<b>Finish</b>	H&H Auctions, Jct 43 M6, Carlisle 15:30hrs, Monday 27 <sup>th</sup> November 2023

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### **h. PUBLICATION OF FINAL RESULTS**

Final results will be published on the results notice board at the end of the event, the location of which will be notified later.

### **i. PRIZE PRESENTATION**

The time and venue will be notified later.

### **j. OFFICIAL NOTICE BOARD**

The Official Notice Board (Motorsport UK GR R2.8.1) for the event will be located as follows:

10:00 Wednesday 22<sup>nd</sup> to Carmarthen Showground  
10:00 Thursday 23<sup>rd</sup> November

12:00 Thursday 23<sup>rd</sup> to In the Rally Motorhome  
08:00 Saturday 25<sup>th</sup> November Locations to be notified.

08:00 Saturday 25<sup>th</sup> to H&H Auction Mart, Carlisle  
19:00 Monday 27<sup>th</sup> November

Times of opening and exact locations will be notified in a bulletin.

Final results will be published in accordance with **h.** (above).

### **k. RALLY HEADQUARTERS & PRESS/MEDIA OFFICE**

Wednesday 22<sup>nd</sup> to Carmarthen Showground  
10:00 Thursday 23<sup>rd</sup> November

12:00 Thursday 23<sup>rd</sup> to In the Rally Motorhome  
12:00 Monday 27<sup>th</sup> November Locations to be notified.

15:00 to 19:00 Monday 27<sup>th</sup> Nov. H &H Auction Mart, Carlisle

Times of opening and exact locations will be published in a bulletin.

## **ARTICLE 6 – CLASSES**

### **1. ROGER ALBERT CLARK RALLY**

Historic Special Stage Rally vehicles must comply with the Motorsport UK R49.

#### **a) Category 1 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 over 1601 cc, including Twin Cam engined cars,
- Class B5 Cars over 2000 cc including Category 1 Porsche 911s

#### **b) Category 2 registered between 01.01.68 and 31.12.74**

- Class C1 Cars up to 1300 cc
- Class C2 Cars 1301 cc to 1600 cc including 2 valve twin cam engines
- Class C3 Cars 1601 cc to 2000 cc.
- Class C4 Cars over 2000 cc.
- Class C5 Cars over 2000 cc including All Multi-valve Twin Cam engined cars

#### **c) Category 3 registered between 01.01.75 and 31.12.81**

- Class D1 Cars up to 1300 cc
- Class D2 Cars 1301 cc to 1600 cc including 2 valve twin cam engines
- Class D3 Cars 1601 cc to 2000 cc.
- Class D4 Cars (including Multi-valve Twin Cam engined cars) over 2000 cc
- Class D5 All other Multi-valve Twin Cam engined cars

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- d) Category 4a registered between 01.01.82 and 31.12.85
    - Class E1 Cars up to 1600 cc
    - Class E2 Cars over 1601 cc
  - e) Category 4b registered between 01.01.86 and 31.12.90
    - Class F1 Cars up to 1600 cc
    - Class F2 Cars over 1601 cc (Note - Not eligible for overall awards)
  - f) Category K - FIA Appendix K Cars registered before 31.12.85
    - Class G1 Cars up to 1600 cc.
    - Class G2 Cars over 1601 cc
  - g) Safari Vehicle Specification up to 31.12.1985
    - Class H1 Cars up to 1600 cc.
    - Class H2 Cars over 1601 cc
2. For Class designation, up to 60thou re-bore has no effect, above this the actual swept volume is used. For determining maximum rim widths (GR R49.10.1-5) the capacity before any re-bore has taken place (or the nominal model c.c. or that shown on the HRVIF) will be used.
  3. To be eligible to enter in the FIA Class - Category K, vehicles MUST be able to produce a valid FIA Historic Technical Passport (FIA HTP) for the vehicle, and the vehicle be in compliance with this document.
  4. Any Foreign Competitor who does not have an FIA HTP for the vehicle MUST contact the event Chief Scrutineer John Cooper on 01208 863406 (H) or email [jccmstech@gmail.com](mailto:jccmstech@gmail.com) to ensure the vehicle can comply with the UK Motorsports Association (Motorsport UK) regulations.  
Crews who fall into this category must be scrutineered on Tuesday 21<sup>st</sup> November to enable Motorsport UK Vehicle Papers to be written and issued.
  5. Cars with forced induction must comply with FIA restrictor sizes and restrictor seals. These seals must be in place before pre-event scrutineering and recorded in the HTPs. At any time before, during and at the end of competition the stewards, clerk of the course or the scrutineers, may request the seals and or restrictor to be checked/measured. Extra seals may be used and fitted at any time.
  6. All vehicles must comply with the minimum safety requirements of the 2023 Motorsport UK Yearbook. (For clarity, this means vehicles must have a plumbed in Fire Extinguishers and a hand-held Extinguisher to the Motorsport UK specification), the event can loan a hand-held extinguisher to crews if required, but this must be pre-ordered.

### **7. ROGER ALBERT CLARK OPEN RALLY**

Only two-wheel drive vehicles complying with the 2023 Motorsport UK Technical Regulations will be eligible to enter.

Class J1	Cars up to 1000cc
Class J2	Cars 1001cc to 1400cc
Class J3	Cars 1401cc to 1600cc
Class J4	Cars 1601cc to 2000cc
Class J5	Cars over 2000cc

8. Should any class or category have less than five entries, the Organisers have the right to amalgamate these where necessary.
9. Entries in Category 1 to 4 must produce at Scrutineering a Motorsport UK Historic Vehicle Identity Form (hvif).
10. Entries in Category 3 and 4 must also present their Homologation Forms.

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11. All cars must be taxed, tested and insured for the public highway (Art:12.7 & .8).
12. Cars with forced induction will have their engine capacity increased by 70% to establish their class.
13. All cars in seeded in the top twenty must have 0.8mm holes drilled in two adjoining cam cover bolts either side of the cam cover 4 in total so wire seals may be affixed. If seals are applied by the scrutineers if they are required to be broken this can only be done in the presence of one of the event scrutineers.
14. Vehicle Modifications
  - The addition of sump or chassis guards is permitted.
  - Limited Slip Differentials are permitted.
  - Studs or chains are not permitted.

### ARTICLE 7 – IDENTIFICATION

1. Competitors must make space available to the Organisers of the Event and the Promoters on the vehicle in the positions shown on the diagram below (on and above both front doors). Competition numbers must be displayed in accordance with SR:J.4.



- A Rally Front Plate (on Bonnet)  
B Rally Rear Plate (on rear window)  
C Roger Albert Clark Rally Door Plate with Competition Numbers, 750mm x 500mm (both sides)  
D Roger Albert Clark Rally Windscreen Visor  
E Event associate sponsor decals (optional – see SR8.9)  
F High Visibility Numbers

2. Restrictions may be imposed on tobacco related advertising (Motorsport UK GR.H27.1.6).
3. Competitors are reminded that any event identification showing competition numbers must be completely removed on completion of or retirement from the event.
4. All Competitors are required to affix Event, and Sponsors decals in the prescribed positions, prior to presenting their cars to Scrutineering. Failure to do so will result in a refusal to start (Article 7.1).
5. Any names identifying the crew affixed to the car MUST relate to the actual crew in the car.

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### ARTICLE 8 – ENTRIES

1. Should the number of entries, overall or in each class, not reach the minimum stated, the Organisers have the right either to cancel the Event or to amalgamate classes where necessary (Article 6.8).
2. A Bulletin containing details of the Competitor's start position will be posted and/or emailed to entrants at least seven days before the event.
3. The Roger Albert Clark Rally and the Roger Albert Clark Open Rally events will run concurrently.
4. The order of starting will be at the organiser's discretion but to assist seeding, entrants should note their previous results on their Entry Form.
5. Competitors will be seeded in anticipated order of performance. The running order will be Classes B1, B2, B3, B4, B5, C1, C2, D1, D2, J1, J2, J3 will run first in reverse seeded order. There will then be a 10 to 15 minute gap (depending on stage length) followed by the remainder of the field in anticipated performance order. Competition numbers will not indicate the running order.

The running order may be changed to facilitate the safe running of the final stage, if the running order is changed this amendment will be issued in an event Bulletin and the process to be followed will be included.

6. Once the Entry List and running order have been published, no communication will be entered into regarding it. A provisional running order will be published 5 days before the event starts.
7. Crews will be re-seeded at the start of Legs 1, 2, 3 and 4 with regard to their finishing position on the previous leg but preserving the overall running order of classes on the event (Art:8.3). The Organisers hold the right to restart any crew in a position other than their finishing position on the previous leg and no communication will be entered into regarding this. Starting times for the next leg will be published on the Virtual Notice Board as soon as practicable at the end of each day and where possible, will be sent via SMS text message to the designated telephone number of each crew.
8. Competitors are advised that information they provide will be stored in a computer retrieval system and may be used for organisation and publicity purposes by the event and or its sponsors.
9. The Entry Fee has been based on the current Forest Enterprise, Rally4Wales Contracts Ltd and MOD road charges at 1<sup>st</sup> February 2023. Should there be any variation in these charges it may be necessary to levy a supplementary entry fee to be collected at documentation. Should this be necessary it will be advised to Competitors in advance (Motorsport UK GR.H30.1.3(e)).
10. Entries open at 18:00hrs on Wednesday 1<sup>st</sup> March 2023 and close at 12.00hrs on Wednesday 8<sup>th</sup> November 2023. **Please remember that to be included in the programme and published entry list, entries must be received by Monday 30<sup>th</sup> October 2023.**
11. ENTRY FEES
  - (i) **With** the optional advertising proposed by the Organisers (Art 7., D & E):

**£4,900.00**

An entry paid **IN FULL** prior to 30<sup>th</sup> April 2023 is eligible to a discounted fee of

**£4,500.00.**

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(ii) **Without** optional advertising:

**Double** the appropriate fee as detailed in Art.8.11(i)

The entry fee can be paid in Euro's, please contact the Rally Manager.

The entry fee includes:

- All paperwork to enable competitors to comply with Motorsport UK GR.R26.1 & R2.3.
- 2 x Competitor ID Tags.
- One full set of Event Maps including a Service overview map.
- Front, rear, side Rally Plates and Hi-Viz Numbers.
- Organisers advertising material.
- One Service Pack (containing 1 x Vehicle Pass/Plate and 2 x personal Service passes).
- Vehicle Tracker

Additional fees will apply for:

a. Management Service Pack (maximum of 2 per entrant) **£200 each**

Contains a Competitors Map Book, a Management Road Book and an additional Road Book as issued to competitors, 2 x Personal ID Tags, vehicle identification plates **and a vehicle tracker**.

b. Support Vehicle pack (one per entrant) **£250**

Contains a Service Map Book, 2 x Personal ID Tags and vehicle identification plates (These vehicles will not necessarily be allowed access to all service areas. But will be allowed in each overnight halt.

- |                          |             |
|--------------------------|-------------|
| c. Club Membership fees  | £15 each    |
| d. Third party insurance | £65         |
| e. Additional maps       | £35 to £160 |
| f. Route Notes           | (Art:16.3)  |

Fees can be paid direct to the Bank of Scotland

Account Name: **Roger Albert Clark Rally Motor Club**  
Sort Code: **80-12-08**  
Account No: **06002797**  
BIC: BOFSGB21024  
IBAN: GB09 BOFS 8012 0806 0027 97

Any cheques should be made payable to:

**Roger Albert Clark Rally Motor Club Limited**

and sent to:

**Entries Secretary  
Roger Albert Clark Rally 2023  
2 Monroe Avenue  
Lindsayfield  
East Kilbride  
G75 8WA**

**Email: [entries.r.a.c@gmail.com](mailto:entries.r.a.c@gmail.com)  
Tel. Rally Office: 01355 276483**

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### 12. Entries may be submitted as follows:

To secure an entry on the event a fully completed entry form must be provided **with an initial non-refundable deposit payment of £1,000** towards the Entry Fee. All entries received will be acknowledged within seven days, this acknowledgement does not constitute acceptance of, or a contract for an entry on the event.

The favoured method of submitting an entry form is on-line via the Rallies.info system but entry forms may also be sent by email or post.

Only the first 15 reserves will be placed onto the final published entry list.

A second instalment of £1,500 must be paid before the 1<sup>st</sup> July 2023 to keep the entry as accepted. If this instalment is not received on time this entry will be cancelled and the next reserve entry will be promoted to a full entry.

ALL accepted entrants must have paid the full entry fee by the 28<sup>th</sup> October 2023.

Entrants wishing to embargo any information must contact the Clerk of Course prior to submitting the entry form.

### 13. Entry Raffle

All accepted and acknowledged entries with the deposit paid by the 31<sup>st</sup> March will be entered into a draw. The winning entry will receive a credit towards the remaining entry fee of **£1,000.00**. If this entry is subsequently withdrawn the credit will be forfeit.

The draw will take place on **Facebook Live on 2<sup>nd</sup> April 2023**.

All entries received and **paid in full** by the 1<sup>st</sup> May 2023 will be entered into a draw and the winning entry will have 50% of their entry fee (**£2,450.00**) refunded on 1<sup>st</sup> June 2023.

The draw will take place on **Facebook Live on 3<sup>rd</sup> May 2023**.

**Each crew member must be members of the Roger Albert Clark Rally Motor Club Ltd to allow them to compete on the event. This is a requirement of HM Revenue & Customs. Membership is £15 per person and expires 31 December 2023. All monies from membership go towards the promotion of Motor Club activities.**

### 14. **WITHDRAWAL OF ENTRY AND REFUND OF FEES**

Withdrawal of any entry must be made **in writing** to the Entries Secretary and will become valid only when received. The sending of an email does not confirm that an entry has been withdrawn. A confirmation email must be received from the Organisers for the withdrawal to be valid.

The initial £1000.00 deposit is non-refundable for all accepted entries.

Additional fees will be refunded as follows:

- Entries withdrawn prior to 28<sup>th</sup> October 2023 will be refunded all fees above the initial deposit paid. This will be returned prior to the event.
- Entries withdrawn between 28<sup>th</sup> October 19<sup>th</sup> November 2023 will be refunded all additional fees paid less a further £250 administration costs. This will be repaid after the event but before 31<sup>st</sup> December 2023.
- No refunds will be issued for withdrawal of entries after the 19<sup>th</sup> November 2023.

Entries not accepted will be refunded their deposit. Acknowledged reserve entries withdrawn prior to 1<sup>st</sup> July 2023 or failing to gain a full entry will be refunded their deposit. Acknowledged reserve entries withdrawn after 1<sup>st</sup> July 2023 will be refunded their deposit less a £100 administration fee.

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15. In the event that the rally is abandoned or postponed, entrants will have fees repaid less a maximum figure of £500.00 administration cost.
16. Should it be necessary to cancel the event due to legal requirements or other unforeseen circumstances, the actual administration expenses incurred will determine the exact amount of refund. The Organisers and or Promoter are not liable for any further consequential losses incurred by prospective competitors because of event cancellation.
17. Maximum number of entries: **180** (plus 15 reserves)  
Minimum number of entries: **125**
18. The Organisers reserve the right to refuse any entry.
19. Entrants **must** state on their entry form the FULL ADDRESS including any post code where they require any documents to be sent by the Organisers.  
All relevant identification plates, advertising decals and numbers, along with service and any requested additional packs will be dispatched to this address during the week prior to the event. Arrangements should be made for this documentation to be accepted up to the Thursday prior to the event.  
If you require an alternative method of receiving these documents, it should be agreed with the Entries Secretary and confirmed in writing.
20. The seeding committee will undertake seeding on **Monday 30<sup>th</sup> October 2023**, and a provisional entry list will be published shortly thereafter.
21. **Process for accepting entries**  
20 entries will be reserved for foreign competitors.

A list of accepted entries with paid deposits will be published on Sunday 19<sup>th</sup> March 2023.

Should the remaining entry be oversubscribed by this date, acceptance of entries will be determined as follows:

- 25 entries allocated to drivers entering the event for the first time
- 15 entries allocated at the organiser's discretion.

The remaining 120 entries will be determined giving preference to competitors (drivers) who have previously started the event the most times.

All remaining acknowledged entries will be placed on a reserve list subject to SR:D15.1.1.

### ARTICLE 9 – OFFICIALS

<b>Rally Executive Committee</b>	Brian Avery (Chairman), Colin Heppenstall, Nicola Heppenstall, John Cooper, Robert Lodge, Brian Kinghorn, Mark Dickenson
Patron	Judith Clark
<b>Stewards</b>	
• Appointed by Motorsport UK	TBA
• Appointed by the Organisers	Steve Stringwell
• Appointed by the Organisers	John Arnold
Clerk of the Course & Rally Manager	Colin Heppenstall Motorsport UK CoC National 01355 276483 (H) 07736 083745 (M) Email: <a href="mailto:r.a.c.rally@btinternet.com">r.a.c.rally@btinternet.com</a>
Clerk of Course-Route & PA to Rally Manager	Nicola Heppenstall Motorsport UK CoC National 01355 276483 (H) 07765 222847 (M)

## ROGER ALBERT CLARK RALLY 2023

Motorsport UK Safety Delegate	Kevin Dawson
Motorsport UK Safety Delegate Advanced	Jon Aston
Secretary of the Meeting & Entries Secretary	Victoria Heppenstall <a href="mailto:entries.r.a.c@gmail.com">entries.r.a.c@gmail.com</a>
Assistant Secretary of the Meeting & Entries Secretary	Gemma Hampson
Deputy Clerk of the Course	John Trevethick
Deputy Clerk of the Course	Brian Kinghorn
Deputy Clerk of the Course	Robert Lodge
Chief Safety Officer	Brian Avery
Communications & Safety Radio Co-ordinator	Simon Goodwin
Deputy Clerk of Course & Chief Timekeeper	Lloyd Walker Motorsport UK Int. Timekeeper
Intervention Car 1 & Assistant Clerk of Course	Mark Dickenson
Intervention 2	Trevor Welch
Intervention 3	Martin Young
Staffing Officer	Paul Jones
Chief Medical Officer	Stuart Hateley
Equipment Manager	Steve Walshaw
Public Relations Officer	Nicola Heppenstall
Event Media Officer	Paul Lawrence
Motorsport UK Chief Scrutineer	John Cooper 01208 863406 (H)
Competitor Liaison Officer	Vic Fancy
Assistant CLO	TBA
Results System	Tynemouth Computers
Safeguarding Officers	Robert Lodge & Nicola Heppenstall

### **TELEPHONE CALLS TO OFFICIALS HOME NUMBERS 1900HRS to 2100HRS ONLY PLEASE**

#### **ARTICLE 10 - RESULTS**

1. Provisional interim results will be published at the end of each leg. Please bring any disputed times to the attention of the CLO as soon as possible to enable checks to be made.
2. Final Results will be published as soon as possible after the end of the rally at the H&H Auction Mart.
3. Protests must be made in accordance with Motorsport UK GR.C5. and appeals in accordance with Motorsport UK GR.C6.
4. Competitors shall ensure that they and their cars are available for inspection, should a protest be submitted in accordance with Motorsport UK GR C5.2.2. If the protested vehicle is not available for inspection the competitor may be penalised as under Motorsport UK GR.C3.2
5. Results will be sent via email to all competitors after the event and will be available on the event web site

#### **ARTICLE 11 – ROUTE AND ROAD BOOK**

1. The event will contain Special Stages on private land or on closed public roads, joined by public highway sections. Cars will start at one minute or 30 second Intervals. The route will be defined by six figure national map references or by a tulip Road Book.

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2. Full details of the Road Route and Special Stages will be given in Road Books issued to competitors. This document will contain all the necessary information to enable competitors to comply with Motorsport UK GR R2.3.2 & R2.3.3.
3. The Road Books, Service pack, and Management pack will be dispatched at least 5 days prior to the event.
4. Total planned distance of the road route: 670 miles - 1080 kilometres  
Total planned distance of the Special Stages: 340 miles – 545 kilometres

During the road sections of the route, it is permissible for both the Driver and Co-Driver to drive the competing vehicle (subject to holding appropriate licences) as more than 200 miles of road route will be covered in a day.

Type of Special Stage surface: 100% loose gravel

### Maps and route information:

5. The complete route is contained on the following Ordnance Survey Maps:  
Landranger® (1:50,000 scale) 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 135, 136, 147, 148, 159, 160, 161.

Additional Map requirement for the Transport Section is:

Landranger® (1:50,000 scale) 90, 91, 97, 102, 108, 109, 117, 126

6. The Entry Fee includes ONE full set of printed maps, showing planned event routes, produced by Bobby Willis of RallyMaps. These are based on OS originated mapping and will allow crews to complete the event.

Additional Map sets may be purchased if pre-ordered at the following prices:

1 x Full Set of Map books	£160.00
Service Overview maps	£35.00
Competitors Map Book	£120.00
1:25,000 Stage Maps	£100.00

7. Subjective route notes will be available from Patterson Pacenotes, Onthepacernote and Scotmaps.

They will conduct the route survey as near to the rally date as possible.

The organisers **WILL NOT be providing notes as part of the entry** and it is the responsibility of the Competitor to order and pay for their own route notes.

**No other route notes are authorised for use on this event** and if found, competitors will be penalised in accordance with Motorsport UK GR R25.9

8. After MTC 4, competitors will be required to **transport** the competition vehicle, either by its own power or on a trailer, from Newtown to the re-start in Carlisle. Crews must then present the cars at MTC 5 Holding 20 minutes before their due time to be re-scrutineered to ensure the vehicle remains in the general condition of its initial scrutineering approval. Competitors will NOT be allowed to re-start until this process is completed and a second scrutineered sticker is issued to the vehicle.  
**A 20 minute time penalty will apply for breach of this time schedule.**

## ARTICLE 12 - SCRUTINEERING AND DOCUMENTATION

1. At Scrutineering before the start of the event, cars will be examined for compliance with the 2023 Motorsport UK tyre, technical and safety regulations as well as for class eligibility (attention is drawn to Motorsport UK GR J5 – J5.20.13, K & R46). 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 it is to compete.**

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2. A validated Motorsport UK Rally Special Stage Vehicle Log Book/Vehicle Passport (Motorsport UK GR R46.1.3., R25.2., R47.1.1., R47.1.2. and J2.1 – J2.1.5.f) must be made available at Scrutineering, and on demand throughout the event, for each car. Failure to produce this document will lead to a **REFUSED START** or **DISQUALIFICATION**.  
  
This is not required for those crews in the European FIA class F.
3. All cars shall have fire extinguishing systems to Motorsport UK GR R48.10.5 and K3 – K3.5 and **must carry a small spill kit** (Motorsport UK GR R46.1.5). It is the sole responsibility of the crew to dispose of used spill kits in accordance with the appropriate regulations. Penalty for Breach is DISQUALIFICATION.
4. Safety helmets, FHR devices and overalls will be examined and must conform to current regulations (Motorsport UK GR K10.1 – K10.4) and must be worn on Special Stages (Motorsport UK GR R25.3).
5. Cars shall have fitted, and the Driver and Co-Driver shall use, seat belts (Motorsport UK GR R25.3.1) in conformity with Motorsport UK GR R48.10.4.
6. Drivers and Co-Drivers are reminded that they must wear flame resistant overalls (Motorsport UK GR K9.1. – K9.3) on all Special Stage Rallies (Motorsport UK GR R25.3.2).
7. All cars must be registered and taxed as a private car (Motorsport UK GR R46.1.1) and insured for the Public Highway (Motorsport UK Part 3: Appendix 2 (24)).
8. A valid MOT Test Certificate must be produced at Scrutineering for any car required by law to have such a certificate (Motorsport UK GR R46.1.2). Failure to produce this document will lead to a **REFUSED START**.
9. **Tyres:** all tyres must comply with Section L of the 2023 Motorsport UK Yearbook. Please note the restrictions imposed by Motorsport UK GR R48.5.1 – R48.5.15. Studs, **chains** or non-skid attachments are NOT PERMITTED (Motorsport UK GR R48.5.1).
10. **Auxiliary Lights:** Cars entered in Historic Category 1 to 4 and FIA Classes inclusive may not be fitted with gas discharge bulbs or optic bulbs. Only H type bulbs are allowed  
  
Cars entered in Historic Category 1 and 2 may have a maximum of six (6) forward facing beams excluding side lights. Cars entered in Historic Category 3, 4 and European FIA Class may have a maximum of eight (8) forward facing beams excluding side lights.  
  
The maximum diameter of any auxiliary lamp to be not more than 199mm in diameter. Any auxiliary lamps outside the above specification (but must be H bulbs), apply to the clerk of course and chief scrutineer for permission for use.
11. Competitors wishing or required to carry video cameras **MUST** have written permission from the Clerk of the Course **PRIOR** to attending scrutineering which must be available to the Chief Scrutineer at Scrutineering (Motorsport UK GR J5.21). Failure to produce may lead to a **REFUSED START**. The competitor may be issued with a sponsor logo, which must be located in the centre of the dashboard in view of the camera.
  - a. The Commercial Rights to all video/electronic recording and sound material recorded on the event is the copyright of Roger Albert Clark Rally Motor Club Ltd.
12. a. The Organisers will conduct a static sound test both prior to the start and during the event. These will be conducted in accordance with Motorsport UK

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GR R4.1. – R4.1.7 & J5.18.1 – J5.18.11, all competitors' vehicles must pass. Failure to do so will result in penalties as under Article 18.4.

- b. A competitor must have signed-on and completed all Documentation within 1 hour of their scheduled time at Scrutineering.
- c. At least 5 days before the event, competitors may be issued a Scrutineering time. Failure to attend at the published Scrutineering time may be penalised with a £100 fine.
- d. Scrutineering and Documentation will take place at locations specified in a Bulletin.

ALL competing vehicles will be required to have scrutineering checks carried out before their scheduled re-start at MTC5 (Art:11.7a). Vehicles that have had any material changes made since its initial scrutineering may be re-classified or refused a re-start.

### 13. **Additional Vehicle Checks.**

Certain selected crews may be required to attend scrutineering at a designated time. Failure to attend at the given time will be penalised in accordance with Art:12.12(c).

Competitors should attend scrutineering with the vehicle, their service crew should be available to assist in any removal of parts needed, and production of any spares that may be required for sealing. (Additional information on the process will be issued when crews are invited to attend.)

Vehicles are to be placed on a vehicle lift to inspect certain items and to have various parts sealed. These parts shall not be removed from the competing vehicle unless there is a scrutineer present. All sealed parts must be retained for inspection until the results are final or the competing car retires from the event.

Post event scrutineering will be undertaken on selected crews. Failure to present the vehicle at the nominated place and at the appointed time may be penalized under Motorsport UK GR R32.2 Chart 32.2 penalties (aa).

## ARTICLE 13 - DAMAGE DECLARATION

1. Competitors will be required to inform the organisers that they have not been involved in any incident resulting in damage to private property or injury to persons or animals or alternatively giving details of any such incident where damage or injury has occurred (Motorsport UK GR R40.1.3).
  - a. Information given will not incur a penalty, but failure to disclose details of any such incident, or failure to hand in a duly completed form will be penalised in accordance with Motorsport UK GR R32.2 Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (p) and may be reported to the Motorsport UK for further disciplinary action.
2. If a competitor is involved in any incident causing third party damage, full details must be provided to the Organisers as soon as possible following the incident, and in any case, the same day the incident occurred (see Article 13.1.a).
3. The method of relaying this information to the organisers will be notified in a bulletin. Competitors who fail to comply may be penalised by a fine of up to £100.

## ARTICLE 14 - DRIVING STANDARDS OBSERVERS/JUDGES OF FACT

1. Named Judges of Fact, appointed by the Organisers, will be on duty throughout the rally to observe and report on any competitor considered to be in contravention of Motorsport UK GR R24.7. – R24.7.10 AND R24.11 & R24.11.1. The names of these Officials will be posted on the Official Notice Board.

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2. The Chief Scrutineer will be appointed Judge of Fact in respect of vehicle eligibility.
3. The start Officials on all Special Stages are empowered to Judge whether or not a competitor has made a false start (Motorsport UK GR R24.7.3).
4. The Organisers will appoint Driving Standards Observers in accordance with Motorsport UK GR G11.1. – G11.1.3. and R24.8 – R24.8.3.
5. Any cases reported to the Organisers or the Motorsport UK by the Police for speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of Motorsport UK GR C1.1.4 (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 be called before a Disciplinary Tribunal. It will not be necessary to prove that a traffic offence was committed, as the involvement of the Police may give rise to contravention of Motorsport UK GR C1.1.4. The competitor concerned is liable to be penalised in accordance with Motorsport UK GR R32.2. Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (k) and/or (l), R24.10, R38.3 and R38.3.1. and may be called before a Motorsport UK Disciplinary Tribunal.
6. **Sound Control:** The Organisers will appoint Judges of Fact and/or DSO's to report on sound levels. Excessive sound will include instantaneous occurrence of noise such as that produced by backfiring caused by anti-lag systems. The penalty for excessive sound may go as far as disqualification. They will report their findings to the Chief Scrutineer who will advise the Clerk of the Course who may then apply penalties if appropriate (Article 18.4). Competitors should also pay attention to Motorsport UK GR G10.1. – G10.3.1 and G7.8. – G7.8.2.

### ARTICLE 15 - TIMING AND CONTROLS

1. Timing of the event will be governed by the Target Timing Regulations (Motorsport UK GR R31.1. – R32.1.3) using digital clocks operated by Officials, under the control of a Motorsport UK appointed Timekeeper.
2. All clocks will be set to Greenwich Mean Time or British Summer Time as appropriate, using BBC or Telecom time signals.
3. All controls will open 15 minutes before the due time of Car '0' and close 31 minutes after the due time of the last Competitor still running, having taken into account any delays (Motorsport UK GR R31.2.5. & R31.2.6).
4. The Rally will consist of Special Stages and Road Sections.
5. Lateness in excess of Target Time on Road Sections and Special Stages is cumulative. Once a competitors' cumulative lateness calculated from the previous Main Control exceeds the penalty free maximum of 30 minutes (Motorsport UK GR R31.2.5. & R31.2.6) the Competitor will be **DISQUALIFIED** from the results, or subject to a restart under Article 21.
6. To be classified as a finisher a **crew** must report, with their car, **AT ALL CONTROLS** within their permitted maximum lateness (Article 15.5), or in accordance with Article 21.
7. It is the Competitors 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.
8. Control and Stage Signs will conform to Motorsport UK GR R29.1. – R29.5.

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9. **Special Stage Timing** will be to the previous whole second (Motorsport UK GR R31.1.3).
- a. Each Special Stage will have a Bogey Time set at 70mph for unsealed surfaces or 75mph for sealed surfaces, and a Target Time set at approximately 30mph (less on short stages) which will be indicated in the Road Book and/or the Time Cards and/or Competitors Bulletin.
  - b. Competitors will receive penalties on Special Stages as follows
    - i. Under Bogey
    - ii. Over Bogey, under Target
    - iii. Over Target
- |  |                          |
|--|--------------------------|
|  | <b>Bogey Time</b>        |
|  | <b>Actual Time Taken</b> |
|  | <b>Target Time</b>       |
- c. Time in excess of Target Time on a Special Stage will count towards the Competitors' cumulative lateness (Article 15.5).
  - d. Competitors must be ready to start a Special Stage when instructed to do so by the Start Marshal Motorsport UK GR R25.7.1 – R25.8.2.
10. **Road Timing** will be to the previous whole minute.
- a. Each Road Section will be allotted a Target Time based on approximately 28mph average or less and a Competitor can calculate his Due Time of arrival at any Time Control (TC) by adding this Target Time to his actual time of departure from the preceding TC. On Road Sections following a Special Stage, extra time may be included to allow for any delay at the Special Stage Finish.
  - b. At all TC's on Road Sections (MTC's, ATC's, and TC(Service)'s; see Article 15.11) Competitors who are early may wait for their due time outside the Control. The time recorded at these TC's 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 Competitors' car enters the Control Area the crew must submit their Time Card to the Official within one minute (ie. A competitors' car may enter the Control Area up to 59 seconds before their due time without incurring a penalty for early arrival, so long as they do not hand the time card to the appropriate marshal until their Due Time). Competitors should familiarise themselves with Motorsport UK GR R30.2. which clarifies Control Procedure and also Motorsport UK GR R30.2.1 – R30.3.3.
11. **Time Controls.** All controls, other than Passage Controls (PC's) and Route Controls (RC's), will be Time Controls (TC's). The following titles shall describe the various types of Time Controls:
- a. **Main Control (MTC)**
    - (i) The MTC at the Start and MTC's after any Rest Halt, or at any other specified point, will be designated as MTC(OUT).
    - (ii) The MTC at the Finish of the Rally and MTC's before any Rest Halt or any other specified point will be designated as MTC(IN).
    - (iii) At an MTC(OUT) after a Rest Halt, Competitors will restart at one minute intervals either in number order or in order of their arrival at the MTC(IN) or as may be specified in an Official Bulletin.
    - (iv) Competitors shall be given a due starting time from any MTC(OUT); the difference between this and their actual starting time will be counted towards cumulative lateness, also a time penalty will be applied.
    - (v) Competitors arriving at any MTC(IN) within their maximum permitted lateness will, subject to Article 15.11 (a) (iv) above, restart from the MTC(OUT) with zero lateness, i.e. Lateness is accumulated only between two successive MTC's
    - (vi) Regroup Controls:  
The Road Book will specify the Controls, if any, where Competitors NOT disqualified by reason of having accumulated more than the maximum

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permitted lateness at that Control will start the next section with zero lateness.

b. **Special Stage Arrival Control (ATC)**

On arrival at an ATC the Marshal will enter the arrival time at that Control and nominate the Start Time (not less than three (3) minutes) after their arrival time. The area between the Special Stage Arrival and the Special Stage Start is Parc Ferme but should the crew need to change a flat tyre a maximum of an additional five (5) minutes will be allowed without penalty and the start time will be amended accordingly. Any time in excess of this eight minutes will be penalised in accordance with Motorsport UK GR R32.2. Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (d).

c. **Special Stage Start Control (SS)**

- (i) At the SS the Marshal will enter the actual time, which will normally correspond with the provisional start time. Once Competitors have clocked in at an ATC, the Start Marshal will assume that they are ready to start the stage and will issue a Start Time as soon as the Start line is clear, whether the Competitor is ready or not.
- (ii) As each section is timed separately, the time taken from ATC to SS is 'Dead Time' and delays are automatically allowed for.
- (iii) The area between ATC and SS is 'Parc Ferme'
- (iv) The event will use an automated traffic light starting system at all stage starts R25.7.2 This system operates continuously unless a manual intervention is required (for example if the stage is stopped for any reason). At each stage start, the start marshal will instruct the competitor to be ready to start. Prior to the start lights changing to RED/AMBER the marshal will give a loud verbal indication of 30 seconds to go. No further verbal warning will be given.

The stage start lights use the following 60-second sequence:  
15 seconds before start time      RED  
10 seconds before start time      RED / AMBER  
5 seconds before start time      AMBER (flash/countdown)  
Start time      GREEN (Go!)

In the event of the automatic start equipment failing, a manual start procedure will be adopted as per R25.7 - R25.7.1

d. **Special Stage finish Control (SF)**

- (i) At the SSF Competitors will be given their finish time in Hours, Minutes and Seconds. This time, in hours and minutes, constitutes his start time for the following Road Section.
- (ii) Any Competitor who fails to stop at the stop Line must return to the SSF on foot; reversing the car is prohibited and subject to the penalty of **DISQUALIFICATION** Motorsport UK GR R25.6.1. and Motorsport UK GR R32.2. Section R, Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (p).

e. **Service Time Controls (TC(SERVICE))**

All Service Areas will have IN and OUT Time Controls. At Service Areas not designated as MTC's a Target Time will be specified between these controls. The section between TC(SERVICE IN) and TC(SERVICE OUT) will be marked as a Road Section.

12. **Other Controls.** The following titles shall describe the types of Control other than Time Controls:

a. **Passage Control (PC)**

- (i) At any point indicated in the Road Book, the Organisers may establish a PC in order to collect Time Cards from Competitors or for other purposes. A Competitor failing to provide the necessary documents at

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any PC will be deemed not to have reported there and will be **DISQUALIFIED** Motorsport UK GR R32.2. Section R, Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (a) Article 15.6 & 15.7.

- (ii) Any times recorded at a PC will be used only to ensure that Competitors have followed the requirements of the Road Book, and not to calculate cumulative lateness.

b. **Route Check (RC)**

The Organisers may also establish checks along the route in accordance with Motorsport UK GR R2.3.3.

### ARTICLE 16 – ROUTE NOTES

1. Unauthorised pre-event practising or testing over the Special Stages on this event is forbidden (Motorsport UK GR R5.1.4. and R26.7).
2. Any Competitor or their agent observed on private land, without the relevant permission, within the area covered by the maps specified in these Supplementary Regulations, after their publication, will be **REFUSED A START** or **DISQUALIFIED FROM THE RESULTS** as appropriate.

The only exception to this regulation will be for persons who live on or whose employment causes them to travel along part of the route used on the event.

3. Subjective route notes and DVD will be available from Patterson Pacenotes, Onthepacenote or Scotmaps. They will conduct the route survey as near to the rally date as possible. The organisers WILL NOT be providing notes as part of the entry, and it is the responsibility of the Competitor to order and pay for their own route notes.

No other route notes are authorised for use on this event and if found competitors will be penalised in accordance with Motorsport UK GR R25.9.

- a. If a stage route amendment is required after subjective route notes are issued, competitors will be given the route via an Ordnance Survey Map of either 1:50,000 or 1:25,000 scale. **No amended subjective route notes for the re-route will be issued.**
4. The possession of Pace Notes (as defined in Motorsport UK GR R25.9) by a Competitor during the course of the rally is forbidden, whether or not they relate to stages used on the rally (Article 18.3).
5. The Organisers may set up checks at certain controls, and a proportion of Competitors and competing cars will be searched (Motorsport UK GR R24.11 – R24.11.1). **At these checks the Organisers request the co-operation of all Competitors in order to minimise delay.**
6. The penalty for being found in possession of Pace Notes, Unauthorised Route Notes or refusing to allow a search for these to be made is **DISQUALIFICATION** (Article 18.3).

### ARTICLE 17 – SERVICING

1. There will be various Service Areas around the route where work may be carried out by the Service Crew and/or Management Personnel on the competing car. These areas will only be accessible to Competitors, Service, Management or Support Vehicles bearing Official Plates.

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2. Three categories of organised assistance vehicle will be permitted:

### i. Service Vehicles

These vehicles should be of a size equivalent up to a Long Wheelbase Transit style van and will be identified by Vinyl Rally Plate (Service).

- a. **Each competitor will receive one Service Vehicle Pass, as part of the entry fee.**
- b. **Larger commercial vehicles and motorhomes will be classed as 'support vehicles'** and will require the relevant identification. As some service areas have restricted access, the specific agreement of the organisers is required for these vehicles to gain access to all service areas.
- c. Any person travelling in a Service Vehicle is "Service Crew".

### ii. Management Vehicles

- a. ***The event has received a dispensation from SR R:38.1.3 (preventing the use of management service vehicles).***
- b. Management (Emergency) servicing (servicing outside of a designated Service Area) will be permitted in certain specified areas after some Special Stages, This will be ONLY from **Management Vehicles** registered with the organisers and displaying the appropriate Management Vehicle identification.
- c. A Management Vehicle may only be a **conventional saloon car** or their **estate derivatives, or a 4x4 off-road leisure vehicle**. It will be identified by Vinyl Rally Plate (Management) & Hi-Viz Numbers attached to offside rear side window and rear windscreen and must carry an operational tracking device supplied by the organisers.
- d. **The use of roof racks and/or trailers is not permitted**
- e. These vehicles must follow the route issued in the Management Service Road Book. Deviation from the specified route is allowed to access fuel stations or to access private property where permission has been received to undertake emergency servicing. On NO ACCOUNT may Management vehicles enter sections of the rally route marked as out of bounds to Management Vehicles.
- f. Application for Management Vehicle packs must be made on the Official Entry Form (Article 8.8). The Organisers reserve the right to restrict or refuse any application for additional packs
- g. Any person travelling in a Management Vehicle is "Management Personnel"
- h. ***Competitors undertaking emergency servicing on private property must have permission from the landowner in writing and have it available for inspection by any official of the event. Failure to provide the letter of consent will be penalised with a penalty of Disqualification from the results and reported to the Motorsport UK for bringing the sport into disrepute.***
- i. **Management Vehicle crews are reminded that servicing along the route or areas adjacent to the parts of the route where heavy black lines in the road book indicate 'No Servicing' is strictly forbidden. Management Vehicles, Service Vehicles or Support Vehicles may NOT stop or wait within these areas of the route. A penalty of 15 minutes will be given to the associated competing crew for each offence.**

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- j. Each management vehicle MUST attend scrutineering with all its vehicle identification stickers in place (affixed by their own adhesive) to sign a declaration and be fitted with a vehicle tracker which MUST remain operative at all times during the event. Failure to comply will result in penalties as follows:

1 <sup>st</sup> offence	Severe Bollocking & associated crew informed.
2 <sup>nd</sup> offence	15 minute time penalty to associated crew.
3 <sup>rd</sup> offence	Disqualification of associated crew.

iii. **Support Vehicles.**

- a. Service vehicles larger than a Transit style van, motorhomes, caravans and other large vehicles requiring access to those service areas with suitable availability identified with a Vinyl Rally Plate (Support).
- b. The issuing of this plate will be at the organisers' discretion. Any Support vehicle attempting to enter a Service Area that is not designated for this type of vehicle will receive a penalty of **10 MINUTES** to the associated competitor.

Each Service or Management or Support Vehicle must be registered with the Organisers, giving its make, vehicle registration number, colour and the name of the responsible driver before an Official Plate is issued for it. The use of a Service or Management or Support Plate on a vehicle not previously registered with the Organisers is an offence for which a penalty up to **DISQUALIFICATION of the competing car** may be applied.

Vigorous checking of plates will be undertaken on the event

**A team of Service Observers will be monitoring service operations closely with particular regard to management vehicles. Please ensure all personnel are aware of their responsibilities as misunderstanding of these regulations will not be regarded as an excuse. Penalties are severe for a reason and the organisers will enforce them.**

Competitors found servicing and / or receiving assistance from any vehicle not displaying an official rally plate and/or not registered with the organisers will be fined £200 on first instance and repeat offences could lead to further penalties up to DISQUALIFICATION of the associated competitor. (Competitors are reminded they are allowed to purchase up to two Management Packs from the Entries Secretary). The report from any official of the event as to whether assistance has taken place cannot be protested.

3. Competitors may work unassisted on their own cars in 'No Service Areas' except:
- (i) within 100 metres of any Control.
  - (ii) between the Special Stage Arrival and the Special Stage Start, and
  - (iii) in any Parc Ferme.

The only work permitted in these areas is, with the permission of an event Official, to carry out the following unassisted:

- a. replace a damaged wheel or deflated tyre with a wheel carried in the competing car.
- b. clean lamp glasses, windscreen, windows, competition numbers and number plates.

4. Service Crews and Management 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 (Article 14)

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5. Competitors are responsible for ensuring that their Service Crews and Management Personnel understand these Regulations, and that their Service Vehicle and Management Vehicle bear an Official plate. These plates **MUST BE FIXED** to the front of the vehicle **at all times**, Penalty for the Plate not been fixed to the vehicle with its own adhesive will be penalised **10 MINUTES**. Please note Article 17.4 above.
6. Competitors receiving assistance contrary to these SR's will be penalised in accordance with Motorsport UK GR R32.2. Section R, Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (n). subject to the following modifications:
  - (i) Any Competitor whose Service Vehicle or Management Vehicle is observed in an Out of Bounds area will be penalised **10 MINUTES** for a first offence, and by **DISQUALIFICATION** from the results for a second offence.
  - (ii) Any Competitor receiving assistance from a Service or Management Vehicle in an Out of Bounds area will be **DISQUALIFIED** on the first offence.

### **All servicing work carried out and the carrying of fuel must comply with H & SE Regulations.**

7. Vital Equipment will be providing a refuel service during the event at strategic locations, the exact locations will be published prior to the event so crews can order the correct amount of fuel.
8. The refuelling of competitor's cars should, where possible, be undertaken at Petrol station Forecourts along the route. Where this is not available the refuelling of competitor's cars from management cars should be undertaken as the last task on the competition car.

No one should be in the vehicle e.g. driver, navigator, service crew, and the engine should be stopped throughout the refuelling process

**The Health and Safety of Management car crew and Competition crews must always be put first.**

**Further guidance of vehicle fuel storage is available from the Health & Safety Executive website: <http://www.hse.gov.uk/fireandexplosion/petrol-storage-club-association.htm>**

## ARTICLE 18 – PENALTIES

1. Competitors will start with zero penalties. Classification for the results will be determined by total time penalties, the winner being the Competitor with the least total time penalty (Article 15).
2. In the event of a tie, the winner will be the Competitor who has completed the greatest distance from the start with the least Stage penalties.
3. The penalties in Motorsport UK GR R32.2. Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties apply unless specifically modified in these Supplementary Regulations.
4. It is at the discretion of an Environmental Scrutineer, a Driving Standards Observer or the Organisers whether a car which causes excessive sound is **REFUSED A START, REFUSED PERMISSION TO PROCEED OR DISQUALIFIED** at any time (Motorsport UK GR R4.1 – R4.1.7).
  - a. A Driving Standards Observer's decision on imposing a penalty for excess speed or bringing the sport into disrepute shall also be reported to the Stewards of the Meeting (Motorsport UK GR R32.2. Section R, Appendix 1: "Charts & Drawings" Chart 32.2 – Penalties (l)).

## ROGER ALBERT CLARK RALLY 2023

5. Competitors are reminded of Motorsport UK GR R24.5. – R24.5.2. for details of computation of penalties in the event that the normal running of a stage be stopped.
6. Should any Special Stage be cancelled during the event, or deleted from the results after the event, only the stage penalties will be deleted. Unless an Official Bulletin has been issued to the contrary, the cancelled stage must be traversed within the Target Time, and will be treated in every other respect as a Road Section.
7. Causing an obstruction on an access road to or from a Special Stage will be penalised by **DISQUALIFICATION** from the results.
8. Failure to attend Post Event Scrutiny within the time limit specified for those Competitors selected, will result in **DISQUALIFICATION** from the results.

### ARTICLE 19 – AWARDS

#### Roger Albert Clark Rally 2023

1. **General Classification:**  
Only entries in Class B, C, D, E, F1 and G will be eligible for the event overall awards.

	<b>Roger Albert Clark Rally Trophy &amp; Souvenir Awards</b>
1 <sup>st</sup> Overall	Souvenir Awards
2 <sup>nd</sup> Overall	Souvenir awards
3 <sup>rd</sup> Overall	
1 <sup>st</sup> Overall – Historic Category 1	Souvenir Awards
1 <sup>st</sup> Overall – Historic Category 2	Souvenir Awards
1 <sup>st</sup> Overall – Historic Category 3	Souvenir Awards
1 <sup>st</sup> Overall – Historic Category 4a	Souvenir Awards
1 <sup>st</sup> Overall – Historic Category 4b	Souvenir Awards
1 <sup>st</sup> Overall – FIA Appendix K pre 1985	Souvenir Awards

#### Roger Albert Clark Open Rally

1 <sup>st</sup> Overall	Souvenir Awards
2 <sup>nd</sup> Overall	Souvenir Awards
3 <sup>rd</sup> Overall (Subject to 12 Starters)	Souvenir Awards

2. **Class Awards:**  
1<sup>st</sup> in each Class Awards to Driver & Co-Driver  
2<sup>nd</sup> in each Class Awards to Driver & Co-Driver  
3<sup>rd</sup> in each Class Awards to Driver & Co-Driver  
(Subject to 7 Starters in Class)
3. **Special Awards:**  
Highest Place Overall finisher not using Route Notes Souvenir Awards  
Second Place Overall finisher not using Route Notes Souvenir Awards  
Third Place Overall finisher not using Route Notes Souvenir Awards
4. It is the Competitors responsibility to attend the Prize Presentation, any awards NOT collected may be forfeit. Award winners unable to attend, may nominate another person to collect their awards on their behalf. **This person MUST be notified in writing to the Organisers before the start of the Awards Presentation.** Awards will not be forwarded except by prior written agreement.
5. No Competitor may win more than one award, other than Special Awards.

**ARTICLE 20 – INSURANCE**

1. All competitors must either:
  - a. Extend their own Private Motor Insurance in accordance with Motorsport UK GR D13.1.1.(b) OR
  - b. Comply with the requirement of the Shepherd Compello Motorsport Road Traffic Scheme.

Vehicles must have a valid motor insurance policy which provides as a minimum, Third Party Liability cover that complies with the Road Traffic Act. This can either be covered by extending an existing motor policy to cover the event, or, by purchasing additional cover provided under the Event Road Section Scheme, as an adjunct to an existing motor policy. If a competitor has an extension to their existing policy, they will be required to sign a declaration that the motor insurance complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

If a competitor wishes to purchase additional Road Section cover via the event organisers then they can do so prior to the event providing the driver complies with the following:

- is aged 19 years or over
- has held a full driving licence for a minimum of 6 months
- has no more than 6 points on their licence
- has had no more than 1 fault claim in the last 3 years
- does not have the Third-Party Extension cover on their existing motor policy
- the vehicle has a valid MOT and taxed for the road, unless exempt from doing so

Any driver aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25. Any competitor who falls outside these parameters may be offered cover at equivalent terms or an agreed price, but only if approval from Shepherd Compello Motorsport has been obtained by the event organisers, prior to the event. Approval can be sought by sending an email to [motorsport@shepherdcompello.com](mailto:motorsport@shepherdcompello.com) and provide the Drivers' name and date of birth, the date they past their driving test and details of any motoring claims and/or convictions.

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

The Event Organiser's RTA scheme is provided by Shepherd Compello Motorsport Insurance and underwritten by First Underwriting Limited.

The basic rate for the event before any loadings will be £65.00

Shepherd Compello Ltd is a Lloyd's Broker authorised and regulated by the Financial Conduct Authority. Firm Registration No. 311810. Registered Office 55 Gracechurch Street, London EC3V 0EE. England and Wales Registered Number 4695072.

First Underwriting Limited is authorised and regulated by the Financial Conduct Authority (FCA No 62485) and are registered in England and Wales (No 07857938). Registered Office: Level 15, The Gerkin, 30 St Mary Axe, London, EC3A 8EP

2. Event Insurance covering Third Party damage whilst on private land currently carries an excess of £450 per incident. If there are a number of such claims for damage, the Organisers will be unable to cover these costs within the event budget. The Organisers therefore reserve the right to recover the cost of repair of any third party damage, to a maximum of £450 per incident, from the entrant whose vehicle causes such damage.

## ROGER ALBERT CLARK RALLY 2023

### ARTICLE 21 – RE-START AFTER RETIREMENT

1. A crew which has failed to complete a leg and wish to restart on a subsequent leg must inform the Secretary of the Rally or Entries Secretary by 21.00hrs the previous day.
2. The competitor must advise the organisers of the reason for the retirement (e.g. accident, technical problems, etc.) and the intention to have the car re-scrutineered and re-start the event.
3. This shall apply to any crew which has been classified on the grounds of exceeding the time limit or has failed to visit a control but shall NOT APPLY where a crew has been disqualified for breach of eligibility requirements, traffic infringements or by decision of the Stewards.
4. Any crew which has failed to complete a leg can only re-start the rally from the start of a subsequent leg or Service Out Control.
5. Crews who have retired and wish to restart must present their cars for scrutineering checks at a time and location agreed with the Scrutineers before the start time of the first car on the following leg. Contact numbers will be provided in a bulletin.
6. The car must retain its original body shell and engine block.
7. All crews which re-start, will have time penalties applied. This penalty will be calculated as a stage maximum plus one minute for each Stage or Super Special Stage missed, which shall include the Special Stage or Super Special Stage on which the crew retired. Amending GR R32-2(a)(i).
8. Should retirement occur after the last Special Stage of the leg the crew will nevertheless be deemed to have missed that Stage.
9. Any crew not wishing to re-start must inform the Organisers of their retirement from the event and the reason for so doing. This can be done by email/text message or by completing the form enclosed with your paperwork and handing it in to the organisers with their timecards.
10. To be classified as a finisher a time must be recorded at MTC10.

### ARTICLE 22 – ADDITIONAL INFORMATION

1. **PRESS/MEDIA**  
Press packs will only be issued to those persons who register with Paul Lawrence, the Event Media Officer prior to the event. at [paul@tfmpr.com](mailto:paul@tfmpr.com)
2. **COMPETITOR NEWSLETTERS**  
To build upon the Competitor Newsletters on previous events, if you can provide an email address for both the Driver and Co-driver on the entry form, the latest event information will be forwarded by this format each month.
3. **WEB SITE**  
The Official Web Site containing latest information about the event, along with on-line regulations etc, can be accessed via [www.racrmc.org](http://www.racrmc.org)
4. **GDPR STATEMENT**  
Competitors are advised that the information they provide will be stored in a computer retrieval system and may be used for organisation and publicity purposes by the event, the organising club and/or its sponsors (Art:8.6). The Roger Albert Clark Rally Motor Club's privacy statement can be found at <http://racrmc.org/club-membership>
5. **SERVICE, MANAGEMENT, AND SUPPORT PLATES**  
Bulletin 1 will include a form for competitors to complete and return at documentation. The form will give the organisers the type of vehicle and registration number for each plate to be issued. Unless this form is returned at documentation none of the plates will be issued.

## ROGER ALBERT CLARK RALLY 2023

### 6. FILMING

Any party wishing to make a film or video/electronic recording of any part of the event for commercial purposes must obtain the necessary permissions from the Organisers beforehand. The Commercial Rights to all video/Electronic recording and sound material recording on the event is the copyright of Roger Albert Clark Rally Motor Club Ltd, who will actively protect its rights in this respect.

## ARTICLE 23 – SAFEGUARDING POLICY

1. De Lacy Motor Club Ltd and the Roger Albert Clark Rally Motor Club Ltd safeguarding policy is as follows:-
  - a. The welfare of any person at risk is paramount
  - b. All persons at risk, whatever their age, culture, disability, gender, language, racial origin, religious belief and / or sexual identity, have the right to protection from abuse.
  - c. All suspicions and allegations of inappropriate behaviour will be taken seriously and responded to swiftly and appropriately.
  - d. Anyone under the age of 18 years, as defined in the Children Act 1989, will be considered as a child for the purpose of this document.
  - e. Any concerns about child protection whilst at this event should be communicated to the Clerk of Course, Secretary of the Meeting or Safeguarding Officer, whose details will be listed in a bulletin.
  - f. [www.motorsportuk.org/wp-content/uploads/2022/11/2022\\_Safeguarding-Children-Policy.pdf](http://www.motorsportuk.org/wp-content/uploads/2022/11/2022_Safeguarding-Children-Policy.pdf)

## ARTICLE 24 - ENVIRONMENTAL SUSTAINABILITY, EDI AND RESPECT 2023

This marks the beginning of the Roger Albert Clark Rally Motor Club Ltd commitment to improving the environmental impact of our event, and of forest rallying within England, Scotland and Wales in general, in accordance with Motorsport UK's Environmental Policy and Sustainability Strategy, further details of which can be found at: [www.motorsportuk.org/about-us/environmental-sustainability/](http://www.motorsportuk.org/about-us/environmental-sustainability/)

The club and event also fully subscribe to Motorsport UK's Equality/Diversity/Inclusion (EDI), Safeguarding, Adults at Risk, Social Media and Anti-Bullying policies, and Respect Code, details of which can be found at:

[www.motorsportuk.org/wp-content/uploads/2020/08/2021-03-17-Motorsport-UK-Equality-Diversity-Policy.pdf](http://www.motorsportuk.org/wp-content/uploads/2020/08/2021-03-17-Motorsport-UK-Equality-Diversity-Policy.pdf)

[www.motorsportuk.org/wp-content/uploads/2021/07/2021-07-26-motorsport-uk-adults-at-risk-policy.pdf](http://www.motorsportuk.org/wp-content/uploads/2021/07/2021-07-26-motorsport-uk-adults-at-risk-policy.pdf)

[www.motorsportuk.org/wp-content/uploads/2020/08/2021-03-17-Motorsport-UK-Social-Media-Policy.pdf](http://www.motorsportuk.org/wp-content/uploads/2020/08/2021-03-17-Motorsport-UK-Social-Media-Policy.pdf)

[www.motorsportuk.org/wp-content/uploads/2020/08/2021-03-17-Motorsport-UK-Anti-Bullying-Policy.pdf](http://www.motorsportuk.org/wp-content/uploads/2020/08/2021-03-17-Motorsport-UK-Anti-Bullying-Policy.pdf)

[www.motorsportuk.org/racewithrespect](http://www.motorsportuk.org/racewithrespect)

# ROGER ALBERT CLARK RALLY 2023

## DE LACY MOTOR CLUB HISTORY



On the 23<sup>rd</sup> October 1952 at a meeting of 20 “founder members”, the De Lacy Motor Club was formed and with the permission of the De Lacy Family, adopted the name of the original Motor Club formed in 1911 by Lord De Lacy of Pontefract. To this day a number of those founding members, are still members of the club.

Some of the first recorded events of the club were:

- Navigation Event 29<sup>th</sup> March 1953
- Rally 17<sup>th</sup> May 1953
- Gymkhana 15<sup>th</sup> July 1953
- Standard Car Trial 20<sup>th</sup> September 1953

In those days the club used to meet at the Queens Hotel in Pontefract and during the 1950s it moved to its first clubhouse. This was in Ferrybridge and is located somewhere under the current A1! This building, as a result of the development of the A1 dual carriageway in the 1960s, meant that the club was on the move again. In 1964 the current clubhouse known to us all as the “Rallyhouse” was purchased. This was the old school in Brotherton which was renovated, converted and donated by some of the founding members of the club.

We are one of the very few Motor Sport Affiliated clubs in the UK with its own premises. Our clubhouse, capable of catering for over one hundred people, is often used by other clubs for meetings and briefings and has a lively social calendar. Amongst the benefits of our clubhouse are its own car park, spacious interior and of course its licensed and fully stocked bar!

As far as the Motorsport commitment of the club is concerned, we have a long history of successful Rally organisation. Over the years the club has organised some of the best Rallying in the UK we are well known for our organisational expertise.

De Lacy organised the Seven Dales Rally road rally, which was always well subscribed. This event was a very popular event at the beginning of the year and has seen some very famous winners in its time. Amongst those winners was Roger Clark so it is with pride that as a club we are currently involved in the running of the Roger Albert Clark Rally.

The Seven Dales, to later be known as the Mintex Seven Dales rally, became the vehicle for the club to become involved in stage rallying and the event, under the sponsorship of a number of different companies, was the opening round of the British Rally Championship for many years. The Rally first ran in the Forests of North Yorkshire in 1972. Some of the companies we are pleased to have worked closely with are Mintex, National Breakdown, Cartel Communications and Talkland Communications.

De Lacy motor club remains a very active club in both the organisation of our own events and marshalling on those of other clubs. We regularly supply a large number of qualified radio crews for other events across the country and we have twelve radio crews currently registered, together with 2 regional radio co-ordinators. We will always respond to any requests for assistance on events and our members can be seen out on events large and small across the country most weekends.

Membership of the club is £15.00 per person over the age of sixteen, further details from:

**The De Lacy Motor Club  
Membership Secretary  
“Rally House”  
Old Great North Road Brotherton  
Knottingley  
WF11 9EF**