TYNESIDE STAGES RALLY

12th August 2012

Organised by Alnwick & District Motor Club and Berwick & District Motor Club

REGULATIONS

SPONSORED BY: WILKINSON MAINTENANCE

REIS @ et connected MSA ASPHALT RALLY CHAMPIONSHIP | SG PETCH Stage Rally Championship | 2012 TARMACADAM CHAMPIONSHIP AS PERFORMANCE.COM | 2012 ROYAL AIR FORCE RALLY CHAMPIONSHIP 2012 | BORDERS RALLY CHAMPIONSHIP 2012

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Tyneside Stages Rally

Sunday August 12th 2012

Welcome to the Tyneside Stages Rally, organised by Alnwick and District Motor Club and Berwick and District Motor Club, and sponsored by Wilkinson Maintenance and Alba Water.

This year the event is a round of:

2012 REIS – Get Connected MSA National Asphalt Rally Championship
2012 ANECCC SG Petch Stage Rally Championship
2012 AS Performance North of England Tarmacadam Rally Championship
2012 RAF Rally Championship
2012 Border Stages Rally Championship

We look forward to a good day's competition and hope to see you there!
The organisers have considered the Entry Fee for this event and although there are increased costs have decided to leave it at last year's Fee.

WILKINSON MAINTENANCE

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SUPPLEMENTARY REGULATIONS

1. Announcement

Alnwick & District Motor Club Ltd and Berwick and District Motor Club Ltd will promote a National B Special Stage Rally on Sunday 12th August 2012. The event will be known as The Tyneside Stages Rally 2012. The event will be sponsored by Wilkinson Maintenance and Alba Water.

2. Jurisdiction

The event will be held under the 2012 General Regulations of the Royal Automobile Club Motor Sports Association Limited (MSA), (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any other written instructions the promoting Clubs or Championships may issue for the event.

3. Authorisation

MSA Permit, DOE authorisation, event and championship permit numbers will be on display on the official notice board.

4. Competitor Eligibility

The Tyneside Stages Rally 2012 is to open to:

Competitors holding valid National B or above Licenses issued by the MSA UK who are also:

Fully elected members of the promoting clubs or fully elected members of clubs, which are members of the following associations:

. Scottish Association of Car Clubs
. Association of North East & Cumbria Car Clubs
. Association of Northern Car Clubs

Registered Competitors of the invited Championships who hold a valid Competition License issued by the MSA.

5. Championships

The Event will be a qualifying round of the following Championships and Series:

2012 REIS- Get Connected MSA National Asphalt Rally Championship
2012 ANECCC S G Petch Stage Rally Championship
2012 AS Performance North of England Tarmacadam Rally Championship
2012 RAF Rally Championship
2012 Border Stages Rally Championship

6. Timetable

Publication of ASR's		Entries Open
31st July 2012	Noon	Entries close for seeding
3rd August 2012		Final Instructions posted
6th August 2012		Entries Close
11th August 2012	13:00 to 17:00	Noise, Scrutineering and Documentation
11th August 2012	15:30 – 18:00	Recce
12th August 2012	07:30- 08:00	Noise, Scrutineering and Documentation by appointment only
12th August 2012	09:00	First car due at MTC1
12th August 2012	17:00	Earliest time for awards

7. Classes

7.1 The event will have the following Groups and Classes

Group N – cars conforming to FIA International Group N Regulations
Class N1: up to and including 1400cc
Class N2: over 1400cc, up to and including 1600cc
Class N3: over 1600cc, up to and including 2000cc
Class N4: over 2000cc

Group A – cars conforming to FIA International Group A Regulations
Class A5: up to and including 1400cc
Class A6: over 1400cc, up to and including 1600cc
Class A7: amalgamated with Class B11 – see below
Class A8: over 2000cc

Category 'B' – cars complying with 2012 MSA Technical Regulations
Class B9: up to and including 1400cc
Class B10: over 1400cc up to and including 1600cc
Class B11: over 1600cc up to and including 2000cc
Class B12: over 2000cc two-wheel drive cars
Class B13: over 2000cc four-wheel drive cars
Class B14: any four-wheel drive current or former World Rally Car or one derived from one

HISTORIC
Class H All Category 1, 2 or 3 historic cars as defined by the 2012 MSA technical regulations.

The driver of any other vehicle not complying with R46.2 or R46.3 must first apply to the relevant Championship Co-ordinator with full details. Authorisation is then entirely at the discretion of the MSA, and such vehicles will be driven by registered competitors only.
Cars with forced induction will have their cubic capacity increased by 70% to establish their class.

7.2 Where championships classes differ from those of this event, the relevant Championship Co-ordinator will be responsible for the correct allocation of championship points.

7.3. Should any class have less than five entries, the Organisers reserve the right to amalgamate class awards.

8. Identification

8.1 Competitors must make space available to the organisers, on both front doors, for event and, If applicable, Championship identification J4.1 and H29.
Additional advertising may be supplied by the event organisers.

8.2 Competitors will be identified by Rally Plates, which will be provided by the Organisers at noise test and must be fixed to the front and rear of the car. R6.1.3

8.3 Each car must carry Rally Competition Numbers (provided by the **Organisers**) affixed to the front door panels, (R6.1 to R6.1.6). Competitors are reminded that Competition Numbers must be removed after the event or immediately upon retirement.

8.4 All competitors are **REQUIRED** to affix Event and Championship decals prior to presenting their cars for Scrutineering. This includes Rally competition numbers. R6.1.4 and H29.1.2

9. Acceptance of Entries

9.1 The entry list opens on Publication of these regulations and closes for seeding **at Noon on 31st July 2012**. Entries received after this date may be accepted at the organisers' discretion and the final date for entries is 6th August 2012.

9.2 The maximum entry for the meeting The Tyneside Stages Rally is100 in total with 15 reserves and the minimum entry is 60. The minimum entry for each class is 5. Should the minimum figures not be reached, the Organisers reserve the right to cancel the meeting, amalgamate class awards or reduce the awards as is deemed appropriate.

9.3 The order of starting will be at the organisers' discretion. To assist seeding, entrants should note their previous results on their Entry Form. No communication will be permitted concerning seeding. Re-seeding will not be permitted except on the grounds of safety.

9.4 Competitors are advised that the information they provide will be stored in a computer retrieval system and may be used for organisational purposes.

9.5 The Entry Fee including one Service Pack and £10 Recce Fee will be: **£350** Cheques or Postal orders MUST be made payable to "ALNWICK AND DISTRICT MOTOR CLUB LTD".
FUNDS **MUST** BE CLEARED PRIOR TO STARTING THE EVENT.
The Recce Fee will be donated to the Great North Air Ambulance Service.

9.6 The organisers reserve the right to impose a surcharge, should event insurance premiums be increased by the insurers.

9.7 All entries must be made on an Official Entry Form or via the event website and accompanied by the appropriate fees. No other form of entry will be accepted. The Organisers reserve the right to accept or refuse entries at their discretion. All entries will be acknowledged.

9.8 Entries must be withdrawn in writing. Withdrawals should be addressed to the Entries Secretary. Entries may be refunded, less an administrative charge of £20, up to 31st July 2012. Entry Fees will only be refunded after this date at the Organisers discretion.

9.9 The Entries Secretary must be advised, in writing, of any modifications to entries. Changes will only be accepted up to one hour before the competition starts.

9.10 Entry forms can be found at www.tynesidestages.co.uk postal entries should be sent to;

Maurice Mabon
70 Chapel Lands
ALNWICK
Northumberland
NE66 1ER Telephone 01665 602690

10. Officials

MSA Steward	TBA
Club Stewards	Mike Rowe & Andy Whittaker
Clerk of the Course	Andy Nicholls Email: andys24061@talktalk.net Tel: 01665578409 Mob: 07752310930
Deputy Clerks of the Course	Steve Crosby Tom Wilkinson
Secretary of the Meeting	Frank Imeson
Entries Secretary	Maurice Mabon Email: maurice@mabonm.freeserve.co.uk Tel: 01665 602 690
Event Safety Officers	George Harrison and Bobby Lowrie
Chief Marshals	Darren Smith Email: bigdaz200@hotmail.com Martin O'Hanlon Email: fme655@hotmail.com
Communications Officer	Lindsay Burnip Email: poshbirdincontrol@sky.com Tel: 0191 384 6586 Mob: 07727 098 450
Chief Medical Officer Deputy Medical Officer	Dr Bob Pawson Steven Miles
Chief Scrutineer	Colin Salkeld
Environmental Scrutineer	Max Hall
Scrutineers	Peter Bruce, Ian Baumgart
Chief Timekeeper	Gordon Bradford
Competitor Liaison Officer	Colin Pagan
Results	Ron Jackson (NERS)
Media Officer	Andrew Haill
Set up Co-ordinators	Frank Imeson, John Bertram, Paul Waterston
Child Protection Officer	Lindsay Burnip

Please do not telephone officials after 21:00

11. Route/Road Book, Documentation

11.1 The rally will start from Otterburn Ranges, Northumberland. Competitors will start at 30-second intervals with the permission of the MSA. Any competitor not signed on thirty minutes before there due start time may not be allowed to start.

11.2 Rally HQ will also be based at this location during the event but will move to the finish venue at the start of stage 9. The Documentation Session, Scrutineering and finish will be located at Otterburn Leisure Centre MR 80/ 884 937. The Official Notice Board will be situated at the Rally HQ for the duration of the event.

11.3 The event will contain 9 special stages with approximately 90 stage miles on sealed roads linked together by Road Sections totalling approximately 60 miles. Stages will be timed to an accuracy of less than one minute. An outline of the route giving Grid Map References of Special Stages and Service Areas, Stage Mileage and a Time Schedule will be supplied to all competitors with the final instructions.

11.4 Entrants will be supplied with a detailed 'Tulip' Road Book at Route Reconnaissance signing on. Time Cards will be issued at signing-on upon production of a scrutineer's pass. These documents will contain all the necessary information to enable competitors to comply with R9.11 and R33.

11.5 The Rally route will be contained within the following Ordnance Survey map sheets: •
Landranger - 1:50 000 Sheet Numbers 80
Travel Master - 1:250 000 Sheet Number 4

11.6 Route Safety Notes will **NOT** be supplied by the organisers, but see Article 15.

12. Scrutineering and Documentation

12.1 At Scrutineering cars will be examined for compliance with the 2012 MSA Tyre, Technical and Safety Regulations as well as for class eligibility. R46 to R48.10.10 or Appendix 2.

12.2 FIA/FISA Homologation Forms valid for 2012 International Rallies must be provided and made available at Scrutineering, and on demand throughout the event, for each Group A or Group N car. Failure to provide the form will lead to re-classification where appropriate or exclusion.

12.3 Fuel - The event has applied for approval from the MSA to permit the use of FIA specification fuel. (FIA appendix J, Article 252, Article 9). Competitors will also be permitted to use fuel that complies with the MSA definition of pump fuel. (see "(B) Nomenclature And Definitions") Page 58.

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12. 4 In car cameras are permitted provided this is requested on your entry form and the camera request form is obtained from scrutineering and fully completed before the car is presented for checking, this form will be signed & retained by the scrutineer's. The competitor may be issued with a sponsor's logo, which must be located in the centre of the dashboard in view of the camera. The commercial rights to all video/sound material recorded on this event are the copyright of the Tyneside Stages Rally.

12.5 All vehicles must carry a warning triangle, SOS/OK board, first aid kit and a SPILL KIT. (Spot checks will be carried out in service and at random service out controls.)

12.6 Sunday Scrutineering will be by appointment with the organisers only.

12.7 All Competitors must have signed-on and completed all documentation no later than 30 minutes before their due start time.

12.8 Signing on will take place on Saturday 11th August 2012 between 1300 and 1700 hours at Otterburn Leisure Centre.

12.9 Parents, Guardians and Guarantors of drivers/co-drivers under the age of 18 are reminded of the need to comply with MSA regulations with regard to signing on.

12.10 The Organisers will conduct static Sound Tests prior to the start of Scrutineering. These will be conducted in accordance with R4.1, R4.1.7 and J5.18.1 to J5.18.11, all competitors vehicles must pass these tests which will allow for a MAXIMUM OF 100 dba at 4500RPM USING THE 0.5 METRE TEST. Failure to do so will result in penalties as per Article 17.

13. Driving Standards Observers/Judges of Fact

13.1. 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 R24.7.1 to R24.8.3, R24.10 and R24.11. The names of these officials will be posted on the Official Notice Board. All other signed on marshals will be deemed to be Judges of Fact.

13.2. Any notified offence by a competitor or by his service crew or management personnel which involves speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of C1.1.4 (any proceeding or act prejudicial to the interest of the Motor Sports Councilor of motor sport generally). The competitor concerned is liable to be penalised in accordance with chart R32.2 and may be called before an MSA Disciplinary Tribunal.

13.3. Any cases reported to the MSA by the Police for speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of rule C1.1.4 (any proceeding or act prejudicial to the interest of the Motor Sports Councilor 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 C1.1.4.

14. Timing and Controls

14.1 Target Timing will be used. Digital clocks will be operated by Officials under the control of an MSA approved Timekeeper.

14.2 All clocks will be set using BBC or Telecom time signals.

14.3 All Controls will open 15 minutes before the Due Time of Car '0' and close 15 minutes after the Due Time of the last Competitor still running, having taken into account any delays.

14.4 The rally will consist of Special Stages and Road Sections.

14.5 Lateness in excess of Target Time on Road Sections and Special Stages is cumulative. Once a Competitor's cumulative lateness calculated from the previous Main Control exceeds the penalty-free maximum of 15 minutes, the Competitor will be EXCLUDED from the results.

14.6 To be classified as a finisher a crew, with their car, must complete the course without incurring the penalty of exclusion and hand in a fully completed damage declaration form with the final time card.

14.7 It is the Competitor's responsibility to ensure that his times are correctly recorded and handed in when and where instructed. Should any recorded time not be legible or not appear authentic the Organisers may use any means at their disposal to establish a time. Any adjustments caused by a timekeeper's error must be made at the control in question.

14.8 Organisers' times and mileages will be deemed to be correct and will not be subject to protest.

14.9 a) Special Stage timing will be to the previous whole second.

b) Competitors will receive penalties on Special Stages as follows: -

(i) Under Bogey - Bogey Time
(ii) Over Bogey under Target -Actual Time Taken
(iii) Over Target -Target Time

Time taken in whole minutes on special stages and on road sections over target time is penalty free, but will count towards cumulative lateness at a rate of 1 minute per minute and, once lost, cannot be regained. If this accumulated lateness exceeds 15 minutes the competitor will be excluded. The organisers reserve the right to delete any section of the event from the results if they deem it fairer to do so.

14.10 Road timing will be to the previous whole minute. Competitors can calculate their Due Time of arrival at any Time Control (TC) by adding this Target Time to their recorded 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.

14.11 **Time Controls**

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

a) Main Time Control (MTC) and Service Area In and Out Controls (SI; SO)

A competitor must not enter an MTC, SI or SO area until one minute before the due time of arrival and the time given will be the time at which the time card is handed to the marshal.

Penalty for early arrival: one minute per minute.

At each Service Area In Control, a due time at the Service Area Out Control will be given to each competitor and this will allow for a minimum service time.

b) Special Stage Arrival Control (SSA)

Penalty for early arrival: one minute per minute. In addition to an arrival time, a nominated start time will be given (minimum of 3 minutes after the arrival time). The area between the arrival and start controls will be deemed Parc Ferme.

c) Special Stage Start Control (SSS)

The stage start marshal will confirm the start time and will then use the start procedure. Once a competitor has clocked in at a SSA, the Start Marshal will assume that they are ready to start the stage. The start will be signalled by traffic lights which will go from RED (15 seconds to go) through AMBER (5,4,3,2,1 seconds to go) finally to GREEN at the start time. In the event of equipment failure, the start procedure will revert to a manual system as per MSA R25.7 – R25.7.1. The visual signal may be the raising of a flag or hand. The time between the SSA and the SSS is dead time and any delays are automatically accounted for.

d) Special Stage Finish Control (SSF)

At the SSF (Stop line), the competitor will receive a finish time in hours, minutes and seconds. This time in hours and minutes will be the start time for the following road section. Competitors are reminded that any competitor who fails to stop at the SSF must not, under pain of exclusion, reverse to the stop line but must return on foot, MSA R25.6.1 and R32.2.

e) Passage Control (PC)

At certain points indicated in the road book, PCs will be established in order to collect time cards from competitors. There will be no times recorded at these controls but a competitor failing to provide the necessary documents at any PC will be deemed not to have visited that control.

f) Regroup Control

The Road Book shall specify the controls, if any, where competitors not excluded by reason of having accumulated more than the maximum permitted lateness at that control will start the next section with zero lateness towards exclusion.

14.12 Competitors will be required to start Special Stages at intervals of 30 seconds.

15. Route Notes

15.1 The organisers will **NOT** provide Safety Route notes for this event. Competitors may use notes from any other previous event that took place on the Otterburn Ranges, these may be obtained from any source and their use will not be penalized. This includes the use of Ordnance Survey Maps specified in the regulations as being necessary to complete the route. In all instances, competitors are advised that, the Organisers accept no liability or responsibility whatsoever in the use of Route Safety Notes.

15.2 The subjective route note supplier is Patterson Route notes prepared by “Patterson’s Pacenotes” will be available in various formats Brian Patterson 02890 844111

16. Servicing

16.1 Servicing is defined as work being carried out on the car by any person other than the Competing crew, or the use of any fluid (including fuel), part or tool not carried in the competing car (R38.1.4). Servicing will only be permitted by, official service vehicles in the **SERVICE** area as defined by the Organisers. These vehicles **MUST** be identified by an official plate that must be affixed to the vehicle. Service vehicles **MUST NOT** leave the prescribed service area until the Finish of the event or the retirement of their competitor. A maximum of **ONE** (1) service vehicle will be permitted per competing car. Any person travelling in a Service Vehicle is 'Service Crew'.

16.2 Each Service vehicle must be registered with the Organisers by giving its vehicle registration number. The use of a Service vehicle not previously registered with the Organisers is an offence for which a penalty of **EXCLUSION** will be applied. The Service area is on a hard standing area.

16.3 There will be a central Service Area where the Service Crew may carry out repairs to the competing car. All competing vehicles must be serviced on a **liquid proof tarpaulin** to prevent damage to the surface, ingress into the water table or damage to the environment. Each service vehicle **MUST** remove their rubbish from the site. Refuelling **MUST ONLY** be carried out in the designated section of the Service Area. No nails, screws, pegs, holes etc that will damage the tarmac surface, to be used to fasten down awnings tarpaulins etc!

16.4 The Service area will only be accessible to Competitors and Service vehicles. All other areas will be **'out of bounds'** to Service Crews and their vehicle. If a Service Vehicle is observed in any such area, the associated competing car will be **EXCLUDED** in accordance with Article 17.1 of these Regulations.

16.5 Crews may work unassisted on their own cars, using only tools and spare parts carried in their car, in 'No Service' Areas, except:

- within 100 metres of any Control
- between a Special Stage Arrival Control and a Special Stage Start Control

The only work permitted in these areas is to carry out the following unassisted:

- Replace a wheel with a flat tyre with a wheel carried in the car.
- Clean number plates, lamp glasses, windscreen and windows.

16.6 Service Crews will be subject to the same regulations as competitors regarding noise, driving manners, etc., and Judges of Fact and Driving Standards Observers will be instructed to note any infringements. Competitors are responsible for ensuring that their Service Crews understand and comply with this Regulation.

17. Penalties

17.1 The penalties in chart R32.2 will apply unless specifically modified in these SR's or any subsequent official bulletins.

17.2 The use of helicopters or light aircraft by any competitor or persons associated with any competitor will be penalized by EXCLUSION from the results and reported to the MSA as per R39.3.

17.3 In order to restrict average speeds for Special Stages, various man-made barriers forming chicanes etc. may be set up which will be detailed in the Road book. Competitors who drive through a chicane without making a reasonable attempt to follow the correct route may be penalised with the Stage Maximum as per R32.2

18 Awards

18.1 ***Overall Awards***

1st - Driver - Trophy: Co-driver - Trophy
2nd - Driver - Trophy: Co-driver - Trophy
3rd - Driver - Trophy: Co-driver - Trophy

18.2 ***Class Awards***

1st - Driver and Co-driver Awards
2nd - Driver and Co-driver Awards
Award winners in the Overall Classification are not eligible for Class Awards

18.3 ***Club Awards***

1st Alnwick & District MC Crew	Driver and Co-driver Awards
1st Berwick and District Crew	Driver and Co-driver Awards

18.4 The Presentation of Awards will take place at, but not before, 17:00 on Sunday 12th August 2012 at Otterburn Leisure Centre, or as soon thereafter as possible.

19 Insurance – REIS Rally Driver Insurance Scheme

Competitors must have Insurance in place which provides Third Party Liability cover that complies with the Road Traffic Act. This can be an extension to the existing motor policy for the car or purchased via the event organisers.

If a competitor uses an extension to an existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

If a competitor wishes purchase cover via the organisers then they can do so prior to the event providing they comply with the following.

Insurance Provider
Road Section Insurance is provided by Chaucer Insurance.
Acceptance Limits – Competitor Cover
Automatic acceptance will be given to all competitors meeting the following criteria:
All drivers over must be aged 19 or over
Have held a full licence for a minimum of 6 months
Have no more than 6 points on their licence
Have had no more than 1 fault claim in the last 3 years
Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25
Anyone falling outside these limits can be referred directly to Samantha Bartlett by calling 0115 985 0165 at least one working day prior to the event commencing – only in extreme conditions will we refuse insurance or a load premium..

The Event Organiser's RTA scheme is provided by REIS and underwritten by Chaucer Insurance.

E-mail – contact@reis.co.uk

19.2 **STAGES INSURANCE EXCESS**

In the event of a claim having to be made for damage caused to third party property by any Competitor, the Organisers and the Promoters of the event will pass on the insurance excess under the MSA Master Policies (currently £350.00 per Incident) to the competitor(s) involved.

20 Medical Assistance

20.1 All competitors must carry an A4 sized red 'SOS' Board and a Black 'OK' Board. If, following an accident, URGENT medical aid is required; the 'SOS' Board must be prominently displayed to passing competitors. Competitors seeing an 'SOS' Board must stop at the scene of the accident to try and ascertain what assistance is required. The next competitor must also stop, confer with the first competitor, then proceed and report the incident to either the next Radio Point or to the Stage Finish Marshal, whichever is nearest, giving as much information as possible. Any competitor delayed due to assisting at the scene of an accident should report the fact to the Clerk of the Course at the earliest opportunity. The Organisers reserve the right to use any means at their disposal to resolve the situation.

20.2. The penalty for displaying an 'SOS' Board when urgent medical assistance is not required is EXCLUSION with a report being submitted to the MSA.

20.3. The penalty for not stopping at an 'SOS' Board is EXCLUSION.

20.4. If NO Medical Assistance is required after an accident the 'OK' Board must be prominently displayed.

20.5. This system does not exempt competitors from the responsibility of advising officials if they are aware of a fellow competitor being off the road or in some difficulty.

20.6. Competitors are required to note the procedures for the use of Red Flags on Special Stages (R24.4.5 AND R25.6.4) and familiarize themselves on which stages the system will be operating, as shown on the Official Notice Board (penalty for non compliance is exclusion).

21 Additional Information

21.1 Service Park.

The service park location is on Otterburn Military Ranges, property of the Ministry of Defence. The MOD has their own Rangers who patrol these locations during the rallies use, armed with digital cameras. If these Rangers observe any infringement of these conditions they have the right to remove any offenders and/or vehicles from their property. PLEASE if you are requested by a Ranger or event officials to do, or not to do, something, do not argue, just do it. If following the event the organisers receive complaints from anyone concerning the conduct of any competitor, Service, or Management personnel these will be forwarded to the MSA for further action.

21.2 Helicopters and Light Aircraft

The use of helicopters or light aircraft by any competitor or persons associated with any competitor over the route or stages used during the duration of this event is PROHIBITED. The penalty will be as per R39.3 plus a report being sent to the MSA for further action.

Please Note -. The airspace at the Service Park and over the rally route is restricted and controlled by Otterburn Training Ranges. Any attempt to fly over or land will be dealt with by the Military Authorities.

21.3 Filming

Any party wishing to make a film or video recordings, of any part of the event, for commercial purposes must obtain the necessary permissions from the Event Press Officer beforehand. Every assistance will be given to bone fide applicants. The commercial rights to all video/sound material recorded on either event are the copyright of the Tyneside Stages Rally.

21.4 Press/Photographers.

Press packs will be issued only to those bone fide persons who have registered with the Event Press Officer prior to the event. .

21.5 Accommodation.

Competitors wishing to obtain information on accommodation in Otterburn, Kielder and surrounding area should contact the Northumbria Tourist Board. www.visitnortheastengland.com

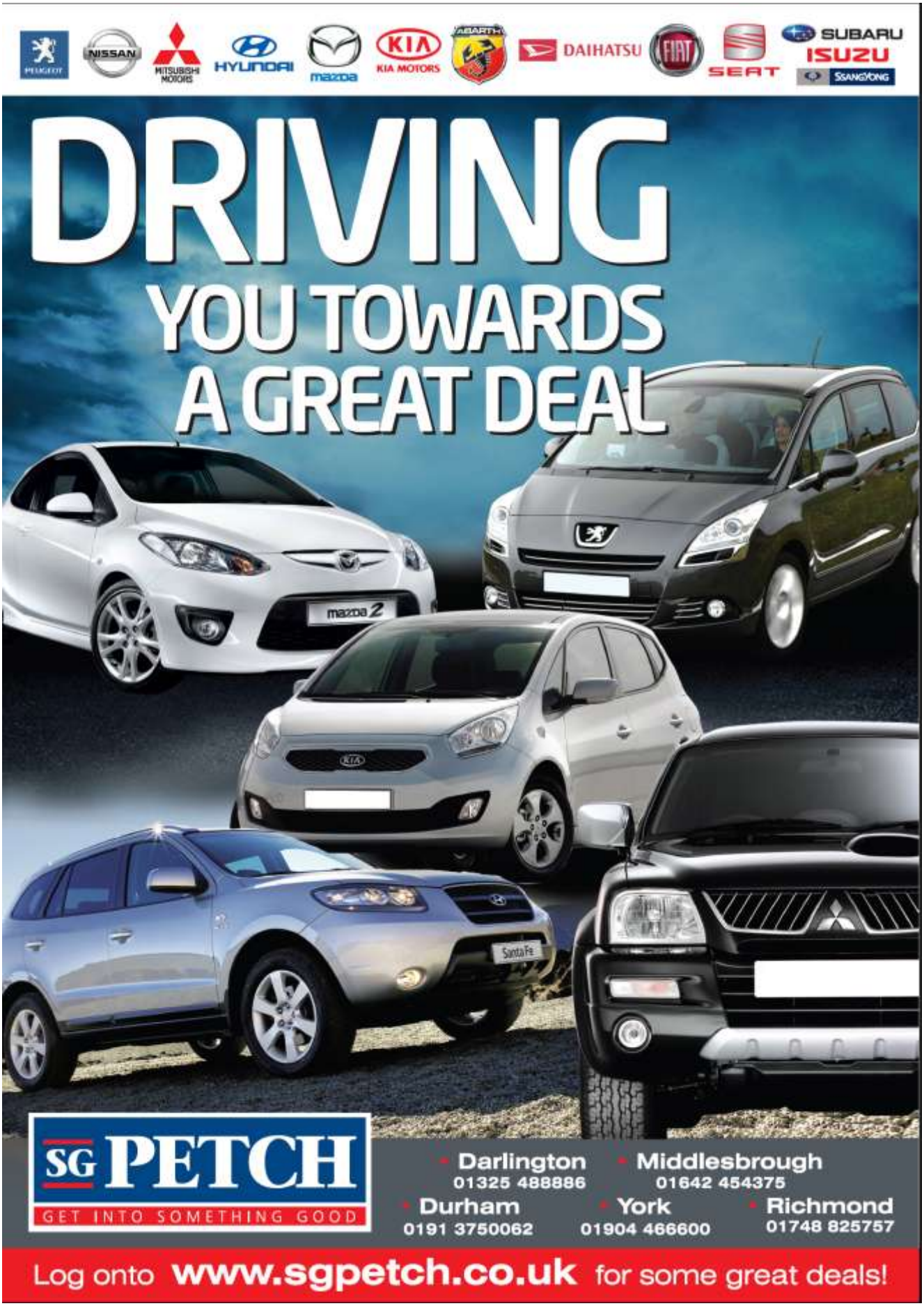
21.6 Trade Vehicles.

The Trade Area in the Service Park on Otterburn Military Ranges will only be accessible with a Trade Pass which is available free of charge from the Organisers by prior application, together with a copy of valid public liability insurance and risk assessment. There will be no access to the Service Park without a pass. Military Personnel will be controlling access to the Service Park.

21.7 Practice

All the special stages are situated on private land and any unauthorised pre-event reconnaissance, practicing or testing over the Special Stages on this event is forbidden.

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 EXCLUDED FROM THE RESULTS as appropriate and details of the occurrence will be passed to the MSA and further action may ensue. If the competitor's lawful business requires access to stages, the Secretary of the Meeting should be informed at the time of submitting the entry. Competitors are reminded of their responsibilities.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