

**Alnwick and District Motor Club Ltd
Present**

The Tyneside Stages Rally



Supplementary Regulations

Sunday 22nd June 2008

A round of the



TYNESIDE STAGES RALLY

22nd JUNE 2008

SUPPLEMENTARY REGULATIONS

1. Announcement

1. Alnwick and District Motor Club Ltd will promote a National 'B' Permit Special Stage Rally – **The Tyneside Stages Rally** - on Sunday 22nd June 2008.
2. The event is a qualifying round of the following:
The SG Petch ANECCC Stage Rally Championship 2008.
.Championship Permits will be displayed at signing on.

2. Jurisdiction

- 1 The event will be held under:
The 2008 General Regulations of The Royal Automobile Club Motor Sports Association Limited (MSA) (Incorporating the provisions of the International Sporting Code of the FIA)
The Regulations issued by the Championships of which this event is a part
These Supplementary Regulations
Any written instructions the Promoting Clubs may issue for the event.

3 Authorisation

MSA Permit Number 46724
The DOE Rally Authorisation Event No.....25820JU22
The event will comply with the Motor Vehicles (Competitions and Trials) Regulation 1969

4. Eligibility

1. The event is open to:
Fully elected members of the promoting Club
Fully elected members of Clubs which are members of the following associations
Association of North East & Cumbria Car Clubs
Registered Competitors in the invited Rally Championship who hold a valid Competition Licence issued by the Motor Sports Association UK Ltd. (MSA).
2. Competitors are reminded of the MSA's requirements for Entrant's Licences as laid down on the Licence Declaration Form and in the current MSA Year Book.
3. Where the Entrant is a legal entity, or in any case not part of the crew, the named driver on the entry form will be held solely responsible for all liabilities and obligations of the entrant throughout the event.

- 4, COMPETITION LICENCES CAN NOT BE APPLIED FOR AT SIGNING ON. Co-drivers are reminded that they need a valid Competition Licence.
5. Club Membership Cards, Competition and Entrants Licences will be inspected at Signing-on.

5.Format

Entries Open	Upon publication of these "Regs".
Entries Close	Monday 16 th June 2008
Final Instructions	Posted Monday 16 th June 2008.
Documentation Session	Saturday 21 st June.12:00 – 16:00
Recce Session	Saturday 21 st June 2008 (Confirmation in Final Instructions)
Awards Presentation	Sunday 22 nd June.17.30 (approx.)
Results Sent By Post	Wednesday, 25 th June 2008.

6.Classes

The event will have 5 classes as follows:

Class 1 All Cars as defined by 2008 MSA Vehicle Regulations with capacities up to and including 1400cc

Class 2 All Cars as defined by 2008 MSA Vehicle Regulations with capacities over 1400cc up to and including 1600cc

Class 3 All Cars as defined by 2008 MSA Vehicle Regulations with capacities over 1600cc up to and including 2000cc

Class 4 All Cars as defined by 2008 MSA Vehicle Regulations with capacities over 2000cc up to and including 2400cc

Class 5 All 4WD and Turbo Cars and Cars as defined by 2008 MSA Vehicle Regulations with capacities greater than 2400cc (To include Metro 6R4's with approved sealed engines of 2.8 litres (single plenum type) with relevant original certificates of engine capacity and driven by registered competitors only)

Any vehicle not complying with H265 or H266 must first apply to their Championship Co-ordinator with full details. Authorisation is then entirely at the discretion of the MSA.

All cars must comply in all respects with current MSA safety requirements and be in possession of a current MSA Stage Rally Log Book.

Cars with forced induction will have their cubic capacity increased by 70% to establish their class.

1. All cars must comply with current MSA Technical Regulations (see

also Article 12).

2. Competitors may enter only one class.

7. Identification

- 1 Competitors will be identified by Rally Plates; these will be provided by the Organisers at noise test and must be fixed to the front and rear of the car, after noise test.
2. Each car must carry Rally Competition Numbers affixed to the front door panel. Numbers will be on sale prior to the Start. Competitors are reminded that Competition Numbers must be removed after the event or immediately upon retirement.
- 3 All competitors are REQUIRED to affix Event and Championship decals prior to presenting their cars for Scrutineering. This includes Rally competition numbers. C(b) 6
- 4 Competitors are reminded of the MSA Regulations concerning Tobacco Advertising C(a)54.

8. Entries

- 1, The Entry List opens on publication of these Regs and closes for seeding at Noon on 16th June 2008. Entries received after this date will be accepted at the organisers' discretion and may be appropriately accommodated in the running order, but may find themselves omitted from Press Releases, the published Entry List and the Programme.
- 2, The maximum entry for the event is 90 and the minimum entry is 50. The minimum for each class is 3. The first 50 entries received will be accepted the remaining 40 entries will be accepted at the organisers discretion.
Should the minimum figures not be reached, the Organisers reserve the right to cancel the meeting, amalgamate classes or reduce the awards list as is deemed appropriate.
3. Entrants are required to indicate on their entry form their eligibility for the various Championships.
4. The order of starting will be at the organisers' discretion. To assist seeding, entrants should note their previous results on their Entry Form. A list of scheduled starting times will be posted on the Official Notice Board prior to 09:00 hours on Sunday 22nd June 2008. No Communication will be permitted concerning seeding. Re-seeding will not be permitted except on the grounds of safety.
5. Competitors are advised that the information they provide will be stored in a computer retrieval system and may be used for organisational purposes.

6. The Standard Entry Fee including one Service Pack will be:

£295:00

The organisers reserve the right to impose a surcharge should event insurance premiums be increased, by the insurers. Cheques or Postal orders MUST be made payable to

Alnwick and District Motor Club Ltd

7. Official Entry Form, accompanied by the appropriate fees, should be sent to the Entries Secretary

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

Entries will not be accepted verbally. The Organisers reserve the right to accept or refuse entries at their discretion. All entries will be acknowledged but will not be accepted until after the closing date for entries.

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 16th June 2008. Entry Fees will not be refunded after this date.
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.Officials

Clerk of the Course	Andy Nicholl	01665 578409
M.S.A. Steward	J Lord	
Safety Officer	A.Nicholl	01665 578409
Chief Marshal	F Imeson	01665 510941
Chief Timekeeper	M.Mabon	
Club Stewards	P Waterstone, TBA	
Chief Medical Officer	TBA	
Chief Scrutineers	P.Elliott / T.Watson	
Environmental Officer	TBA	
Communications	Auto Tyne Radio Network	
Computer Results	Tynemouth Computer Services	
PLEASE – Do not telephone officials after 9.00pm		

General enquiries should be addressed to our e-mail address on the website

www.tynesidestages.co.uk

10.Results

1. Provisional Results will be published as soon as possible, at the Finish Venue, after the last car finishing the event. Any protest must be lodged in accordance with C(d)45-56. Appeals must be made in

accordance with C(d)60-82.

2. Competitors shall ensure that they and their cars are available for inspection, should protest be submitted in accordance with C(d)48-50. If the protested vehicle is not available for inspection the competitor will be EXCLUDED from the results.
3. The period of protest regarding the eligibility of any vehicle, or part of a vehicle C(d)48-50 shall be 30 minutes from the time recorded at the Final Control by the last competitor to complete the rally. This time will be obtained by the organisers from the final control check sheet and displayed on the Official Notice Board in Rally HQ if required.

In addition, to paragraph 1 and 2 above all crews shall make themselves available at Rally HQ, until the period of protest has expired. The period of appeal concerning the results shall be as C(d)63(f). Within thirty minutes of publication of provisional results and any amendments thereto.

11.Route/Road Book/ Documentation

1. The rally will start from Otterburn Ranges Northumberland Map Ref 80/872992 ; Cars will start at 30 second intervals. Any competitor not signed on thirty minutes before their due start time may not be allowed to start
2. The event will contain up to 12 Special Stages with a mileage of approximately 90 miles on sealed roads linked together by road sections totalling approximately 50 miles on **public** roads. 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 (Article 5).
3. Entrants will be supplied with a detailed 'Tulip' Route Book. 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 H9.11 and H213.
4. The Rally Route will be contained on the following Map – OS Sheet 80
5. Route Safety Notes will be available from the Organisers Official Supplier, to be advised. In all instances, competitors are advised that, the Organisers accept no liability or responsibility whatsoever in the use of the Route Safety Notes.

12.Scrutineering and Signing On.

- 1.1. Scrutineering will be held at Otterburn Ranges on Saturday, June 21st 2008 between 12:00 & 16:00 hours. Before proceeding to Scrutineering, competitors must first report to the Noise Test Control the location of which will be advised in the final instructions.
- 1.2 At Scrutineering, cars will be examined for compliance with the current MSA Tyre, Technical and Safety Regulation as well as for class and Award eligibility. Each Entrant and Driver will be assumed to have full knowledge of the car and its eligibility for the class entered. Cars must be presented in the same condition as they intend to compete.
- 1.3 A validated MSA Rally Special Stage Vehicle Log Book 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 EXCLUSION H146
- 1.4 A valid MOT Test Certificate must be produced at Scrutineering for any car required by law to have such a certificate. Failure to produce this certificate will lead to a REFUSED START H263.
- 1.5 All cars shall have Fire Extinguishing systems as per the 2008 MSA Regulations requirements for stage rally cars. C(c)52-66.
- 1.6 Safety Helmets will be examined for conformity with current regulation C(c)77-86 and must be worn on Special Stages H 147
- 1.7 Cars shall have fitted, and the Driver and Co-driver shall use, seat belts in conformity with H278.
- 1.8 Drivers and Co-drivers must wear flame-resistant overalls on all Special Stage Rallies C(c)77-86 and H147.
NOTE - Jaybrand - 01.004.RAC.86 or RRS - OI.O38.RAC.87 or Stand 21- 01.030.FFSA are not permitted.
- 1.9 Competitors who wish to carry Video Cameras must have written permission from either the Clerk of the Course or Secretary of the Meeting and present this written authorisation to the Chief Scrutineer at Scrutineering for countersigning C(b)26(e) & H282. Failure to obtain written authorisation will lead to a REFUSED START or the equipment having to be removed. The commercial rights to all video/sound material recorded on this event are the copyright of Alnwick & District Motor Club Ltd.
- 1.10 All vehicles must carry a warning triangle, SOS / OK board and First aid kit.

2. SIGNING-ON

- 2.1 Signing-on will take place on Saturday June 21st 2008 between 12:00 & 16:00 hours at Otterburn Ranges (Map reference in Final Instructions)
- 2.2 Rally HQ will be Otterburn Ranges, where the Official Notice Board will be situated for the duration of the event and where the Final Results

will be posted.

13.Damage Declaration

1. Competitors will be required to complete and sign a report declaring whether they have been involved in any incidents resulting in damage to private property and/or injury to persons or animals, or alternatively giving details of any such incident where damage or injury has occurred H248. Any information given will not incur a penalty, but failure to hand in a duly completed form will be penalised by EXCLUSION and will be reported to the MSA for further disciplinary action. The competitor is responsible for the first £250:00 of each or any such claim.
2. Competitors who do not report to the finish of the event are required to forward the report to the Secretary of the Meeting within 72 hours of the finish of the event H249. If competitors have been involved in an incident they must supply full details to the Organisers on the day of the rally. The competitor is responsible for the first £250:00 of each or any such claim. Competitors who fail to comply will be penalised in accordance with H84 and will be reported to the MSA for further disciplinary action.

The Secretary of the Meeting is

Frank Imeson,
15 Duke Street,
Alnwick,

Northumberland 01665 510941

14.Driving Standards Observers/Judges of Fact

1. Named Judges of Fact, appointed by the Organisers, H37 and must H38 will be on duty throughout the rally to observe and report upon Competitors, & service crews.
Scrutineers appointed for the event are Judges of Fact in respect of vehicle eligibility and or measurements.
2. Start Officials on all Special Stages will be empowered to judge whether or not any Competitor has made a false start.
3. The Organisers will appoint Driving Standards Observers in accordance with C(d)1(e) and H38,H39,H143
4. Any notified offence, by a Competitor or by their Service Crew, which involves speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of C(d)1(e). The Competitor concerned is liable to be penalised in accordance with H84(k), H84(l), H234 and to be called before an MSA Disciplinary Tribunal.

15.Controls and Timing

1. Target Timing as defined in H196 will be used on this event.
2. All clocks will be set to Greenwich Mean Time (GMT)/British Summer Time (BST) as appropriate, using BBC or Telecom time signals.
3. The Organiser's times and distances will be deemed to be correct. Controls and checks, including Special Stage Start Controls, will open 10 minutes prior to the due arrival time of the first car.
4. All Controls will close 15 minutes after the due arrival time of the last Competitor still running, having taken into account any delays H203.
5. Competitors must be ready to start a Special Stage at the provisional Start time entered at the Special Stage Arrival Control and/or when instructed by the Start Marshal H152, H207, H212(d).
6. 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.
7. To be classified as finishers, crews must present themselves with their cars at ALL CONTROLS within their permitted maximum lateness (Article 18.3).
8. Control and Stage Signs will comply with H180 and H184.
9. The Rally will consist of Road Sections and Special Stages.
10. Road Timing will be to the previous whole minute.
 - 10.1 Each road section will be allocated a Target time based on 30mph 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.
 - 10.2 It is on this Target Time that lateness will be calculated. Therefore, if you exceed the Target Time for a road section, lateness will result. Each time a competitor exceeds a Target Time the lateness incurred will be added to his previous lateness.
- 11. Special Stage Timing** will be to the previous whole second.
 - 11.1 All Special Stages will have a Bogey Time set at an average speed of 75 mph . Bogey Times and Target Times will be indicated in the road book and on the Time Cards. Time in excess of Target Time on a Special Stage will count towards competitor's Cumulative Lateness.
 - 11.2 Competitors are reminded of H137 for details of computation of penalties in the event of a Special Stage being stopped. Should any Special Stage be cancelled during the event or deducted 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 Target Time, and will in every other respect be treated as a Road Section.

12. Time Controls

The following titles shall describe the various types of Time Controls.

A MAIN TIME CONTROL (MTC)

The MTC at the Start will be designated as MTC 1 (OUT).

The MTC at the Finish will be designated as MTC 8 (IN).

At MTC 1 (OUT) Competitors will start at thirty second intervals, either in numeric order or as may be determined by the Organisers. Each Competitor will be given a due starting time from MTC 1 (OUT) and any difference between this time and their actual starting time will be counted towards cumulative lateness. A time penalty will also be applied. Lateness is only accumulated between two successive MTC's.

B SPECIAL STAGE ARRIVAL CONTROL (SSA)

On arrival at a SSA Competitors will receive an arrival time and a provisional Start Time for the Special Stage, this will not be less than 3 minutes from the arrival time. The area between the SSA and SSS is 'Parc Ferme'. But should the crew need to change a flat tyre a maximum of five minutes extra will be allowed without penalty and the provisional start time will be amended accordingly. Competitors who are early may wait for their Due Time outside the control area H188-193.

After clocking in at a SSA, Competitors must start the Stage within the time stated.

C SPECIAL STAGE START CONTROL (SSS)

At the SSS a Competitor will be given a start time for the Stage in hours and minutes this will normally correspond with the provisional start time issued at the SSA. Once Competitors have clocked in at a SSA, the crew must be ready to start the Stage before the provisional start time entered, a Start Time will be entered as soon as the Start Line is clear, whether Competitors are ready or not. If for any reason whatsoever the time taken from S SA to SSS (the provisional start time) is extended by the organisers this will be considered 'Dead Time' and delays will automatically be allowed for.

D SPECIAL STAGE FINISH CONTROL (SSF)

At the SSF Competitors will receive their Finish Time in hours, minutes and seconds. This time in hours and minutes constitutes a Competitor's Start Time for the following Road Section.

Any Competitors who fail to stop at the Stop Line must return on foot. Reversing the car is prohibited and subject to the penalty of EXCLUSION H150 and H212(p).

E SERVICE AREA

Rest Halts will have Main Control at their entry "IN" and their exit "OUT". A scheduled restart time will be given at the entry "IN" Control. Competitors will re-start at one minute intervals in their order of arrival at Main Control "IN" at the entry to the Rest/Service Halt. Each minute late at the Main Control "OUT" will be counted towards maximum lateness and will be penalised as SR18.3. Regulation H193– only at the end of the event competitors are allowed to check in without penalty in advance of their due time – the time entered on the time card will be their due time

16.Route Notes

1. Route Safety Notes are not part of the organisers documentation and may be purchased directly from the organisers official supplier – to be advised.
There **WILL** be a Recce session for checking notes. Details will be provided in Final Instructions – only normal road cars permitted.
2. From the date of publication of these regulations - where it is established that a Competitor or Entrant, their agent, representative or any other person or persons connected with a competitor or entrant. Have caused, arranged, directed, carried out reconnaissance, inspection or noted in any form. Any sections within the area covered by maps listed in these regulations, before all Competitors have covered the stages, they will be EXCLUDED FROM THE RESULTS or REFUSED PERMISSION TO START, as appropriate to the case, all such occurrences will be reported to the Motor Sports Association H17 and H167. The only exception to this regulation will be for persons who live on, or whose employment causes them to travel along a road used on the event.

17.Servicing

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 part or tool not carried in the competing car H233-244.Servicing will only be permitted by, official service vehicles in the prescribed 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 service vehicle will be permitted per competing car. Any person travelling in a Service Vehicle is 'Service Crew'
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 CONCRETE so boards for jacks and axle stands are advised.

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 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.

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 18.4 of these Regulations.

Servicing outside the Service area is strictly forbidden.

3. 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.
4. 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.

18. Penalties

1. Competitors will start with Zero minutes. Classification for the results will be determined by total time penalties, the winner being the Competitors with the least total time penalties.
In the event of a tie the winner will be the competitors who have recorded the greatest number of stage wins.
2. **To be classified as a finisher, Competitors must complete all special stages and report to all controls without accumulating over 15 minutes of lateness, or incurring the penalty of EXCLUSION.**
3. Penalties will be applied in accordance with (H chart 212) or as amended below:

Main Time Control- (In - Out)

For every minute late 1 Minute

For every minute early 1 Minute

Arriving with over 15 minutes accumulated lateness EXCLUSION

Competitors recording less than the Bogey Time for a special stage will be debited with the Bogey Time for that stage. Competitors exceeding

the Bogey Time for a special stage will be debited with the actual time recorded for that stage.

Competitors exceeding the Target Time for a special stage by up to 15 minutes will be debited with the actual time recorded for that stage. The difference between the actual time and the Target Time will count towards maximum lateness.

If the time taken on a special stage exceeds the Target Time plus 15 minutes the penalty is EXCLUSION

H212.(b) Not complying with a requirement of the Road Book or Regulations for which no other penalty has been specified 10 minutes

H212.(c) Taking an incorrect route on a special stage EXCLUSION

H212.(r) Not complying with an instruction of an official provided that warning is given that a penalty will be applied 10 minutes

H212.(s) Further breaches of (b),(c),(d),(e),(k),(l),(m) or (n)
EXCLUSION

H212.(x) Causing an obstruction on an access road to a special stage or on a special stage. EXCLUSION

4. The following Penalties will also be applied

Not displaying warning triangle and SOS / OK board when car has been stationary on special stage for over 3 minutes EXCLUSION

Not reporting at or providing proof of visiting a check or control
EXCLUSION

Contravention of Article 16 or Article 17 of these Regulations
EXCLUSION

Failing to wear correctly fitted crash helmet and seat belt on special stages by either member of the crew. Failure to have Plumbed-in fire extinguisher systems armed throughout the competition. Refer to H277 and C(c)58-65 EXCLUSION

19.Awards

1st Overall A Trophy and Replicas

2nd Overall A Trophy and Replicas

3rd Overall Engraved Awards

1st in Class Engraved Awards

2nd in Class Engraved Awards

(to qualify both crews must have been ADMC members prior to 31st March 2008)

1st ADMC Crew Engraved Awards

1st SG Petch ANECCC Crew Engraved Awards

PLEASE NOTE :- Overall winners are not eligible for a Class Award. This however, will pass to the next eligible crew in each class.

It is a competitor's responsibility to attend the Presentation of Awards. Any awards not collected may be forfeited.

The Presentation of Awards will take place on Sunday 22nd June 2008 at a the Otterburn Leisure Centre as soon the Results are made final and the Award Schedule can be compiled.

20 Insurance

The Club has applied to Lockton for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the Event.

The basic rate for the event (before any loadings) will be £26

All new applicants wishing to use the scheme must be able to comply with all points of the Lockton's Declaration:-

- Over 21 and held a full licence for at least 6 months
- Not more than 1 fault accident in last 3 Years
- No more than maximum of 6 speeding points on licence
- No physical or mental disabilities
- No other material facts

If you comply with all points above - No Letter of Acceptance will be required.

If unable to comply with any of above points you will be required to complete the Declaration Form which should be forwarded either to the Club or direct to Lockton prior to the event to allow sufficient time for Letter of Acceptance to be issued. Faxed copies are acceptable.

Motor Sports Risk Services
A Division of Lockton Companies International Limited
Hanover House
30-32 Charlotte Street
Manchester
M1 4FD

Tel:+44 (0)161 242 8307
Fax:+44 (0)161 236 0995
Email: paul.buckle@uk.lockton

21. Additional Information

1. ENTRY FORM

Please ensure that the Entry Form is fully and accurately completed. Failure to comply with this requirement may prejudice your entitlement to Awards. Furthermore, Entrants will only be acknowledged on the Entry List if the appropriate section of the Entry Form is FULLY completed.

2. ACCOMMODATION

Accommodation is available in and around Otterburn and Rothbury. and Clennell Hall Hotel .Competitors wishing to obtain information on accommodation should contact the local Northumbria Tourist

Information Centre
(Rothbury – 01669 620887) or (Otterburn 01830 520093)

22. Medical Assistance

1. All competing cars 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 should stop at the scene of the accident to try to ascertain what assistance is required. They then should report the incident to either the next Radio Point or to the Stage Finish Marshal, giving as much information as possible. Any competitor delayed due to assisting at the scene of the 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.
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.
3. The penalty for not stopping at an 'SOS' Board is EXCLUSION.
4. If NO medical assistance is required after an accident the 'OK' Board must be prominently displayed.
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.
6. Competitors are required to note the procedures for the use of Red Flags on Special Stages (H 136.6(c) & H 151) and familiarise themselves on which stages the system will be operating, as shown on the Official Notice Board. (Penalty for non compliance is exclusion.)

23. Seeding

1. Would competitors please list their drivers best six results on stage events after 1st January 2003 on the entry form to assist with seeding. The organisers may use seeding information from other sources, in addition to the information supplied on the entry form; to verify competitors seeded position.
2. PLEASE NOTE - The organisers will not enter into any correspondence or discussions, regarding seeding, once the entry list has been published. If you think your seeding is incorrect Prove it on the stages. Re-seeding will not be permitted except on safety grounds.

24 Road Surface

The Liaison Officer at Otterburn Camp has advised us that where the military roads have been resurfaced this has been done using Stone Mastic Asphalt which has different properties to normal

asphalt – one major difference being its slip resistance. Further information can be found at www.highwaysmaintenance.com

The Organisers would like to express their sincere thanks to all those who have helped with this event, in particular the following:

S.G.Petch –ANECCC Rally Championship.
MOD Otterburn Training Area
Forestry Enterprises
The Tenants of Otterburn Ranges
Defence Estates Otterburn
All Parish Councils
All Residents on the Route
Landmarc Support Services
RTC Leisure Centre
Northumberland County Council
Northumberland Police and Ambulance Service
All Rescue Units
All Recovery Units
Doctors
Tynemouth Computer Results
Autotyne Radios
MSA UK
National Parks
Alnwick District Council
Hexham District Council

All Competitors
The Motor Clubs of the Tyneside Motor Sport Group.
All other Motor Clubs for any assistance whatsoever.

All Marshals for their individual help.