

East Ayrshire Car Club

Kames Spring Rally

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ANNOUNCEMENT

East Ayrshire Car Club will organise two multi use interclub permit stage rallies which will be held wholly within Kames Motorsport Complex as follows:

Sunday 11 th May 2025	Kames Spring Rally J1K
Sunday 11 th May 2025	Kames Spring Rally

1. JURISDICTION:

The meeting will be governed by the general regulations of Motorsport UK Ltd (incorporating the general provisions of the International Sporting Code of the F.I.A), these supplementary regulations and any written instructions that the promoting club may issue for the event.

2. AUTHORISATION

Event	Class(es)	Motorsport UK Permit	Counter
Kames Spring Rally J1K	J1K	203017	<ul style="list-style-type: none">EACC club championshipJunior 1000 Ecosse Challenge
Kames Spring Rally	A-F	203016	<ul style="list-style-type: none">EACC club championshipScottish Single Venue Championship

3. ELIGIBILITY

The events are open to all fully elected members of the organising club and any fully elected members of invited championships and clubs affiliated to S.A.M.S.C, A.N.E.C.C.C, A.N.I.C.C and A.N.W.C.C who hold a valid Motorsport UK competition license for the event. You have the opportunity to join East Ayrshire Car Club if required at www.eastayrshirecc.co.uk/join.

4. MEMBERSHIPS / LICENSES

- All competitors must upload a valid Club Membership Card and competition licence valid for the event to the event management portal.
- An entrant's licence will be required when an entry is made in the name of a commercial firm.

5. DECALS

Requirements are as per NCR 7.10 and NCR 13.9.5 including event branding and competition numbers on each front door and competition numbers in yellow or orange on each rear side window. Details will be provided in the event final instructions and failure to comply may result in disqualification.

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6. PROGRAMME

SRs published Saturday April 12 th at 19:00	Publication of these regulations at www.eastayrshirecc.co.uk/rallies
Entries open Monday April 14 th at 19:00	Online entry at www.eastayrshirecc.co.uk/rallies
Entries close for seeding Sunday 4 th May at 12:00	Online entry system closes Late entries may be considered up until Wednesday 7 th 18:00
Final Instructions & seeded entry list published Tuesday 6 th May	Published online at www.eastayrshirecc.co.uk/rallies
<i>Further details will be contained within further event bulletins available at sportity app with password EACC_SPR_2025</i>	

- Any competitors not signed on 48 hours before their start time may be deemed a non-starter and their competition number may be allocated to a reserve.
- Interim results will be posted at <https://www.scotresults.org/>

7. ROUTE

- The event will be contained wholly within the perimeter of Kames Motorsport Complex.
- There will be a total of 14 special stages totaling approx 17 miles. The surface will be 100% tarmac.
- Competitors will be supplied with diagrammatic stage layouts together with a timing check sheet in advance.
- Some of the routes will involve splits and merges. These will not be as per MSUK NCRs due to venue constraints. Competitors on their first approach to a split / merge will give way to competitors on their second approach. Failure to give way will be penalised as per SR17.
- The organisers' mileage will be deemed to be correct.
- Pacenotes of any kind are forbidden whether or not they relate to the stage being used at the time.

8. VEHICLES

- All vehicles must comply with the 2025 Motorsport UK NCRs.
- Vehicles will be scrutineered in situ. All vehicles must be presented in the condition they intend to compete, with decals affixed.
- If an in car camera is to be used this must be indicated in the entry system and fitted before scrutineering as per NCR 7.9. **Failure to comply with both points may result in disqualification.**
- Unedited copies of any in car footage must be provided to the organisers on request.
- For special stage rallies the maximum noise limit is 100Db at 0.5 metres as per NCR 13.1.7. As part of the Kames Motorsport Complex noise management policy, www.eastayrshirecc.co.uk/documents/Kames_Motorsport_Complex_Noise_Management_Policy_v1_0.pdf we require you to minimise noise from your vehicle before the competition starts. To manage this we request that engines are run for as little time as possible after you arrive and before 09:00. To minimise cars moving around, scrutineering will be done in situ in your service space and the noise check will be completed before MTCA. Should any vehicle fail sound test at MTCA they will be refused a start and disqualified from the event.

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If a vehicle passes the Motorsport UK test, but a named official or a named Judge of Fact, assesses that the noise is likely to cause a nuisance when the vehicle is running on the track, the vehicle will not be allowed to use the track nor continue in the event.

- As this event does not traverse the public highway the need for a current vehicle road fund license is not required.
- All vehicles must carry an approved environmental spill kit as per NCR 7.2.22.

• TYRES

Permitted tyres: All competitors in class J1k must use the championship control tyre. Senior competitors (Classes A –F) must ensure their wheels & tyres are in compliance with R48.5. Please note that the use of gravel / snow tyres will not be permitted unless deemed necessary by the clerk of the course. As per NCR 13.16.7, as maximum of 12 tyres per car will be permitted on the event.

9. CLASSES

The event will consist of classes as follows:

EACC Class	NCR Definition
A	NCR 1 - Homologated (and formerly homologated) FIA Rally 2 and R5 cars and any derivatives*. FIA S2000 specification cars and any derivatives All World Rally cars (must comply with their homologation)
B	NCR 2 -All 4-wheel drive cars not eligible for Classes 1 & 4* *Not including derivatives of Rally2/R5 specification cars NCR 4 -Homologated FIA Rally 3 cars and Group N4 that still comply with their homologation
C	NCR 3 - 2-wheel drive cars with normally aspirated engines over 2000cc or forced induction engines over 1500cc. Homologated (and formerly homologated) FIA RGT cars
D	NCR 5 - Homologated FIA Rally 4 and R2 cars with forced induction that still comply with their homologation NCR 6 - Cars with normally aspirated engines over 1600cc up to and including 2000cc or forced induction engines up to and including 1500cc
E	NCR 7 - Homologated FIA Rally 5 and Rally 5-Kit cars NCR 8 - Cars with normally aspirated engines over 1400cc up to and including 1600cc, including R2, or forced induction engines up to and including 1000cc
F	NCR 9 - Cars with normally aspirated engines up to and including 1400cc
J1K	NCR 14 - Junior 1000: Cars up to and including 1000cc that meet the current technical specification of Junior 1000 (as published on ASN website)

- The engines cubic capacity and whether forced induction MUST be declared on the entry form.

10. AWARDS

The following awards will be presented after results have been finalised:-

Junior Rally (Class J1K)

- 1st Overall: Driver and Navigator - An award
- 2nd Overall: Driver and Navigator - An award
- 3rd Overall: Driver and Navigator – An award (assuming 12 starters in class)

Adult Rally (Classes A-F)

- 1st Overall: Driver and Navigator – An award
- 2nd Overall: Driver and Navigator - An award

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- Overall winners are not eligible for class awards.
- Class awards will be made, depending upon the number of starters in each class and will be clarified in the final instructions.

11. RESULTS

- Provisional results will be published at the finish as soon as possible after the end of the event at <https://www.scotresults.org/>
- Protests must be lodged in accordance with the 2025 Motorsport UK NCRs.
- Ties will be resolved as per NCR 13.13.14.

12. ENTRIES

- The entry list opens and closes in line with the timetable in Section 6.
- All entries must be made using the on line system which can be accessed via the club web site, www.eastayrshirecc.co.uk/rallies.
- The entry fee for each event is £205.00.
- Approved payment methods are: BACS and PayPal via the online entry system and cheques made payable to East Ayrshire Car Club Ltd
- In the event that the rally is abandoned or postponed entry fees will be repaid.
- All entries remain provisional until payment has been received in full by the entries secretary and will not be considered for seeding.
- The entries secretary for the event to whom any cheques must be sent is: Keith Fair, 6 Fairways, Stewarton, East Ayrshire, KA3 5DA.
- The combined maximum entry for both events (excluding reserves) is 50, the minimum is 25.
- The maximum entry for each class is 50 and the minimum 4
- EACC reserve the right to amalgamate classes or cancel the event if the minimum numbers are not reached.
- EACC reserve the right to refuse entries without giving a reason.
- Entry fees may be refunded for entries withdrawn before entries close – see Section 6.
- Entries withdrawn after entries close for seeding up until 48 hours before the event – 50% of entry fee will be refunded. Thereafter refunds will at the discretion of the organisers.
- All entries will be acknowledged but will not be accepted until after the closing date for entries.
- Entries will be accepted at the organisers discretion.
- Reserve entries that are not accepted will have their entry fee returned in full.

13. DAMAGE DECLARATION

Competitors will be required to sign a report detailing 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 as per NCR 13.13.14. Any information given will not incur a penalty, but failure to hand in a duly completed form will be penalised by disqualification and will be reported to Motorsport UK for further disciplinary action. Damage declarations must be provided to the secretary of the meeting within 72 hours of completing the event at russell@eastayrshirecc.co.uk

The competitor is responsible for the first £350.00 of each or any such claim.

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14. MEDICAL ASSISTANCE

- All competing cars must carry an A4 sized SOS board, red letters on white back ground and an OK board, black letters on a white background. This can be a double sided board.
- If, following an accident, URGENT medical aid is required the SOS board must be displayed to passing competitors. Competitors seeing an SOS board should STOP at the scene of the accident to try and ascertain what assistance is required. They then should report the incident to either the next radio point or the Stage Finish Marshal, giving as much information as possible. Any competitor delayed due to assisting at the scene of an accident should report the fact to the COC at the earliest opportunity. The organisers reserve the right to use any means at their disposal to resolve the situation. The penalty for displaying an SOS board when urgent medical assistance is not required is disqualification with a report being submitted to Motorsport UK. The Penalty for not stopping at an SOS board is disqualification.
- If NO medical assistance is required after an accident, or simply stopping due mechanical issues the OK board must be prominently displayed. 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.

15. Controls and Timing Information

The rally will be divided into road sections and special stages. All controls will be a time control (TC). Each road section will be allotted a target time and a competitor can calculate his due time of arrival at any TC by adding this target time to their actual time of departure from the preceding TC. All special stages will have a bogey time set at 75mph average and a target time set at 30mph or less. However excess lateness in minutes taken over target on road sections and on special stages is cumulative and once lost cannot be regained. When the cumulative lateness between MTC1 and MTC IN exceeds the permitted maximum, a competitor will not be classed as a finisher. Permitted lateness on this event is 10 minutes. Timing on road sections will be to the whole minute. Timing on special stages will be to the nearest second. Such sections will be clearly indicated in the roadbook / timecard. Should any recorded time be illegible or not appear authentic, the organisers may use any means at their disposal to establish times. The organisers times and distances are deemed correct.

To be classified as a finisher, a Competitor must report to all controls listed on the timecard except as provided for in 32.2 (a) where two-thirds of the stages must have been completed and report to the final control within the maximum lateness specified, with the car in which they started.

Procedure:

Main Controls

MTC are situated at the Start and Finish of the rally. Each competitor will be issued with a due start time from MTC1. The difference between this time and the starting time will be penalised at one minute per minute. To be classified as a finisher, competitors must not have accumulated more than 10 minutes lateness prior to MTC IN.

Special Stage Arrival (SSA)

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On arrival at SSA, the competitor must be ready to start the stage with helmets, FHR and belts on. After control procedure he / she will follow marshals' instructions to move to the start line. A competitor who is early may wait for his / her due time outside the control area (Yellow Clock).

Special Stage Start (SSS)

At the SSS, competitors will receive a start time for the stage in hours, minutes and seconds. Once the competitor has cleared the SSA, the start marshal will assume that he / she is ready to start the stage and will issue a time as soon as the start line is clear, whether the competitor is ready to start or not. The marshal will inform the competitor via the traffic light system at 10 seconds to go and it will count down 5-4-3-2-1 and give a green signal to GO at 0.

Special Stage Finish (SSF)

At the SSF, the competitor will receive his / her finish time in hours, minutes and seconds at the flying finish. This time in hours and minutes will be the start time for the following road section. Any competitor who fails to stop at the Stop line must not, under the pain of disqualification, reverse to the Stop line but must return on foot.

The organisers check sheet will have priority over competitors check sheets.

16. PENALTIES

Penalties will be applied in accordance with (R13), except as detailed below:

- Excess lateness in minutes taken over target on road sections and special stages is cumulative and once lost cannot be regained. When accumulated lateness exceeds the permitted maximum, a competitor will not be classified as a finisher. Maximum lateness on this event is 10 minutes.
- NCR 13.8.1.3 (aii) is amended to 10 minutes plus stage maximum
- For every second taken on a special stage: 1/60th of a minute.
- For every minute early at stage arrival controls: 1 minute
- Making a false start on a special stage: 1 minute
- Not complying with a requirement of the roadbook, these regulations, or any other written instruction which may be issued for the event for which no other penalty is specified: 10 minutes
- Working on a car at special stage controls other than cleaning lamp glasses, windscreens, windows, identification markings, vehicle registration numbers and tyre repairs: 10 minutes
- Driving on the grass (1st offence) 5 minutes
- Driving on the grass (2nd offence) disqualification
- Taking an incorrect route on a special stage (1st offence) Stage Maximum
- Taking an incorrect route on a special stage (2nd offence) disqualification
- Striking a route marker e.g. tyres, stakes or bales 30 seconds
- Failure to give way to competitors on second lap on a split stage (first offence) 30 minutes
- Failure to give way to competitors on second lap on a split stage (second offence) disqualification
- Not being ready to start the stage when instructed 10 minutes
- Failure to comply with an instruction, written or verbal, from a Marshall or event official, 10 minutes first offence, disqualification second offence.

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The following offences will carry the penalty of disqualification:

- Any competitor or service crew found in a prohibited area.
- Driving in the reverse direction on a special stage.
- Failure to wear properly fastened seat belts, FHR and helmets on a special stage.
- Failure to have fire extinguisher armed in a special stage.
- Misuse of the SOS/OK symbol on a special stage.
- Failure to stop at a marshal's post when a red flag is displayed.
- Failure to obtain written permission for an in car camera.

17. Red Flag Procedure

Due to the compact nature of the venue we are not applying the red flag procedure as per the MSUK NCRs. We will be adopting a mandatory red flag procedure. Marshalls at points around the track will be issued with a red flag. On instruction from the Clerk of the Course, in response to an incident they will deploy the red flag. Should a competitor come across a marshal displaying a red flag, they should STOP at that point and follow the instructions from that marshal. A notional time will be allocated to competitors impacted by a red flag deployment. Failure to stop at a red flag or follow the marshal's instruction will result in disqualification.

18. Arrows and Signs

Due to the compact nature of the event we are not applying stage set up signage as per the MSUK NCRs. This covers splits / merges. Please familiarise yourselves with the initial stage set up prior to the start.

19. Car Refuelling in Service bays

As refuelling is being allowed to take place within service bays the following points should be noted.

- Please arrive with your vehicle fuel tank completely full which will assist with the amount of refuelling needing to take place.
- A fully leakproof groundsheet should be put in place under the vehicle in service (this is mandatory) to catch any waste/oil/fuel etc going on to the ground when working on the vehicle.
- Please at the end of the event don't just sweep the waste etc on to the surrounding area, bag it and either use the waste bins available or take it home.
- All fuel cans should be kept in the service vehicle when not in use, all service vehicles should carry an environmental spill kit.
- Hand pumps or direct filling is mandatory NO FUNNELS.
- The last part of servicing should be refuelling, and a fire extinguisher should be on standby for use if required.
- No other work on the vehicle should be undertaken when refuelling is taking place.
- The vehicle should be switched off and no crew or service personnel should be inside the vehicle during refuelling.
- Fire resistant overalls/gloves and safety glasses are advised by personnel refuelling.
- Strictly NO Smoking, Naked Flames or using Mobile Phones whilst refuelling is taking place.
- All other Health & Safety precautions should be adhered to in the service area.

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20. OFFICIALS

- Motorsport UK Steward – Jonathan Lord
- Event Stewards – Kevin Hamilton & Brian Telfer
- Clerk of the Course – Gavin Murray
- Deputy Clerk of the Course – Michael Riddick
- Ass Clerk of the Course / Route Coordinator – Sam Henderson
- Secretary of the Meeting - Russell Fair
- Event & Spectator Safety Officer – Russell Fair
- Chief Scrutineer – Keith Harris
- Chief Timekeeper - Stan Thorogood
- Results Officer - Raymond Mann
- Chief Medical Officer – Sandy Lochrie
- Chief Marshal – Chaz Marshman
- Event Safeguarding Officer – Chaz Marshman
- Entries Secretary – Sam Henderson

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21. JUNIOR 1000 ECOSSE CHALLENGE 2025

Once again this year the rally has been selected to run a round of the **JUNIOR 1000 ECOSSE CHALLENGE**. As part of the Motorsport UK requirements/regulations for this championship, competitors in the championship must run on the stages by themselves, i.e. there must not be any cars from the adult event on the stage at the same time as the junior event. To achieve this there has to be a gap between the two events which therefore stretches to the limit the running of all 16 stages within the allowed time that the circuit can operate. In order to achieve this, cars in the junior event will be interposed from the first running of the stage straight back into the second running of the stage and road timing between stages will be operating. Just as road timing will be operating in the main event.

As soon as all cars from the main event have completed the pair of stages, or maximum lateness of the last car in the main event has been reached, the Junior Rally will be started.

At that point no cars from the main event will be allowed to move on the stage until the juniors have finished their two runs through.

If you have stopped on stage for any reason and the juniors have started ***YOU MUST NOT MOVE TILL THEY HAVE FINISHED THEIR TWO RUNS THROUGH THE STAGE.*** (Junior runners will be denoted by running number 51 upwards.)

PENALTY FOR DISOBEYING THIS INSTRUCTION WILL BE DISQUALIFICATION FROM THE EVENT, REPORTING TO THE STEWARDS OF THE MEETING AND MOTORSPORT UK.

After the juniors have finished you will be given permission to return to the paddock.

The above is reciprocal for the Juniors.

22. ANY COMPETITOR HAVING DOUBTS OR QUERIES REGARDING ANY OF THE ABOVE, HAS THE RESPONSIBILITY TO GAIN CLARIFICATION FROM THE CLERK OF COURSE PRIOR TO THE START OF THE EVENT.

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23. Race with Respect



Encouraging a positive environment, on and off the track

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

- **RESPECT**
- **INTEGRITY**
- **FAIR PLAY**
- **SELF-CONTROL**
- **GOOD MANNERS**

motorsportuk.org/racewithrespect
#RaceWithRespect

