



CARRYDUFF FORKLIFT RALLYE LECALÉ 2026



FINAL INSTRUCTIONS 2

These Final Instructions form part of the event Regulations

AMENDMENTS TO THE SUPPLEMENTARY REGULATIONS

8.6.13: Reporting at a Control 15 or more minutes after due time = DISQUALIFICATION

8.6.18: False Start - See Article 8.1

SCRUTINEERING

Scrutineering times are now available; please stick to the time you have been allocated. Scrutineering is only available on Friday; **NO SCRUTINEERING WILL TAKE PLACE ON SATURDAY MORNING.**

RESEEDING

Details of the process to request reseeding are to be found on Sportity. The deadline for requests is 20:00 on Thursday 23rd July.

DRIVERS BRIEFING

A Competitors briefing will be uploaded to Sportity. **All crew members must view this before the start of the event – it contains important information.**

CEREMONIAL START (FRIDAY)

The top 10 cars and selected others will be required to attend the ceremonial start on Friday evening (19:00 – 21:00).

START TIMES (SATURDAY) & TIMECARDS

Provisional Start Times will be posted on the Official Noticeboard on Sportity after 20:00 on Thursday 23rd July. They are subject to passing Scrutineering. Reseeding requests close at 20:00 (sharp) on Thursday (details are on Sportity). After Start Times are published, there will be no further requests allowed for changes to the running order.

Following completion of Scrutineering a final list of Start Times will be published on **www.rallyscore.com** and on Sportity.

Cars will start at 1-minute intervals. Cars will be released from Parc Ferme from 08:15 (no timecard entry required) and may be serviced before the Start Control (TC 0 / Service OUT) First car will leave TC 0 / Service OUT no earlier than 08:30hrs on Saturday 25th July 2026.

Timecards will be given out at Parc Ferme. The onus is on competitors to ensure they collect their Timecards before they leave Parc Ferme.

No Start Time will be listed for a crew, and no timecards will be given out unless all crew documents are received and online signing-on has been completed for both crew members.

After TC 0 crews will be directed over the Start Ramp but they will not be asked to stop with the commentator. Extra road time has been allowed.

Should you have any questions or queries during the event please direct them to the **Competitor Liaison Officer** Ian Porter by telephone call on 07771 573298.

BREAKDOWN ON STAGE

Should you retire during a stage please remain with your vehicle. A break-down/pick-up truck will attempt to bring you back to the Service Area when that stage has finished.

To leave the service area to collect a broken-down competing car, please report to the Marshal positioned convenient to the Service Area exit and follow their instructions. Do not bring your vehicle forward until instructed by them to do so; otherwise you will block access in the service area. NOTE: Vehicles leaving the service area may not be re-admitted.

SPECIAL STAGES

Following final stage setup, Stage lengths and Bogey times are confirmed as:

SS1/5 // 8.29 miles // Bogey = 6:14

SS2/6 // 5.37 miles // Bogey = 4:02

SS3/7 // 5.37 miles // Bogey = 4:02

SS4/8 // 5.60 miles // Bogey = 4:12

Total mileage = 49.26

RESULTS

Stage times, which will be for information only will be posted on www.rallyscore.com at regular intervals.

Provisional Results will be published on the Official Noticeboard (Sportity) as soon as possible after the event. Queries must be made with the Competitor Liaison Officer (CLO) up to and no later than 30 minutes after the posting of provisional results via telephone only. Stage times will be posted on the RallyScore Facebook page and website during the event at regular intervals. Please note these times will be for information only.

Every protest and / or appeal, must be lodged in writing via email to BADMC.entries@gmail.com and also notified to the Secretary of the Meeting, the Clerk of the Course or their deputies (NCR 2.9.1.8) via the CLO by telephone. The protest and / or appeal must include the grounds for the protest, must be signed by the party making the protest (digital signature is acceptable), and accompanied by the payment laid down in NCR 1.2.11 and must be lodged within the appropriate time limit. A protest against another Competitor must be made within 30 minutes of the finish of the competition.

TIMING PROCEDURES

The following information about event timing is issued as part of these Final Instructions 2 and therefore carries the same weight as the event Regulations.

- Timecards will be carried by competitors and may be used to resolve issues.
- The organisers reserve the right to calculate times and penalties using electronic timing and results systems and manual methods.
- Timekeeping and results personnel are Judges of Fact in respect of all timekeeping and results records. (See list at the end of these instructions)
- Any queries should be directed first to the CLO (Ian Porter 07771 573298).
- At all controls a manual check sheet will be maintained by the Officials and in the event of a query it may be electronically transmitted to the results team.

START CONTROL (SERVICE 'OUT') TO STAGE 1 START

At the first control competitors are expected to check in at their due time according to the start list published on www.RallyScore.net

Competitors will depart over the Start Ramp and whilst there will be a commentary, crews are not expected to stop on the Ramp.

SPECIAL STAGE START

At each Special Stage competitors will have 5 minutes between the Arrival and Start Controls to prepare for the Stage. Ensure that you check:

- Helmets – fitted with chin strap secure
- HANS device – correctly fitted with seat belt straps correctly aligned
- Harnesses – Secure and tight
- Fire Extinguishers – armed and ready for the Stage

Scrutineers will be making spot checks.

Competitors must present themselves at the Special Stage Start in the same running order they checked out at the previous Control. Failure to do so may be penalised.

The Start Timekeeper will clearly indicate (by "Thumbs Up") when a start is authorised.

The starting for Special Stages will be by the means of **"start lights"** which will work as follows: -

Drive when instructed to the Start Line until 1 of the lights underneath the traffic lights goes out. If you go too far forward the second light will go out – the Jump Start light.

Please move back or you will be given a jump (false) start penalty as per SR 20.1

With 15 seconds to go a red light will come on. With 10 seconds to go an amber light will come on along with the red light. With 5 seconds to go the red light will go out but the amber light will stay on.

The amber light is divided into 5 segments – as each second counts down a segment will go out. After the last segment goes out the green light will come on. **GO ON THE GREEN LIGHT!!!**

Be ready to start at 30 second intervals!

Record keeping will be by an electronic signal generated by the timing system and transmitted to the results team.

SPECIAL STAGE FINISH

Times will be automatically recorded at the Flying Finish by an electronic signal generated by the timing system and transmitted to the results team.

At the Stop line the Timekeeper will display the time recorded in minutes, seconds and tenths on a digital clock that will be visible to the crew from within the car. NB: take a note of this time – you will need it to calculate your next due time.

REGROUP 'IN'

Calculate your due time and queue at the Control until the Official indicates that you may pass.

The Official will also advise you of your due time at REGROUP "OUT".

REGROUP 'OUT' / SERVICE 'IN'

This is a single Control.

SERVICE 'OUT'

It is the Competitors responsibility to present themselves at the 'Out' Control on time and queued in the correct order.

Please be patient and courteous with all Officials, these procedures are fair for everyone, and our aim is to run a safe, enjoyable and fair event for everyone. Your cooperation is very much appreciated.

JUDGES OF FACT / DRIVING STANDARDS OBSERVERS

All Judges of Fact and Driving Standards Observers are named on the Official Noticeboard (Sportity).

FINAL INSTRUCTIONS 2. APPENDIX A – SERVICE AREA RISK MANAGEMENT

This Appendix which is below forms part of these Final Instructions. Please make sure it is understood by all members of your team who will be in the Service Area and in particular by anybody who will be working on the car.

Signed

Gavin Campbell

Clerk of Course

Stephen McMorow

Secretary of the Meeting

FINAL INSTRUCTIONS 2. APPENDIX A – SERVICE AREA RISK MANAGEMENT

1.1. Service Area Risk Management

NOTE: THIS SECTION OF THE SAFETY PLAN IS TO BE INCLUDED IN FINAL INSTRUCTIONS IN ORDER TO MAKE SURE THAT ALL COMPETITORS UNDERSTAND THEIR RESPONSIBILITIES.

Entrants, competitors and service crew members should be aware of their own and other people's safety and wellbeing, when competing in motor sport.

1. All entrants should have an environmental ground-sheet in place before work commences on the vehicle.
2. All service vehicles should have an environmental spill-kit, for use in the event of liquid spillage. (Competing cars should also carry such a kit.)
3. Fire extinguishers should be readily available at all times when vehicles are to be worked on, particularly in the event of any welding or grinding being carried out and when vehicles are being refuelled.
4. Vehicles should be supported by axle stands, chassis sill stands or ramps, all with recommended base plates, when raised in the air by trolley or any other type of jack. Engines should not be running when the vehicle is raised on stands. No other work on the car should be attempted, when raising or lowering of the car is taking place.
5. If re-fuelling is permitted in the Service Area, this should be the last operation to be carried out before the vehicles leave. The vehicle should be off any support stands, have all four wheels on the ground, have all other work ceased and have no occupants, when re-fuelling commences.
6. Ideally re-fuelling should be by hand pumping, rather than from hand held containers.
7. Spillage of any liquid should be contained immediately by the crew concerned.

Storage & Use of Petroleum Spirit

1. Containers should comply with the relevant British Standard, should be marked "Petroleum Spirit-Highly Flammable" and be kept from any source of ignition.
2. All empty containers should be removed from the venue after the event.
3. Petrol is to be used as fuel only, not for any other purpose.
4. All vehicle re-fuelling is to take place in the open air. A "No Smoking" area should be enforced, and an operative should be on standby with a fire extinguisher.
5. Refuelling operatives, including those standing by with fire extinguishers, should ensure they are wearing protective clothing, including gloves and eye protection.

Hazardous Substances

1. Some vehicle parts, for example brake & clutch linings, contain asbestos. Competitors are encouraged to use non-asbestos substitutes where possible.
2. Where asbestos is used, every effort should be made to prevent dust being released.
3. Some mineral oils may cause skin cancers. Where contact does occur, contamination should be washed off immediately. The wearing of any contaminated clothing should be avoided.
4. Other substances may cause ill health. Suppliers will have information about the possible effects of their products, on request.
5. It is strongly recommended that fuel should be transferred using a hand pump or closed spout and not using an open funnel or ton-dish (see E 1.18).

Electrical Safety

1. All electrical equipment should be maintained in a safe condition.
2. Extension leads & cables should be neoprene, oil resistant flexible cable.
3. All electrical equipment used externally should be weatherproof and tools should be “double” or “all insulated” against electric shock.
4. Electrical equipment and hand tools should not be used where flammable vapours are present.

Fire Precautions

1. All competition and service vehicles should carry a suitable fire extinguisher.
2. Special consideration should be made before lighting any cooking appliance.
3. All sources of ignition should be kept away from any fuel store or re-fuelling area.
4. Fire extinguishers should not be moved from their known location, other than when in use.
5. In the event of any fire, a report should be made to the organisers of the event before leaving the venue.
6. All entrants are encouraged to train their personnel in correct fire prevention and treatment procedures.

Compressed Air Equipment

1. Air blasts from overinflated tyres can cause severe injury. Tyres should not be inflated above manufacturers’ recommendation figures.
2. Always stand clear when inflating tyres.
3. Compressors & air lines should be inspected regularly.
4. Compressed air cylinders should be stored and used to suppliers’ recommendations.

General Working Practices

1. All working areas should be kept clean & tidy. All waste & spillage should be cleared up immediately, removed by the entrant at the end of the event and disposed of in a responsible manner.
2. Trailing cables & hoses should not be allowed to create a trip hazard and should not be run across access or roadways.
3. Whenever vehicle engines are being run, adequate ventilation must be in place.
4. All safety notices should be complied with.
5. Any personnel carrying out work should ensure that they adopt safe working practices at all times.
6. Service crews and competitors need to be aware of the long periods of exposure to cold, wet or heat, experienced while on location in service areas and dress accordingly.
7. Children under 16 years of age are to be closely supervised and should not leave your designated area unaccompanied. They are children and as such are your responsibility!!

Noise

1. Exposure to excessive noise may result in hearing loss, or other complaints. These may be short term, or after prolonged exposure, permanent.
2. Where exposure to noise is unavoidable, ear defenders should be worn.

Manual Handling

- Lifting, carrying and propelling of loads by bodily force is a major cause of industrial injuries. All entrants are encouraged to train their personnel in safe manual handling techniques.

Waste

- Entrants should remove all waste from the venue, including containers, packaging, tyres, oils etc. They must be disposed of it in a responsible manner. Service Area Guidelines (2)

Vehicle Safety

1. A 10 mph speed limit should be observed at all times in a Service Area, other than for Emergency Vehicles which may be attending an incident.
2. There may be pedestrians in Service Areas. Special care must be taken in these circumstances, to avoid collisions.
3. The unauthorised use of mopeds, motorcycles, scooters, go-peds, quads etc. is forbidden in Service Areas.
4. Vehicles may only be driven by persons holding valid driving licences for that class of vehicle.

First Aid

- Any person sustaining injury or illness, should seek treatment from the event emergency services, by initially reporting to the Senior Official in charge of the Service Area, who will ensure the appropriate response.

Public Safety

- Entrants and their associated personnel should act in a manner so as not to put either themselves or any other person at risk of injury.

Reporting of Accidents & Incidents

- All accidents where any person sustains injury, or where damage to property occurs, should be reported immediately to the Senior Official in charge of the Service Area.

Further Regulations and Information

- Entrants are reminded of their obligations to comply with the requirements of the appropriate sporting regulations at all times. These Guidance Notes should be read in conjunction with all relevant regulations

1.2. Refuelling of Rally Cars

The organisers have made the following provision for refuelling competing Rally Cars, note that these provisions apply in the Service Area.

1.2.1. Self-refuel

The responsibility for controlling and co-ordinating the storage and dispensing of fuel still rests with the organiser; however, they have no direct control over the activity and therefore must pass the requirements on to the competitors / entrants. A risk assessment, safety plan and incident plan is required. The organiser has responsibility for monitoring safety.

1.2.2. Refuelling Risk Control – Self-refuel

The arrangements for bringing the fuel to site are the responsibility of the competitor / entrant.

- Fuel Containers of greater than 25 litres may not be moved around the site.
- Fuel for the use of a single rally car may be stored in or near a service vehicle provided that it is in metal containers not exceeding 25 litres capacity; not in direct sunlight; in a well-ventilated area; not accessible to the general public AND to deal with fire and spillage an appropriate number of fire extinguishers (dry powder and AFFF) must be provided.
- When refuelling a rally car in the service area the car being refuelled must be segregated from the public area by at least 5 metres and at least 5 metres away any other pit garages, service spaces / pitches, on-site buildings, adjoining properties or groups of people.
- Only authorised refuellers, service crew, competitors and named senior event officials are permitted to be nearby when a car is being refuelled in the Service Area.
- All fuel containers must be in a good state of repair, not leaking, securely sealed and appropriately signed 'Petrol – Highly Flammable'.
- Open funnels should not be used – either closed spouts or hand operated pumps designed to pump fuel should be used.
- Environmental protection – fuelling should be carried out on an impervious surface with either bunding or interceptor tank or a spill kit readily available.
- Appropriate personal protective equipment is worn by those dispensing fuel.
- Appropriate signage is in place to warn of the presence of flammable substances and the prohibition of sources of ignition
- The area used for storage of fuel must not be in direct sunlight.
- Any combustible materials or sources of ignition shall be removed from the refuel zone.
- Clear access & egress from the fuelling area shall be maintained at all times.

1.2.3. Self-refuel – Safety Plan, Incident Management

- The person in overall control of the Service Area (including refuelling) is Paul Conlon.
- In the event of a spillage or fire:
 - EVACUATE the immediate area
 - DEPLOY all available fire extinguishers
 - CONTACT Rally Control (07825 066941 or by Radio) or call 999 to mobilise Emergency Services