EAST RIDING STAGES RALLY 2025

Regulations

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BEVERLEY & DISTRICT MOTOR CLUB LTD.

23 FEBRUARY 2025

WWW.BDMC.ORG.UK/EAST-RIDING-STAGES

EAST RIDING STAGES RALLY

Foreword

Beverley & District Motor Club would like to welcome you to the 4th East Riding Stages Rally.

After the tremendous successes of our first three events, we've decided on a new strategy to develop the event. Our routes have to be submitted nine months before the rally, which doesn't really leave us with long enough to make many changes. So the 2025 event will be effectively the same route that worked so well in 2024, and in the meantime we've got some very exciting changes planned for the 2026/2027 route. This means 2025 will see the same 10 stages and nearly 55 stage miles. We've also managed to squeeze an extra 10 cars into the time schedule, so we can invite up to 160 competitors to take part.

The Westwood stage, just a stone's throw from the town centre, will continue to provide a showcase to bring our sport to new audiences. Families and friends can visit the ceremonial start in Beverley marketplace and then walk just half a mile to the stage spectator area. The Westwood stage will run twice in the middle of the day, with the two stages interposed on 30 second intervals. Having watched the competitive action on Beverley Westwood, it will be possible for spectators to return to the Market Place in time to see the crews return for the ceremonial finish and awards presentations.

The Service Area will return to our original venue, Bishop Burton College, just to the west of the spectator stage and Rally HQ on Beverley Westwood. However, we have negotiated around double the car park space we had last time we used this venue, to ensure everyone has enough space. We would like to take this opportunity to thank Bishop Burton College for their support.

Finally, may we thank East Riding of Yorkshire Council and our sponsors, Greens the Signmakers, Maple Garage, Spectrum / The One Point, Sparrow Recovery and Visit East Yorkshire. Without their wonderful support we wouldn't be able to organise such an exciting event.

The Organising Committee

VISIT EAST YORKSHIRE

EAST RIDING STAGES RALLY

Regulations

1. Announcement

Beverley and District Motor Club will organise an Interclub Permit Closed Road Special Stage Rally on Sunday 23rd February 2025. The event will be known as the **East Riding Stages Rally.**

2. Jurisdiction

Held under the National Competition Rules (V6) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations (SRs) and any written instructions (including bulletins) that the organising club may issue for the event.

3. Authorisations

Motorsport UK Permit Number: 2024/03
Motor Vehicles (Competitions and Trials) Regulations Event number: 29121FE23

The event will be a round of the following championships (in alphabetical order):
ANWCC Stage Rally Championship
AS Performance North of England Tarmacadam Rally Championship
Probite British Rally Championship
Proflex Shock Absorbers ANCC Stage Rally Championship
Protyre Motorsport UK Asphalt Rally Championship
SD34 Stage Rally Championship

4. Website

All pre-event documentation will be found on our website:
www.bdmc.org.uk/east-riding-stages

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5. Route

The event will have a ceremonial start in Beverley Market Place (///undivided.exotic.upon). The event will consist of approximately 10 Special Stages with approximately 55 Stage Miles on closed public roads and approximately 80 miles of road sections. There will be a central service area at Bishop Burton College (///rises.marketing.mammals) which will be visited once after approximately 4 stages.

Competitors will start the rally on Sunday 23rd February 2025, according to the Start List which will be published on the Notice Board. The first car will start from the ceremonial start at 09:00 and subsequent cars will start at one-minute intervals.

At the end of competition, competitors will return to Beverley Market Place for a ceremonial finish, Parc Exposé and awards presentation.

Ordnance Survey Landranger 1:50,000 map 107 covers the route (apart from the Service Area, which is on map 106). However, the organisers will provide an overview map and sufficient information to navigate the route in a Tulip and Map Road Book.

6. Competitor Eligibility

The event is open to all fully elected members of the organising club, registered competitors in any of the championships listed in Article 3 and member clubs of the following regional associations, each of which Beverley and District Motor Club is a member of:
Association of Northern Car Clubs (ANCC).
Association of North East and Cumbria Car Clubs (ANECCC).
Association of North East Midland Motor Clubs (ANEMMC).
Association of North-Western Car Clubs (ANWCC).
East Midlands Association of Motor Clubs (EMAMC).

Competitors who are not members of a club that is part of an invited association or registered with an invited championship are required to join Beverley and District Motor Club (£15 per calendar year).

Before you are allowed to sign-on for the event, both the driver and co-driver will have to provide evidence of eligibility, either via a club membership card, or championship registration.

6. Overseas Entries

Entries from non-UK residents will be permitted. Each crew member must join Beverley and District Motor Club Limited or be a member of a club which is part of one of the invited associations. Membership can be obtained through the entries system.

Competitors from any non-UK country holding a National Competition Licence issued by one of those countries may enter, subject to NCR 6.3.1.6

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7. Classes & Vehicle Eligibility

Cars will be split into the following classes, which the organisers reserve the right to amalgamate and/or allocate entrants to as appropriate:

Event Class	Motorsport UK Class	Description (all capacities are before the forced induction factor has been applied)
A	9	Cars with normally aspirated engines up to and including 1400cc
B	8	Cars with normally aspirated engines over 1400cc up to and including 1600cc, including R2, or forced induction engines up to and including 1000cc
C	6	Cars with normally aspirated engines over 1600cc up to and including 2000cc or forced induction engines up to and including 1500cc
D	3	2-wheel drive cars with normally aspirated engines over 2000cc or forced induction engines over 1500cc. Homologated (and formerly homologated) FIA RGT cars
E	2	All 4-wheel drive cars not eligible for Class 1* *Not including derivatives of Rally2/R5 specification cars
F	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)
H	H1(a) to H16	All Historic Rally Cars (as defined by NCR 13.17)

Drivers of historic cars may choose to enter class H or the relevant capacity class. The introduction of Class F is intended to separate out the modern R5 and Rally2 type cars from older 4WD Turbo cars such as Imprezas and Evos.

8. Awards

Awards will be presented as follows:

- 1st Overall, Two awards
- 2nd Overall, Two awards
- 3rd Overall, Two awards
- 1st in each class, Two awards
- 2nd in each class with 10 or more entries, Two awards
- 3rd in each class with 15 or more entries, Two awards
- The Andy Watson Star of the Rally Award, in memory of our former club member (awarded after the event)
- The Wooden Spoon for the last classified finisher

Additional awards may be presented, and these will be detailed in the Competitor Bulletins. No competitor may win more than one award.

9. Timetable of the event (subject to amendment)

Date	Time	Event
Wednesday 25th December	09:00	Regulations Published
Friday 3rd January	09:00	Entries open
Sunday 5th January	14:00	Initial entries for ballot close
Sunday 5th January	22:00	List of accepted entries published
Friday 10th January	23:59	Payment for initial entries deadline
Sunday 16th February	Before 22:00	Seeded Entry List and Final Instructions published
Thursday 20th February	23:59	Entries finally close
Saturday 22nd February	08:45	Rally HQ and media opens
Saturday 22nd February	09:00 to 17:00	Reconnaissance of stages
Saturday 22nd February	12:00 to 17:00	Scrutineering and Noise Test
Sunday 23rd February	09:00	First car leaves Ceremonial Start
Sunday 23rd February	15:21	First car arrives at Ceremonial Finish
Sunday 23rd February	From 15:50	Awards Presentation

10. Entry Fee

The entry fee is £795, which includes a payment to Carbon Positive Motorsport to offset the carbon emissions from the event. In addition, a fee of £50 will be charged for the hire of an electronic tracker for both the recce and the rally.

11. Service Area

Servicing this year will take place at Bishop Burton College. See SR 27 for full details.

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12. Entries

The online entry form must be used to enter the event and can be found on the website: https://www.bdmc.org.uk/east-riding-stages

The maximum number of entries will be 160 and if the number of initial entries received is greater than 160, the method of accepting entries will be as follows:

1. Beverley and District Motor Club reserve the right to offer up to 20 places at their discretion. These are generally for people who have either given a great deal to rallying in general, to the event, or to our club.
2. A total of 40 places will be offered to the Championships the event is part of, to allow their selection of preferred entries. These will be allocated at Championship discretion
3. Early entries will open online at 09:00 on Friday 3rd January 2025 and will close at 14:00 on Sunday 5th January. This will give everyone who wants to enter, time to do so. There will be no benefit in entering early within that period, as all entries received during those three days will be treated equally. Receipt numbers will be allocated on processing your entry.
4. No payment should be sent at this point.
5. Beverley and District will then use a random number generator to select 100 numbers from the entries received, plus we will choose up to 60 as shown in points 1 and 2. The remaining entries will again be randomly generated and these will form the reserve list in the order they are drawn.
6. Successful entries will be confirmed on the unseeded entry list which will be available via rallies.info later on Sunday 5th January.
7. Successful entries will be sent an email on 5th January, which will confirm your entry status and advise that you will have until Friday 10th January 2025 to make your payment. All fees must be paid by card via the Stripe online payment system.
8. If the entry fee is not received by the date and time stipulated, then the entry will be moved to the end of the reserve list and the first entry on the reserve list will be offered the place. The email confirming a reserve has a run will stipulate the date when the entry fee should be paid.
9. If the entry is not filled by 5th January 2025, then all entries will have been deemed to be accepted and payment will be requested as in point 6. All subsequent entries will be taken in the order of receipt of both an online entry form and payment.
10. If the reserve list exceeds 30% of the total entries then the system will be closed to further entries.

rallies.info

13. Withdrawal of Entry

Notice to withdraw a confirmed or reserve entry must be sent to the entry secretary at ersr@bdmc.org.uk as soon as possible.

If fees have been paid, these will be refunded by Stripe, less a £25 fee to cover the Stripe fees, which we cannot recover, providing a reserve entry is available to take the place or where the entry is withdrawn more than 2 weeks before the event.

Where no reserve can take the place of a withdrawal less than 2 weeks before the event, the only fees refunded will be the Motorsport UK permit fee and the tracker fee.

14. Officials of the Event

Motorsport UK Steward	Neil Fuller
Event Stewards	Rod Parkin and Steve Stringwell
Motorsport UK Safety Delegate	Nicky Moffitt
Clerk of the Course	Matthew Atkinson
Route Director & Deputy Clerk of the Course	Jon Binns
Deputy Clerk of the Course	Steve Waggett
Assistant Clerk of the Course & Deputy Resident Liaison Officer	Graeme Potter
Secretary of the Meeting and HQ & Safety Liaison	Nick Middleton
Event Safety Officer	Chris Dunhill
Spectator Safety Officer	Richard Banner
Event Resident Liaison Officers	Marc Mathison & Tammy Mathison
Event Publicity Officer & FanZone Director	Cat Lund
Senior Fundraiser	Richard Vincent
Spectator Area Manager	Mark Edwards
Event Equipment Officers	Matthew Dent & Gary Prosser
Accommodation & Documentation Co-Ordinator	Lis Binns
Chief Marshal	Jon Binns
Deputy Chief Marshal	Jon Leckenby
Stage Commanders and Deputies	Wawne Common – Paul Rees & Chris Nash Coom Hill – Martin Young & Paul Buckel Hatfield – Mark Wilkinson & Rob Yates Dunnington - Ian Evans & Mike Grantham Westwood – Dan Orme & Craig Fisher
Service Area Commanders	John Williams & Richard Hart
Rally Consultant	Lloyd Walker
Entries Secretary & Club Safeguarding Officer	Andrea Atkinson – ersr@bdmc.org.uk
81MHz Radio Controllers	Joy Hewson & Bill Winning Andy Smith & Katie Hinchliffe
Radio Repeater Manager	Chrys Worboys
Management Radio Controller	Ken Paterson
Chief Medical Officer	Jonathan Allen
Chief Timekeeper	Richard Blackshaw
Deputy Chief Timekeeper	Martin Pullan
Recovery Coordinator	Jonathan Armishaw

14. Officials of the Event (Continued)

Road Closer/Opener Deputy Chief Marshal Spectator Safety 000 Safety Delegate's Crew 00 0 Sweeper Interim Safety 1 Interim Safety 2 Interim Safety 3 Interim Safety 4 Set up crew 1A Set up crew 1B Set up crew 2A Set up crew 2B	Mike Petch & Ian Gibbins Jon Leckenby & Gavin Cross Gordon Roper & Richard Banner Steve Darvell, Dave Brodie & Chris Dunhill Richard Webster & Peter Stanhope Peter Billam & Jon Binns Gavin Smith & Keith Ashley Richard Rigg & Paul Schatz Alan Hill & Nick Dale John Smallwood & Tim Jameson Henry Lowthian & Neil Raven Martin Smith & Ken Cawood Lisa & Jim Maguire & Chris Andrews Mark Dickenson & Geoff Balls David and Russell Thompson Richard Lilley & Rob Forster
Chief Scrutineer	Paul Hewer
Deputy Chief Scrutineer	Matt Godber
Scrutineers	Ian Barber Mark Casey
Environmental Scrutineer	Richard Moyses
Results	Brian Thompson of Flying Finish & rallies.info
Competitor Liaison Officer	Val Thompson
Media Officer	Peter Scherer
Chief Driving Standards Observer	Sheron Gibbins
Recce Co-Ordinator	Martin Douglas
Chief Recce Observer	Chris Billam

If you wish to contact any of the event officials, please send an email to ersr@bdmc.org.uk and we will forward it to the appropriate person.

15. Official Notice Board & Rally HQ

Rally HQ and Rally Control will be at Beverley Racecourse. (///rider.tonal.mountains)

The official notice board will be on Sportity. There will be no physical notice board. All official documents will be added to the Sportity App and this should be downloaded by each team to keep up-to-date with any information that is published by the organisers. It's a free app available on all App stores. You will be advised of the access code and the link to use from a computer if you are successful in getting a run.

Once a notice has been issued via Sportity, all competitors will be deemed to have read it. Competitors are therefore strongly recommended to use the App on their phones and enable notifications.

We intend to send bulletins using Sportity during all of January and February, so please add the code to your phone.

16. Scrutineering & Sound Test

Scrutineering and Sound Test will take place at Lings Farm, adjacent to the Service Area. Full details will be provided in Final Instructions.

All vehicles must comply with Motorsport UK National Competition Rules.

Scrutineering will be in person for all vehicles.

A validated Competition Car Log Book or Passport (NCR 7.1, 13.10.7.4, 13.16.2) must be made available at Scrutineering and on demand throughout the event for each car. Cars must be taxed as required by UK law. A current MOT Certificate must be presented for all cars that are required by UK law to have one. At pre-event Scrutineering, cars will be examined for compliance with tyre and vehicle safety regulations as well as class eligibility.

Competitors should study the current Motorsport UK National Competition Rules (NCRs) and make sure they understand the technical regulations. Tyres used must comply with NCR 8.4.2 and remain road legal at all times. Tyres marked 'for racing purposes only' are not permitted. EU cars can be log booked before the start of the rally by prior arrangement. As per NCR 13.16.7.11, the maximum number of tyres will be 12.

Competitors will be allocated a Scrutineering and Sound Test Time. The Crew do not need to be present at Scrutineering.

All cars will be required to pass a pre-event Sound Test as per NCR 13.1.7 and 7.8.3 (100 dB(A) at 0.5 metres) and one or more subsequent Sound Test(s) during the course of the rally. ANTI-LAG SYSTEMS ARE PERMITTED.

Reminders: NCR 13.10.7.5: In conjunction with scrutiny of the Vehicle Drivers' and Co-Drivers' crash helmets, FHR Devices and overalls must be produced for approval.

On-board video cameras may be carried in competing cars in accordance with NCR 7.9. These cameras must be fitted before scrutineering and will be inspected. Images may be required to be given to the organisers, Motorsport UK and/or the Police should an investigation into an incident be required.

17. Insurance

Insurance

Vehicles must have a valid motor insurance policy which provides as a minimum, Third Party Liability cover that complies with the Road Traffic Act. This can be either, by extending an existing motor policy to cover the event, or, by purchasing additional cover, providing under the Event Road Section Scheme as an adjunct to an existing motor policy. If a competitor has an extension to their existing policy, they will be required to sign a declaration that the 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 to purchase additional Road Section cover via the organisers then they can do so prior to the event providing they comply with the following:

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

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. Any competitor who falls outside these parameters may be offered cover at equivalent terms or an agreed price, if approval from the Appointed Insurance Broker has been obtained by the event organisers, prior to the event.

Approval can be sought by sending an email to contact@reis.co.uk and provide the Drivers' name and date of birth, the date they passed their driving test, and details of any motoring claims and/or convictions.

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

The Event Road Section scheme is provided by ABC Insurance Brokers Limited and underwritten by Slipstream Underwriting a trading style of First Underwriting Limited.

The basic rate per driver for the Insured event, before any loadings will be £31.

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

Drivers with their own insurance must give the name and address of their insurance company together with their policy number on the entry form.

18. Third party damage

Where a competitor causes damage to third party property, the organising club will seek to recover the cost of repair from that competitor. If the cost exceeds £500, a claim will be made on the Motorsport UK insurance, so the maximum liability to the competitor will be £500. The club will endeavour to work with the property owner to minimise the repair costs.

19. Documentation

All licence and eligibility evidence (club card/championship registration) must be entered on the online entry form. Signing on will take place electronically via the online entry system between 2 weeks before the event and 3 days before the event.

Competitors are reminded of the Motorsport UK's requirements for Entrants Licences as laid down on the licence application form.

Non-Motorsport UK licence holders competing under Authorised Foreign Participation arrangements must produce a valid licence from their ASN.

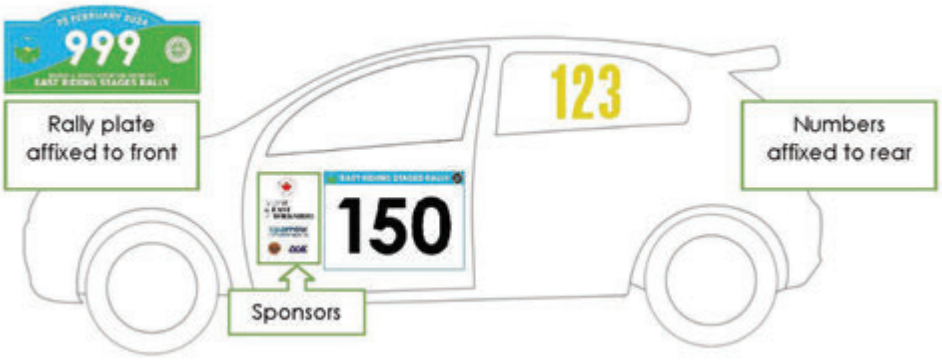
20. Identification

Competitors must make available to the organisers of the event, specific areas of the vehicle in accordance with NCR 6.1.9 for numbered plates to be affixed to bonnet, rear side windows, rear window and front doors in accordance with NCR 13.9.5 and NCR 7.10 (black numbers on doors, plus hi-vis numbers on rear side windows)

Competitors may be requested and will be obliged to carry further advertisements.

All previous Rally/Door Plates from previous events must be removed.

If the vehicle has crew names displayed anywhere, these must be correct for this event. Names on the back side windows must not obstruct the hi-vis numbers.



21. Reconnaissance

Competitors may make their own notes or purchase from our nominated suppliers: On the Pace Note UK and Pattersons Pacenotes. In all circumstances, competitors are advised that the organisers accept no liability or responsibility in the use of the subjective route notes.

Reconnaissance of the Special Stages is ONLY allowed on Saturday 22nd February 2025 between 09:00 and 17:00. Please don't request recce at any other time as this will not be allowed. Competitors will be allowed no more than two runs through each Special Stage. Competitors will be required to install the Sporttrax tracking app on a phone which must be always carried in the recce car and active whilst on the recce. The data from this app will be used to ensure that the rules of the recce are adhered to. It is the competitor's responsibility to ensure that their GPS is accurate for this purpose, and to locate the phone where it always has a clear view of the sky while on the recce. All speeds reported by the Sporttrax tracking app will be deemed to be accurate.

Any competitor found before 09:00 or after 17:00 on Saturday 20th February 2025 on any Special Stage will not be allowed to start the Rally. Traffic on Stages before Saturday 20th February 2025 will be regularly checked by the Police and Organisers, including through the use of surveillance cameras.

Identification supplied by the event must be displayed clearly on the top left of the windscreen, as looked at from inside the car, during reconnaissance.

Any Competitor found on a Special Stage after they have been published, without having registered or in breach of these regulations, will not be permitted to start the rally. The entry fee will not be refunded. This will be strictly enforced. Any local competitors who need to travel along the stages must apply to the entries secretary for exemption.

During the reconnaissance period there will be a 40mph speed limit on all Stages unless a lower limit is indicated by a traffic sign or a written instruction issued by the Organisers.

During the reconnaissance period the Police and organisers will arrange speed checks and general patrols of the Special Stages and roads used. "Quiet" boards will be used at PR sensitive locations. Competitors must observe a strict speed limit of 20mph between these boards during reconnaissance and refrain from wheel spinning, high revs or any other behaviour likely to cause a nuisance.

21. Reconnaissance (Continued)

Competitors, entrants or others found exceeding speed limits , driving or being driven at an excessive speed or in any way which, in the opinion of the organisers, causes or could cause danger or inconvenience to other road users or local residents, may be considered as bringing the sport into disrepute and their details will be passed to Motorsport UK.

The Organisers will appoint Judges of Fact to adjudicate on these specific regulations, but the decision of the Clerk of the Course will be final. Such decisions will be made irrespective of whether or not Police action is taken and irrespective of the outcome of such an action.

Only standard road vehicles, including 4x4 vehicles (such as Land Rovers), pick-ups (such as L200's), and if necessary service vans may be used for reconnaissance. Modified wheels are permitted. Roll cages are not permitted. Advertising may not be carried on cars used for reconnaissance. If there is any dispute as to whether a vehicle is standard, it must be presented for scrutiny to the organisers in advance. The decision of the organisers will be final. Any entrant, competitor or others found using a vehicle in breach of this regulation will not be permitted to start the rally. The organisers reserve the right to refuse the use of any particular vehicle.

The use of intercoms and headsets during reconnaissance is not permitted unless a letter of medical dispensation from Motorsport UK is produced at signing on.

Any entrant, competitor or competition licence holder who practices, reconnoitres, or causes any person to do so on their behalf in breach of these SRs will incur a penalty at the Clerk of the Course's discretion.

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EAST RIDING STAGES RALLY

23rd February 2025

FR / Jmp 80 ! ML → KR + Ċ

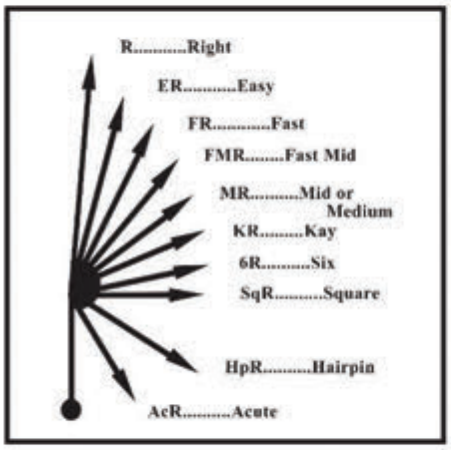
Fast Right over Jump 80 (yds) Caution Medium Left into Kay Right and Flat Crest

2R / Jmp 80 ! 4L → 5R + Ċ

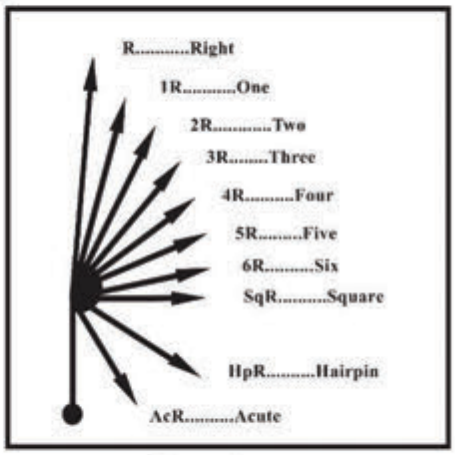
Two Right over Jump 80 (yds) Caution Four Left into Five Right and Flat Crest

These notes are designed to describe the road ahead, for a wide cross section of drivers and cars. They are not speed related, and must be interpreted according to road width, surface and conditions.

Bend Indication



Descriptive



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22. Vehicle Tracking

Each car will be fitted at Scrutineering with a transponder that will be used for safety during the event. These must be returned at the last control of the event. If you retire you must ensure you return these to the organisers along with your Damage Declaration. A fee of £200 will be charged for any transponder that is not returned.

23. Tulip and Map Road Book

Entrants will be supplied with a Tulip and Map Road Book at documentation, giving details of Special Stages and the location of controls. This document will provide all the information necessary to enable competitors to comply with NCR 13.12.3. Ordnance Survey map and GPS references may be included for additional clarity, but are not required to complete the route. Alternative routes to be used in the event of a blocked stage will also be included in an appendix at the end of the Tulip and Map Road Book. A colour map of the whole route will also be provided for additional clarity.

SPECTRUM

24. Driving Standards/Observers/Judges of Fact

Named Judges of Fact, appointed by the Organisers, will be on duty throughout the event to observe and report on any Competitor considered to be in contravention of these Regulations or the National Competition Rules.

The Chief Scrutineer appointed for the event is a Judge of Fact in respect of vehicle eligibility.

Sound Control: The Organisers will appoint Judges of Fact and or Driving Standards Observers, one of whom will be the Motorsport UK Environmental Inspector, to report on sound levels at any point. The penalty for excessive sound may go as far as Disqualification.

Judges of Fact at Special Stage Starts are empowered to deem/determine whether or not a competitor has made a false start.

All marshals positioned at a chicane, junction or corner which has, by artificial means, been altered to reduce the speed of the competing car on entry or exit, will be appointed as a Judge of Fact. Their submission as to whether the competing crew properly attempted to navigate the said tightened corner/chicane will be final. Failure to comply will incur a penalty.

All named officials will be Judges of Fact to report on infringements of these Supplementary Regulations and the Motorsport UK National Competition Rules, and will be supplemented by an additional list which will be issued as a bulletin.

The Organisers will appoint Driving Standards Observers in accordance with NCR 13.2.4.41-44.

Please note that the organisers have been particularly concerned on previous events to see and hear of competitors driving in an erratic manner on the public highway in order to warm their tyres, brakes and transmissions. We would like to make it clear that both the organisers and the Police view this activity as unacceptable and, if reported, we will penalise this under NCR 13.8.1.3.(l). The police of course could take action under the law which would then lead to further penalty under NCR 13.8.1.3.(k).

25. Red Flags

NCR 13.2.4.17. On any Special Stage where extreme circumstances make it necessary to authorise the movement of non-competing or rescue vehicles before the Special Stage is cleared of competing cars, a system of Red Flags will be in place. These will be located at all mandatory Radio Points apart from the Start and Finish. At these locations a rescue/emergency vehicle may re-enter the Special Stage following a shortcut.

Note that the new NCR rules refer to Red Signals, but we will be using red flags, and referring to them as flags for clarity.

26. Controls & Timing

Road Sections will be timed to the minute and Special Stages to the tenth of a second. The event will run using the Target Timing system, amended as follows: **Maximum Permitted Lateness will be 15 minutes between Main Time Controls (MTC's) (NCR 13.13.9.1.e). This lateness is penalty free except at MTC0.** Penalties as per NCR 13.8.1 apply.

Special Stages **(SS)**. Competitors will start all Special Stages at 1 minute Intervals except for Special Stages 5&6, where they will be interposed at 30 second intervals. In exceptional circumstances, cars may be required to start at 30 second intervals on all stages. A Bogey Time will be set at 80mph and a Special Stage Maximum Time set at approximately 30mph. These times will be defined in the Tulip and Map Road Book. All Competitors will receive penalties and accumulate lateness as follows:

a) Bogey Time or under Bogey Time, competitors will receive the Bogey Time.
b) Over Bogey Time, but under Stage Maximum, Actual Time Taken.
c) Over Stage Maximum, Stage Maximum.

Special Stage Arrival Time Control **(SSA)**. The Road Section to each Special Stage will end at a SSA and competitors are required to check-in as defined by their Target Time for the Section. In the event of early arrival, competitors must wait outside the control area until the minute preceding their Due Time.

Special Stage Start Control **(SSS)**. Once a time has been given at the SSA, a crew must proceed to the SSS where a Start Time will be given in hours, minutes and seconds. The Start Marshal will assume that the crew is ready to start the Special Stage and will issue a time as soon as the start line is clear, whether the crew is ready to start or not. The Special Stage Start will be operated by traffic lights linked directly to Digital Clocks. A jump start detection by a beam will be in place.

The Traffic Light Start Sequence is as below; no verbal warnings will be given and the competitor should leave the start on the Green Light:

15 Seconds: Red Light
10 Seconds: Red & 5 Amber Lights

5 Seconds: Red Light is extinguished and the 5 Amber Lights count down 5-4-3-2-1-0 Seconds
Green Light: Go

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26. Controls & Timing (Continued)

Special Stage Finish Control **(SSF)**. The Flying Finish will have a light beam which is linked to the digital clock at the stop line. At the SSF, a crew will be given their Finish Time in hours, minutes, seconds and tenths of a second. Any crew who fails to stop at the Special Stage Finish Control must not, under pain of Disqualification, reverse to the stop line, but must return on foot. The time given at this control in hours and minutes will be the Start Time for the next Road Section.

Main Time Controls **(MTC)**. At MTC0 cars will start at one minute intervals. Competitors must visit the last Main Time Control within Maximum Permitted Lateness and complete at least seven Special Stages to be classified as a finisher. MTCs will be defined in the Tulip and Map Road Book and will be located at the start and finish of the event, at rest halts and at other specified points.

Competitors may rejoin the rally after missing a Control or Special Stage at any Special Stage Arrival, or other time control. Before doing so, permission must be obtained from the CLO, who will advise where and when to rejoin. Any competitor whose car has been damaged will require to be seen by a scrutineer before being allowed to rejoin.

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27. Servicing & Refuelling

Servicing.

Servicing will take place at Bishop Burton College, where there are two separate service areas about 0.4 miles (650m) apart. Each one will hold around half of the competitors.

Each crew will be allocated an area about 8m by 8m (to be confirmed) for servicing. If a service crew is looking after more than one vehicle, please email us advising which receipt numbers you have been allocated. This will allow us to plan the service area.

All work carried out in the Service Area must comply with Health & Safety recommendations and the Motorsport UK Service Area Risk Management document. When any work is carried out on a competing car in the Service Area it must be parked on a non-porous groundsheet.

Service crews will not be permitted to go to the assistance of competitors who break down on a Special Stage. The organisers will endeavour to move cars which are in a dangerous position but do not guarantee to provide assistance in returning them to the Service Area although every effort will be made to clear broken down vehicles in between Special Stages.

The use of competitor management/emergency service vehicles ('chase cars') is not permitted. All servicing must be carried out in the defined service areas. No organised assistance on the route is permitted.

The speed limit in the Service Area is 15 mph.

27. Servicing & Refuelling (Continued)

Refuelling.

A designated area for refuelling will be located adjacent to the service area. The area will comprise of a Vital Equipment dispensing area and a self-refuel area.

Vital Equipment can provide the following fuels:

- Carless Hiperflo Turbo Ultimate DEV2, which is a 102-octane fuel designed for turbo cars.
- Carless Hiperflo 300, a 102-octane fuel designed for normally aspirated cars.
- Carless Hiperflo Super Plus (Super Unleaded), a 98/99 octane fuel similar to Shell V-Power.

The current price will be advised in the final instructions.

Competitors using the self refuel area must have deposited their BS standard fuel canisters within the self refuel storage area prior to 08:30 on Sunday 23rd February. Fuel canisters must be tagged, logged and released for use to your nominated person(s) only by the Event Environmental Refuel Scrutineer.

Refuelling may also be undertaken at bona-fide filling stations on route. These will be indicated in the Tulip and Map Road Book.

REFUELLING IN YOUR ALLOCATED SERVICE AREA IS NOT PERMITTED.

Additional time has been added to the schedule for the road section to allow for refuelling.

Each service crew must have a minimum 4.5 litre/kg capacity hand-operated fire extinguisher and a minimum 7 litre spill kit, in addition to those carried in the competing car.

Overnight Camping

Bishop Burton College will not permit overnight camping. However, vehicles may be left overnight as there will be security patrols taking place during the night.

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28. Damage Declaration & Damage to Third Party Property

At the conclusion of the event, competitors shall sign a declaration to the effect that they have not been involved in any incident that may have caused damage to persons or property. Alternatively, they should give details of any such incidents. Failure to comply will be penalised under NCR 13.13.14.4, 13.13.14.5 and may be reported to Motorsport UK for further action. Competitors who retire will be required to submit this form to the Secretary of the Meeting within 72 hours of the event. Failure to return this form may be penalised by a fine of up to £100.

Traffic furniture will be used to mark areas where it is necessary to protect verges and limit corner cutting. The correct route on Special Stages uses the sealed surface. In instances where competitors are judged to have intentionally used verges marked in this way as a short cut, they will be penalised.

East Riding of Yorkshire Council is very sensitive to any damage caused to road surfaces. If you have a puncture, you must not drive on the roads, but stop and change it when it is safe to do so. Any damage caused and/or costs incurred will be the responsibility of the competitor. Beverley and District Motor Club and East Riding of Yorkshire Council will seek full reimbursement.

29. Child Safeguarding Policy

Beverley Motor Club's Policy Statement on Child Safeguarding is:

The child's welfare is paramount.

All children, whatever their age, culture, disability, gender, language, racial origin, religious belief and/or sexual identity, have the right to protection from abuse.

All suspicions and allegations of inappropriate behaviour will be taken seriously and responded to swiftly and appropriately. As defined in the Children Act 1989, anyone under the age of 18 years should be considered as a child for the purposes of this document.

If you have any concerns about child safeguarding while at this event, please contact the Child Safeguarding Officer Andrea Atkinson, or report it to an official named in these Supplementary Regulations and they will instruct the Child Safeguarding Officer to contact you urgently.

30. Covid & Avian Influenza

These regulations were written using the current guidance for Covid and Avian Influenza (Bird Flu). In the event of disease restrictions forcing cancellation of the event, either because Motorsport UK withdraw the permit, the highway authority withdraw permission, or Government guidance does not allow us to compete, Beverley and District Motor Club reserve the right to withhold up to £50 of the entry fee paid by each competitor to cover unavoidable costs. We do not want to have to do this, but running an event of this scale is extremely expensive, and some of these costs will have to be paid even if we cancel, which could result in the club being at risk of going insolvent. We cannot cost-effectively insure against this, and so have to spread the risk with you all. We hope you understand.

If the guidance changes, the organisers will advise all competitors via the final instructions or via Sportity.

31. General Regulations

All other General Regulations of Motorsport UK apply as written except for the following which are modified:

NCR 13.10.7.42 The use of Pace Notes and Subjective Route Notes is permitted.

32. Penalties

Penalties will apply as per NCR 13.8.1, except for the following which are modified or added:

- 13.8.1.3.(a)(i) - Not completing a Special Stage, or OTL at a Control - 15 minutes plus stage maximum
- 13.8.1.3.(b) - Includes cutting of corners, driving on verges, hitting traffic furniture, and driving with a flat tyre beyond a point where it is safe to change a wheel - 10 minutes.
- Damaging or significantly moving an artificially tightened junction or a chicane - 1 minute for the first occurrence and then 2 x the previous occurrence for subsequent infringements.

33. Results, Protests & Appeals

Provisional and final results will be displayed on rallies.info. Links to the results will be posted on the Official Notice Board.

In the event of unforeseen circumstances, the organisers reserve the right to delete any Special Stage or Road Section from the final results. Notional Times may be issued in accordance with NCR 13.2.4.34 or NCR 13.2.4.38

Should the normal running of a Special Stage be stopped after the passage of one or more competitors for any reasons whatsoever and it proves impossible to allow other Competitors to cover the stage competitively, NCR 13.2.4.34 will be applied providing that at least 10% of the competitors expected at that stage have recorded competitive times. If fewer than that number have completed the stage competitively, the stage will be cancelled as per NCR 3.11.1.1.a. The organisers will aim to allow as many competitors as possible to compete on each special stage within the available road closure window . No preference will be given to higher seeded competitors.

Provisional results will be published online as soon as possible after the last car has finished. Protests and appeals must be made in accordance with NCR 2.4 and 2.9

These Results become Final when any Protest or Appeal time has expired and all official enquiries by the Clerk of the Course, all technical matters and all outstanding Protests or Appeals have been settled.

34. Aviation Safety - Drones & Helicopters

No person connected with any competing crew (including service crew) may fly a drone or a helicopter at any point in the vicinity of the route of the event or in the service area.

35. Carbon Offsetting

The East Riding Stages Rally has a strong commitment to mitigating the environmental impact of the event. In 2022 we were the first UK rally to offer our competitors the opportunity to offset their emissions from their fuel usage, and we remain the only event to fully offset the carbon emissions generated by our spectators.

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We arrange our carbon offsets through Carbon Positive Motorsport, who are the world's first carbon offsetting provider dedicated to motorsport. They provide high quality carbon offsets from UK based certified woodland and rewilding projects. These projects are certified by the UK Woodland Carbon Code and the event's offsetting will be publicly recorded in the UK Land Registry.

The entry fee includes participation in this initiative for the benefit of the environment, the perception of our sport, and the support of our community in enabling the event to run.

We are purchasing a Carbon Positive level of offsetting, which offsets double the estimated carbon footprint for the event by combining immediate carbon reduction units from verified overseas reforestation projects, with future offsets from UK-based Woodland Carbon Code projects. This ensures emissions are offset immediately and also in the future as UK projects mature and become fully verified, doubling the positive impact. Overall, we expect to offset a minimum of 37,000kg of CO2e. However, if competitors wish to opt out of this valuable way of protecting our planet, please contact the organisers.

We look forward to welcoming you to the East Riding Stages Rally.