



FINAL INSTRUCTIONS. CETUS STAGES 12-5-2019.

This meeting will be governed by the General Regulations of the Motorsport UK (Incorporating the provisions of the International Sporting Code of the F.I.S.A.), these Supplementary Regulations and any other written regulations that the Clerk of the Course or Secretary of the Meeting may issue for the event.

Dear Competitor,

Thank you for your entry. Your support for this event is much appreciated and we hope you enjoy the rally. If you need to contact the organisers on the day of the rally you can ring this mobile number 07479 897103.

We have a large entry and we have limited service area space. In order for all competitors to have ample service space, you are restricted to bringing only one vehicle into the service area per competing car; this includes those vehicles of your family, friends and hangers on. Note that this will be strictly enforced (see penalties section below).

There is ample free public parking space outside the venue for additional vehicles.

Three Sisters is a noise sensitive venue, in particular before the event commences, please keep use of engines to an absolute minimum before the noise test. Excessive revving of engines before this time is not allowed.

Three Sisters is a race circuit and the carrying of spare wheel and equipment to change a wheel is mandatory. This will be checked at scrutineering and throughout the course of the event (see penalties section below).

Please note that the venue gates will be opened at 0700hrs, if you arrive earlier, then queue on the left hand side of the road only so as to allow access for the organisers to open the site. Do not block the gates.

Event format.

- 1) Your start number is as per the entry list, proceed to scrutineering, Car 1 is due at 07:15, Car 2 at 07:16 and so on, please ensure your competition numbers, championship and rally sponsors decals are in place on your vehicle before you present your vehicle to the scrutineers (SR19). *Note: Collect your **process card** and event sponsor decals from the vehicle parked at the start of the pit lane. Numbers will be given out here.* As the route to scrutineering is via a portion of the circuit, use the route as defined in the final instruction pack. **You must under no circumstances deviate from this route.**
- 2) For scrutineering purposes, **please ensure that all necessary documents are in your possession**, failure to comply may result in a non-start.
- 3) Crews must be signed on by 09:00hrs, failure to comply may result in a non-start. **Please report to documentation straight after you have been scrutineered, ensuring that you have all necessary documents including the progress card for documentation in your possession.**
- 4) There will be a drivers/co-drivers briefing at 09:30hrs by the scrutineering hut. All drivers/co-drivers must attend. After the briefing Time Cards & Road-books will be given out.



- 5) M.T.C. 1 times (starting order) for each competitor will be on display on the Official Notice board in the documentation office, no later than 09:40hrs Note: there will only 1 car booking into MTC 1 per minute.
- 6) **The noise test will take place prior to M.T.C. 1.** All cars are due at noise 5 minutes before due their MTC1 time (see point 5). Your process card will only be signed upon passing the noise test **R 4.1 –R4.1.7**
- 7) In order to start, crews must hand in their fully completed and signed up process card at MTC1. No card no start.
- 8) The stages will be run in pairs with a short road link in between the finish of the first stage and the start of the second. A road time provision will be made for this on your time card.
- 9) Cars starting stage 1 will start at one-minute intervals as will cars starting stage 2. E.g. Once car 1 has completed stage 1, it will report to stage 1 finish for the finish time to be recorded on the time card, The car will then proceed to stage 2 arrival control taking into account the allocated road time, at this arrival control a provisional start time will be given. A corrected start time may be also be given. Cars starting stage 2 will be starting the stage at 30 seconds difference to those starting stage 1
- 10) Upon receiving your stage 2 finish, proceed to the Passage Control (PC) for handing in the time card and receiving your service time (see SR24). By adding the service time to that of the hours and minutes of your stage 2 finish time. This will then give you your stage arrival for the next stage.
- 11) The points 8 through 10 will be repeated for each pair of stages i.e. stages 3 & 4, 5 & 6, 7 & 8, 9 & 10, 11 & 12 respectively. Upon the conclusion of stage 12, hand in your time card at MTC2 along with your completed damage declaration form.
- 12) Competitors **MUST** carry a spare wheel and the relevant tools to change it if required before the next stage. There will be an area specifically reserved for doing this which will be classified as not being within the time control. The maximum time allowed for this will be 5 minutes.

Time Controls.

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

Main Time Control (MTC).

Main Controls will be situated at the Start and Finish of the Rally. Competitors will start at one car per minute. Each competitor will be given a due starting time from any MC (OUT) and the difference between this time and the actual starting time will be counted towards any exclusion for overall lateness. Also a time penalty will be applied. Competitors will be penalised for each minute that they are late at such a control.

Competitors will restart from any MC (OUT) with zero lateness, penalty subject to ASR 14.4.

Special Stage Arrival Control (SA).

On arrival at a SA a competitor will receive an arrival time and a provisional start time. This will be a minimum of three minutes after your arrival time (R 31.2.11). A start time for the stage will be in hours, minutes and, (if competitors are to start at thirty second intervals) seconds. The competitor, when instructed to do so, must then proceed immediately to the start control.



Special Stage Start Control (SS).

At the SS a competitor will be given a start time (normally the provisional start time given at the arrival) for the stage in hours, minutes and seconds (subject to thirty second approval). Start procedures as section 22 of the Supplementary regulations. As each section is timed separately, the time taken from SSA to SSS is 'dead time' and delays are automatically allowed for. The area between the SA and SS is Parc Ferme (R.38.1.6, R.38.2, R.38.2.1)

Special Stage Finish Control (SF).

At SF a competitor will be given their finish time in hours, minutes and seconds, this time will be the start time for the next section. Any competitor who fails to stop at the stop line must return on foot. Reversing the car is prohibited and subject to the penalty of exclusion (R.25.6.1 and R.32.2.p)

Other Controls

The following titles shall describe the types of control other than time controls.

Passage Control (PC).

At certain points indicated in the road book, the organisers will establish a PC to collect time cards (but not record a time) from competitors or other purposes. A competitor failing to provide the necessary documents at any PC will be deemed not to have reported there and will be considered to have retired (R.32.2.a), (ASR.15.e).

Service.

Due to the nature of the Rally, the organisers may alter the amount of service available. The minimum time will always be no less than thirty minutes.

Control Procedures.

This is a clarification of Control procedures as stated in (R30.2) that competitors should comply with:-

- a) The check in procedures begins at the moment the car enters the time control area.
- b) The actual timing and entry of the time on the card may only be carried out if the two crew members and the car are within the control area. Between entering the control area and the control the crew is forbidden to stop for any reason or to drive at abnormally slow speed.
- c) The check-in time shall correspond to the exact moment that at which one of the crew members hands the time card to the appropriate marshal, who will then enter on the card the actual time at which the card was handed in and nothing else.
- d) The target check-in time is the responsibility of the crew alone, the crew may consult the official clock.
- e) The crew will incur a penalty for early arrival if the car enters the control area before the minute preceding the target check in minute. The crew will not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the check-in minute. *(Example: A car has left the previous stage finish at 11.04.40 on a section*



for which the target time is nine minutes. It is therefore due at the next time control at 11.13. It arrives at the yellow advance control board at 11.08, stopping before the yellow board. The car is permitted to enter the control area any time after 11.12.00. The time card may be handed in at any time between 11.13.00 and 11.13.59 and a time 11.13 will be recorded.)

f)

Penalties, G.R and S.R Modifications.

Penalties will be applied as printed in the Motorsport UK General Regulations (R), page 334 Chart R.32.2 except as modified below or as defined in SR's:

- a) Not complying with a requirement of the road book/stage route or these ASR's for which no other penalty is specified. **10 minutes.**
- b) Dangerous corner cutting. Judges of fact/DSO's will be in operation.
1st Offence 1 minute, 2nd Offence Stage Maximum.

The following offences carry a **Penalty of Disqualification.**

- c) Speeding in the service area and connecting roadways. See point 4 below.
- d) Driving in the reverse direction on a special stage or reversing to a "STOP" line.
- e) Causing an obstruction on an access road to a special stage or on a special stage.
- f) Contravention of D.35, and H.39 misuse of drugs and alcohol.
- g) Failure to notify to the organisers damage to property or persons.
- h) More than one vehicle per competing car in the service area.
- i) Failure to carry a useable spare wheel and equipment required to change it.

To be classed as a finisher, a car with its crew must complete the course without incurring the penalty of Disqualification.

Additional Information.

1. Catering & toilet facilities are available at the venue.
2. Petrol is not available at the venue, please ensure the safety of your crew when re-fuelling, wear fire proof overalls and have someone standing by with a fire suitable extinguisher.
3. Two six-litre fire extinguishers are located in the paddock near the results office.
4. Please observe the 5mph speed limit in the paddock area, we don't want anyone injured.
5. No smoking in the paddock this includes your service crew.
6. Please read up on health and safety, info. It is on display on the official notice board,
7. and on the Motorsport UK website.
8. Please dispose of all your rubbish, except hot coals in the many bins provided at the venue.

Have an enjoyable day's motor sport,

Alan S. Bibby, Secretary of the meeting.