



ABR ROOFING RALLY 2013

ANNOUNCEMENT: East Ayrshire Car Club Will promote a National B permit, single venue special stage rally called the ABR Roofing Rally and will be held wholly within Kames Motorsport Complex on Sunday 20th October 2013

1. **JURISDICTION:** The meeting will be governed by the general regulations of the MSA 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:** MSA permits 78283 and 78284 have been issued for this event

3. **CHAMPIONSHIPS:** The event is a round of the East Ayrshire Rally Time Trial Championship 2013

BRICK AND STEEL JUNIOR 1000 ECOSSE CHALLENGE 2013

Five of Clubs Rally Chamionship 2013

4. **ELIGIBILITY:** The event is open to all fully elected members of the organising Club and any fully elected

members of clubs affiliated to S.A.C.C., A.N.C.C, A.N.I.C.C A.N.E.C.C.C. and Junior 1000 who hold a valid

MSA Competition License for the event.

5. **MEMBERSHIPS / LICENSES:** All competitors must produce a valid Club Membership Card and a 2013

Competition Licence valid for the event. An Entrants licence will be required when an entry is made in the name

of a commercial firm. (Licence no. Must be quoted on entry form).

6. **DECALS:** There will be event sponsors decals to be placed above the door numbers of each car, one either side, failure to do so will result in exclusion.

7. **PROGRAMME:** Scrutineering will be between 7am & 8.30am on **20th October 2013. Saturday night**

scrutineering may also be organised depending on numbers.

Any competitors not signed on 30 minutes before his / her start time will be deemed a non-starter and the competition number will be allocated to a reserve.

The first car will start at 09.00 hours Interim results will be posted at signing on and the Award presentation will take place at the venue.

8. **ROUTE:** The event will be contained wholly within the perimeter of Kames Motorsport Complex.

There will be a total of 16 special stages totalling approx 20 miles . The surface will be 100% Tarmac. Competitors will be supplied with a diagrammatic road book together with time cards at

signing

on, these documents will provide all the information necessary to comply with K19.1.

The organiser' 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.

9. **PERMITTED FUELS:** Competitors are only permitted to use fuel that conforms with the definitions of Pump Fuels in the 2013 MSA Yearbook. No other fuels are permitted.

10. **VEHICLES:** All vehicles must comply with MSA Technical Regulations. Special stage logbooks will be required

and must be presented at Scrutineering. For special stage rallies the maximum noise level is 100Db at

0.5

metres as per (R4.1.2). Any vehicle exceeding the permitted noise level will not be allowed to start.

Vehicles that are not taxed must carry a registration mark and the registration documents and current MOT must be

produced

at Scrutineering. Please refer to Blue Book regulation (r4) regarding internal switch isolator.

11. **TYRES:** PERMITTED TYRES



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PLEASE NOTE THAT THE USE OF GRAVEL/SNOW TYRES WILL NOT BE PERMITTED UNLESS DEEMED NECESSARY BY THE ELIGABILITY SCRUTINEER. IT IS THE RESPONSIBILITY OF EACH COMPETITOR

TO ENSURE THAT THE CORRECT WIDTH OF TYRE IS USED FOR THEIR CLASS.

CLASSES : The event will consist of 5 classes as follows :-

CLASS Junior 1000 = Up to 1000 and registered for championship

CLASS 1 = UP TO 1400cc

CLASS 2 = 1401cc TO 1700cc

CLASS 3 = 1701cc TO 2099cc

CLASS 4 = 2100 cc AND OVER

The exact cubic capacity MUST be declared on the entry form and that MUST be the class entered in the

event. False declaration will result in exclusion.

Cars with forced induction and rotary engines will have their actual capacity increased by 1.7 times their cc.

12. AWARDS.

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

1st Overall: Driver and Navigator - An award

2nd Overall: Driver and Navigator - An award

1st and 2nd in class: Driver and Navigator - An award

(1st and 2nd Overall will not be eligible for class awards)

Junior 1000 awards for 1st and 2nd in class only

Highest placed Crew who are both a member of EACC - An award

Highest placed Lady crew member - An award

13. RESULTS: Provisional results will be published at the finish as soon as possible after the end of the event.

Protests must be lodged in accordance with the MSA Blue Book. Ties will be resolved as per (R40.1.2).

14. ENTRIES: The entry list opens on receipt of these regulations and closes finally on SATURDAY 13th October 2013.

The entry fee is £125.00

Junior entry will be £110

All entries must be made on the official entry form and be accompanied by the appropriate fees. All cheques and

postal orders should be made payable to East Ayrshire Car Club, and crossed. The maximum entry for the event (including reserves) is 30, the minimum is 15. The maximum for each class is 10, the minimum is 3.

Should any of these minimum figures not be reached, the organisers reserve the right to either cancel

the event

or amalgamate classes as necessary.

The entries secretary for the event to whom all entries must be sent is:

Jacqueline Bryson

Howford

Catrine

KA5 5JX

TEL 01290 553716

Entries will be accepted as follows - first 30 opened accepted. Entry fees may be refunded, less an administration fee of £30.00, for entries withdrawn before SATURDAY 20TH October 2013. Entries withdrawn after this date up until 48 hours before the event – 50% of entry fee will be refunded.

Thereafter

refunds will at the discretion of the organisers.

Reserve entries that are not accepted will have their entries returned in full. In the event that the rally is

abandoned or postponed entry fee' will be repaid less £30 administration costs.

15. DAMAGE DECLARATION: Competitors will be required to sign a report detailing whether they have been



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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 (R40.1.3). Any information

given will not incur a penalty, but failure to hand in a duly completed form will be penalised by EXCLUSION and

will be reported to the MSA for further disciplinary action. **The Competitor is responsible for the first £350.00**

of each or any such claim.

16. MEDICAL ASSISTANCE: All Competing cars must carry an A4 sized SOS board and a black OK 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 us

any means at their disposal to resolve the situation.

The penalty for displaying an SOS board when urgent medical assistance is not required is EXCLUSION with a

report being submitted to the MSA.

The Penalty for not stopping at an SOS board is EXCLUSION.

If NO medical assistance is required after an accident 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.

17. MARSHALS: WE NEED TO ATTRACT MORE MARSHALS SO PLEASE BRING SOMEONE IF YOU CAN

18. 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 be

excluded. 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.

Procedure:-

Main Controls (MTC'MTC' are situated at the Start, Exit, Entrance 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



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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)

On arrival at SSA, the competitor must be ready to start the stage with helmets 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. 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 exclusion, reverse to the Stop line but must return on foot.

Card Collect (CC)

CC' will be situated at the end of each stage after the Stop line. The organisers will establish CC' in order to

collect time cards from competitors.

IF ANY COMPETITOR HAS DOUBTS OR QUERIES REGARDING THE ABOVE THEN IT IS THEIR

RESPONSIBILITY TO GAIN CLARIFICATION FROM THE CLERK OF COURSE PRIOR TO THE START OF

THE EVENT.

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

a) 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 be excluded.

Maximum lateness on this event is 10 minutes.

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

b) 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 tyre repairs, cleaning windows and lights : 10 minutes

Driving on the grass (1st offence) 5 minutes

Driving on the grass (2nd offence) EXCLUSION

Taking an incorrect route on a special stage (1st offence) Stage Maximum

Taking an incorrect route on a special stage (2nd offence) EXCLUSION

Striking a route marker e.g. tyres, stakes or bales 30 seconds

c) The following offences will carry the penalty of EXCLUSION :

*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 and crash helmets on a special stage.

*Failure to have fire extinguisher armed in a special stage. *Misuse of the "" symbol on a special stage.



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20. OFFICIALS:

MSA Steward TBC

Club Stewards - Ian Gemmell

Clerk of the Course - George Bryson

Secretary of the Meeting - Jacqueline Bryson

Chief Scrutineer - Drew Anderson

Chief Timekeeper Stan Thorogood

Entries Secretary - Jacqueline Bryson tel 01290 553716

Results Officer Raymond Mann

Chief Medical Officer - Dr John Freestone

Recovery - George Winder

Chief Marshal- Allan Rae

Rescue - Merrick Rescue

Junior Formula 1000 Rally Challenge 2013

This year the Albar Kames Trophy Rally has been selected to run a round of the **Junior Formula 1000 Rally Challenge 2013** as defined by the

championship rules. As part of the MSA 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 main part of the event on the stage at the same time

as the Junior'

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 J1 upwards.)

PENALTY FOR DISOBEYING THIS INSTRUCTION WILL BE EXCLUSION FROM THE EVENT, REPORTING TO

THE STEWARDS OF THE MEETING AND THE MSA.

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