

The John Mulholland Motors Ulster Rally

SUPPLEMENTARY REGULATIONS

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Organised by: **THE NORTHERN IRELAND MOTOR CLUB LIMITED**
Web Address: **www.ulsterrally.com**

Foreword

Welcome to the Regulations for the 2018 John Mulholland Motors Ulster Rally. This year we have moved our base back to the Antrim and Newtownabbey Borough Council area where we were last based in 2012.

The event will be centred on Antrim town with our Headquarters, Rally Offices, Scrutiny venue, Central Service Area and the Start and Finish being based in the town. Principal controls on Friday and Saturday will be operated in the centres of Ballyclare and Randalstown.

From Antrim the rally will go North and East on day one to the classic North Coast and Glens stages while day two will see the rally going out to the West. The central service area will remain in Antrim town throughout the event.

Our headline sponsor is once again John Mulholland Motors whose Randalstown showrooms are only four miles from the core of the rally. John himself has been heavily involved in rallying for over thirty years and we are indebted to him for providing a very significant commitment to our event. John Mulholland Motors operate three franchises consisting of Skoda, Hyundai and Ford, all of which share a strong rallying pedigree.

The overall time schedule for the event has a choice of Recce days. Scrutiny is on the Thursday night or Friday morning, with an optional Shakedown stage on Friday morning before a lunch time Start at Antrim Castle. After the final stages the finish will be back in the same location in Antrim on Saturday afternoon.

In 2018 we welcome to Northern Ireland, Antrim and Newtownabbey, Ballyclare and Randalstown the contenders from the FIA European Rally Trophy (Celtic Cup), the MSA Prestone British Rally Championship and the Irish Tarmac Rally Championship.

Also this year we are offering a John Mulholland Motors Ulster Saturday Rally, which will take place over the six stages on Leg 2 of the event.

I would like to draw your attention to a few key points:

- **Entries may be submitted on-line on www.ulsterrally.com** and there will be facilities available to enable competitors to check the status of their entry. We would encourage people to use this facility if possible for speed, accuracy and less onerous administration.
- There will be a single Service Park located at the Central Car Park in Antrim. **No servicing of any nature is permitted outside this Service Park.**
- Space in this Service Park is limited and each rally car will be allowed one service vehicle within the entry fee structure. **Other vehicles may apply for a Permitted Vehicle pass, at a fee (£ 200), but are not automatically guaranteed a space. The space will only be confirmed after the fee is paid and the first come, first served principle will apply.**
- Fuel, Re-fuelling and the use of generators within the Service Park will be strictly controlled. Please see Rally Guide 1 and the more specific guidelines to be issued later. **Any contravention may result in a Service Crew and their equipment being asked to vacate the Service Area for the duration of the event.**
- Timing on Special Stages will be to one-tenth of a second, with a 'traffic lights' start signal, incorporating a jump-start beam and a 'beam timing' finish signal system. Timing will be from the **Stage Start Control to the next Arrival or Regroup Control.**

We are very pleased to offer competitive entry fees and also have special ferry deals for overseas crews – please see the web-site for more details. I hope this will help you to enter the event, and that you will have a safe, enjoyable and challenging rally.

Robert Harkness
Event Director

Antrim Locations Map



SUPPLEMENTARY REGULATIONS

1. INTRODUCTION

- 1.1 There will be three separate rallies, the Ulster International Rally, the Ulster National Rally (A & B combined) and the Ulster Saturday Rally all these will be run in compliance with:
- The FIA International Sporting Code (ISC) and its Appendices
 - The 2018 FIA Regional Rally Sporting Regulations (RRSR), including Section V1 – FIA European Rally Championship/Trophy
 - The Motor Sports Association (MSA) National Sporting Regulations, which comply with the FIA regulations
 - The 2018 Motor Sports Association Limited (MSA) technical regulations for national homologated cars and
 - These Supplementary Regulations (SR).

Modifications, amendments and / or changes to these Supplementary Regulations will be announced only by numbered and dated bulletins (issued by the organiser or Stewards)

Pre-event information, plus travel, accommodation and local information is available in Rally Guide 1, which can be downloaded from the web page.

Additional information will be published in Rally Guide 2, available online on Saturday 28th July and issued from Saturday 11th August 2018

A copy of the 2018 FIA Regional Rally Championship Sporting Regulations may be downloaded from the competitor's page on the Ulster Rally web site, at <http://www.ulsterrally.com> and from the FIA web site www.fia.com

Note: References in these regulations to the various Regulations listed above will be denoted by the abbreviations for each set of regulations.

Place and date of rally: Antrim, 17th / 18th August 2018

1.2 Road Surface: 100% asphalt

1.3 Overall SS distance and total distance of the itinerary

	Ulster Rally	Ulster Saturday Rally
Total distance of the course:	489 miles	251 miles
Number of special stages:	11	6
Total distance of special stages:	104 miles	58 miles
Number of sections:	5	3
Number of legs:	2	1

2 ORGANISATION

2.1 Titles for which the rallies count:

The FIA Celtic Rally Trophy 2018 for Drivers and Co-Drivers
The FIA Celtic Rally Trophy 2 (ERT2) for Drivers and Co-Drivers
The FIA Celtic Rally Trophy 3 (ERT3) for Drivers and Co-Drivers
The FIA Celtic Junior Trophy (ERTJ) for Drivers and Co-Drivers
The British Rally Championship (MSA Permit No 2018/007, Status: National A – NEAFP)
2018 ITRC Rally Championship (MI Permit Number 08/2018)
2018 Irish Tarmac Historic Championship (MI Permit No 04/2018, Status: National A)
2018 ITRC Modified Rally Championship (MI Permit No 09/2018, Status: National B)
2018 ITRC Junior Rally Championship (MI Permit No 10/2018, Status: National B)

2.2 Visa Numbers:

FIA Visa Number:	19ERT/290618	Date of issue:	29/06/18
MSA Permit Numbers:	International - 106207	Date of issue:	05/03/18
	National (Dual) - 106208	Date of issue:	05/03/18
	National B (Junior event) - 106209	Date of Issue:	05/03/18
	Saturday Rally - 108071	Date of Issue:	19/06/18

Note: International licence holders in homologated cars must enter the International Permit event (classes A1 to A5 listed in Article 4.3.6) using the **International Entry Form**. Competitors wishing to score points in the FIA Celtic Rally Trophy must enter the International event.

Competitors entering the National Dual (Nat A and Nat B) Permit event must enter using the **National Entry Form**.

National A competitors can enter classes A1 to A6 listed in Article 4.3.6 and classes H1 and H2 in Art 4.3.7.

National B competitors can enter classes B1 to B10 listed in Article 4.3.11 and classes H1 and H2 in Art 4.3.7.

Competitors entering the **Ulster Saturday Rally, including TROA Junior entrants** must enter using the **Saturday Rally Entry Form** and can enter classes S1 to S10 and J1 and J2 listed in Art 4.3.11.

2.3 Organiser's name: The Northern Ireland Motor Club Limited

Address and contact details:

Address of Secretary of the Meeting:

All communications to: Rally Secretariat, The Northern Ireland Motor Club Ltd.
46 Knocknagin Road, Desertmartin,
Magherafelt. BT45 5LQ
Telephone: +44(0)7780 609 841
e-mail: lhenny@ulsterrally.com

ALL COMMUNICATIONS DURING THE TIMES LISTED IN ARTICLE 2.8 ARE TO BE DIRECTED TO:

Rally Administration Office, Holiday Inn Express, Antrim
Telephone: To be advised in Rally Guide 2
e-mail: pbiggerstaff@ulsterrally.com

Media enquiries to: Simon Fullerton, Ulster Rally Media Officer,
Telephone: +44(0)7745 891 227
e-mail: media@ulsterrally.com

2.4 Organising Committee:

Neil Anderson	Murray Armstrong	Paul Biggerstaff	Plunkett Boyle
Henry Campbell	John Clarke	Ian Connolly	Ian Duff
Alan Elliott	Simon Fullerton	Declan Gannon	Ian Giboney
Brenda Gordon	David Gray	Louise Hannan	Robert Harkness
Lois Henry	Michael Johnston	Angela Jordan	Margaret Kelly
George Kennedy	Simon MacRory	Denise McCanney	Declan McCay
Stephen McCay	Paddy McCollum	Duncan McGregor	Wilbert McIlmoyle
Bob McKeown	Gary Milligan	Nicky Moffitt	Ursula Mullan
Philip Murray	Gerry O'Doherty	Dr Stephen Reaney	Bryce Sands
Richard Swanston	Barry Taggart	Drew Todd	Wayne Turkington

Stage Teams:

Barry Arundell	Ryan Campbell	John Comiskey	Mal Haveron
Paddy Haveron	Patricia Laverty	Kevin Lynam	Ronnie McAleer
Alan McClelland	Brian O'Kane	Terry Patterson	Matt Potter
Carol Ann Scott	Brian Wilson	William Wylie	

2.5 Stewards of the Meeting:

Tom Walsh	(Appointed by FIA)
Andrew Kellitt	(Appointed by FIA)
John Arnold	(Appointed by ASN/MSA)

2.6 FIA Observer: Andrew Kellitt
MSA Safety Delegate: John Richardson

2.7 Senior Officials:

Event Director:	Robert Harkness	E: rharkness@aldebaranconsultants.com
Clerks Of The Course:	Philip Murray	E: pmurray@ulsterrally.com
Deputy Clerks Of The Course:	Bryce Sands, Ian Connolly, Gary Milligan, Neil Anderson, Duncan McGregor, Paul Biggerstaff, Plunkett Boyle, Louise Hannan,	
Assistant CoC's	Barry Taggart, Wayne Turkington	
Secretary of the Meeting:	Lois Henry	E: lhenry@ulsterrally.com
	46 Knocknagin Road	T: +44(0)7780 609 841
	Desertmartin	
	Magherafelt.	BT45 5LQ
Entries Secretaries		
Classes A1 to A6; H1, H2:	Denise McCanney	E: dmccanney@ulsterrally.com
		T: +44(0)7391 602 049
Classes B1 to B10; S1 to S10; J1and J2:	Lois Henry	E: lhenry@ulsterrally.com
		T: +44(0)7780 609 841
Chief Safety Officer	Wayne Turkington	
Chief Medical Officer	Dr Stephen Reaney	
Spectator Safety Officer	Wayne Turkington	
Chief MSA Scrutineer:	George Kennedy	
Event Eligibility Scrutineer	Rab McDonald	
Environmental Scrutineer:	Peter Clingan	
Competitor Relations Officer:	Ursula Mullan	
Chief Service Park Official:	Angela Jordan	
Chief Equipment Officer:	Murray Armstrong	
Chief MSA Timekeeper:	Margaret Kelly	
Environmental Officer	Declan Gannon	
Chief Results Officer:	Wilbert McIlmoyle	
Chief Communications Officer:	Brenda Gordon,	
Course Managers:	William Fullerton, Robert Harkness, David Gray	
Stage Safety Officers:	Derek Graham, Des O'Loan, Chris Beck, John McLernon	
Chief Marshal:	Ian Connolly	
Deputy Chief Marshal:	Simon MacRory	
Child Protection Officers:	Simon MacRory, Ursula Mullan	
Results:	Paddy McCollum	
A & N Borough Council Officer:	Karen Steele	
Chief Scrutiny Area Official:	Bob McKeown	
Manager of Non-stage Controls:	Richard Swanston	
Re-fuel Area Controller:	Stephen McCay	
Parc Fermé Controller:	John Clarke	

2.8 HQ location

The Junction Shopping Complex, Antrim

Rally Administration Office Holiday Inn Express, Antrim

Telephone: To be advised in Rally Guide 2

Times:	Saturday 11 August	17:00 to 20:00 hours
	Sunday 12 August	07:30 to 11:00 hours
	Wednesday 15 August	17:00 to 20:00 hours
	Thursday 16 August	07:30 to 21:00 hours
	Friday 17 August	08:00 to 00:30 hours (Sat)
	Saturday 18 August	06:30 to 20:00 hours

Official Notice Board

Location: Rally Office Holiday Inn Express, Antrim

Times: At the times stated above

3 PROGRAMME

Tuesday 26 June 2018		
09:00	Supplementary Regulations published and opening date for entries	Web page: www.ulsterrally.com
Wednesday 25 July 2018		
12:00	Early closing date	
Saturday 28 July 2018		
	Rally Guide 2 published	www.ulsterrally.com
Wednesday 1 August 2018		
12:00	Final closing date for entries	
Saturday 4 August		
	Seeded entry list published	
	Scrutineering schedule	posted with seeded entry lists
	Issuing of Road and Map books	download only
Saturday 11 August		
From 17:00	Rally Administrative Office open for Collection of material and documents	Rally Administrative Office, Holiday Inn Express, Antrim
From 17:00	Rally Guide 2, Road and Map Books available for collection	Rally Administrative Office, Holiday Inn Express, Antrim
17:00 - 20:00	Reconnaissance registration and administrative checks	Rally Administrative Office, Holiday Inn Express, Antrim
Sunday 12 August		
07:30 - 11:00	Reconnaissance registration and administrative checks	Rally Administrative Office, Holiday Inn Express, Antrim
08:00	Reconnaissance starts – Day 1	
22:00	Reconnaissance ends – Day 1	
Wednesday 15 August		
17:00 - 20:00	Reconnaissance registration and administrative checks	Rally Administrative Office, Holiday Inn Express, Antrim

Thursday 16 August		
07:30 - 11:00	Reconnaissance registration and administrative checks	Rally Administrative Office, Holiday Inn Express, Antrim
08:00	Reconnaissance starts – Day 2	
14:00	Opening of the Service Park	Central Car Park, Antrim
17:00 – 20:30	Scrutineering - sealing and marking	Stewart Commercials, Antrim
17:30 – 20:30	Final Administrative checks	Rally Administrative Office
17:00 – 20:30	Media accreditation open	Media Office, Holiday Inn Express
17:00 – 20:30	Media centre open	Media Office, Holiday Inn Express
21:00	Closing time for shakedown registration	Rally Administrative Office
22:00	Reconnaissance ends – Day 2	
Friday 17 August		
08:00 - 10:30	Scrutineering - sealing and marking	Stewart Commercials, Antrim
08:00 - 10:45	Final Administrative checks	Rally Administrative Office, Holiday Inn Express, Antrim
08:00 – 01:30	Rally Office open	Rally HQ, Holiday Inn Express
09:00 – 12:00	Media accreditation open	Media Office, Holiday Inn Express
09:00 – 23:00	Media centre open	Media Office, Holiday Inn Express
09:00 – 11:00	Shakedown Stage	
11:15	First Stewards Meeting	Rally HQ, Holiday Inn Express
12:00	Publication of start list for leg 1	Official Notice Board, Holiday Inn Express and by SMS
12:45	Pre-start	Central Car Park, Antrim
13:00	Rally Start	Castle Gardens, Antrim
21:55	Finish of leg 1	ANBC Council Offices - Stiles Way, Antrim
	Location of overnight Parc Fermés	ANBC Council Offices
23:45	Publication of provisional classification for leg1	Official Notice Board, Holiday Inn Express
23:45	Publication of start list for leg 2	Official Notice Board, Holiday Inn Express and by SMS
Saturday 18 August		
06:30 – 20:00	Rally Office open	Rally HQ, Holiday Inn Express
07:15	Start leg 2	ANBC Council Offices - Stiles Way, Antrim
08:00 – 20:00	Media centre open	Media Office, Holiday Inn Express
18:00	Finish and Podium Ceremony / Prizegiving	Castle Gardens, Antrim
18:30	Final Scrutineering	Stewart Commercials, Antrim
19:30	Second Stewards meeting	Rally HQ, Holiday Inn Express
19:45	Publication of final provisional classification	Official Notice Board, Holiday Inn Express
20:15	Publication of final official classification	Official Notice Board, Holiday Inn Express, Antrim

4 ENTRIES

4.1 OPENING / CLOSING DATE FOR ENTRIES

4.1.1 Entries open on Tuesday 26 June 2018 at 09:00 hours.

4.1.2 Early entries close on Wednesday 25 July 2018 at 12:00 hours, at normal entry fees stated in 4.4.1

Entries close finally on Wednesday 1 August 2018 at 12:00 hours at normal entry fees stated in 4.4.1 plus £200 or €240.

4.2 ENTRY PROCEDURE

4.2.1 Entries to be sent to the Entries Secretaries.

Classes A1 to A6; H1, H2

FIA Celtic Rally Trophy, TROA, BRC, and TROA Historic Championships

Denise McCanney, 30 Capehill Road, Dromore. Co.Tyrone. BT78 3EW.

Tel: +44(0)7391 602 049

E-mail: dmccanney@ulsterrally.com

Classes B1 to B10; S1 to S10; J1, J2

BRC National Rally Cup, TROA Modified Championship, other non-championship National Rally competitors and Ulster Saturday Rally Competitors, including TROA Junior Championship

Lois Henry, 46 Knocknagin Road, Desertmartin, Magherafelt. BT45 5LQ

Tel: +44(0)7780 609 841

E-mail: lhenry@ulsterrally.com

Competitors who have entered the rally using the International Entry form will be entered in the Ulster International Rally and competitors who have entered using the National Entry Forms will be entered in the Ulster National Rally.

Competitors who have used the Ulster Saturday Entry Form will be entered in the Ulster Saturday Rally.

4.2.2 Notice of acceptance, or refusal, of individual entries will be posted on 4 August 2018 and pending this notification to entrants each entry is accepted only as subject to consideration.

4.3 NUMBER OF ENTRANTS ACCEPTED AND CLASSES

4.3.1 Maximum number of entrants: 130

Should the number of applications exceed 130 a selection Committee acting on behalf of the Organisers will choose entries using the following criteria:

1. FIA Celtic Rally Trophy points scorers on previous rounds
2. BRC and TROA championship registered competitors.
3. Non championship registered competitors will be selected in order of receipt of a fully paid entry.
4. Non championship registered competitors requesting an entry in the Ulster Saturday Rally will be selected in order of receipt of a fully paid entry.

4.3.2 If more than 130 entry applications are received the Organisers will nominate reserve entries. Such reserves may replace withdrawn entries up to a maximum of 130 starters. Reserve entries will be taken in numerical order for this purpose.

4.3.3 The rallies will be divided into the following classes:

4.3.4 All vehicles entering the International Rally must comply with Art 4 of the FIA Regional Rally Sporting Regulations including Article 4 of Section V1 – FIA European Rally Championship/Trophy. Additional Provisions – RRSR Art 4.3 will apply.

4.3.5 All vehicles entering the National Rally must comply with and enter one of the classes listed in Articles 4.3.6, 4.3.7 and 4.3.10 below:

4.3.6 ELIGIBLE CARS (FIA Celtic Rally Trophy, BRC Championship and TROA Championship)

Open to homologated four wheel and two wheel drive cars conforming to either FIA International Group R, A and N Technical Regulations.

Event Classes	Groups	Championship Classes		
		FIA	BRC	TROA
A1	S2000-Rally: 1.6T engine with a 28mm restrictor	RC2	BRC 1	7
	S2000-Rally: 2.0 Atmospheric			5
	Group R5 (VR5)			5
	Group R4 (VR4 and VR4K)			4
	Group NR4 over 2000cc (Current N4)		BRC Production Cup	4
A2	RGT cars	RGT	BRC 1	6
A3	Group A over 1600cc and up to 2000cc	RC3	BRC 3	3
	Super 1600			
	R2 (atmo over 1600cc and up to 2000cc – VR2C and turbo over 1067cc and up to 1333cc – VR2C)			
	R3 (atmo / over 1600cc and up to 2000cc – VR3C and turbo over 1067cc and up to 1333cc – VR3C)			
	R3 (turbo / up to 1620cc / nominal – VR3T)			
	R3 (diesel / up to 2000cc / nominal – VR3D)			
A4	Group A up to 1600cc	RC4	BRC 4	2
	Kit-car up to 1600cc			
	Group N over 1600cc and up to 2000cc		BRC 4 & MSA Junior BRC	
	R2 (atmo over 1390cc and up to 1600cc – VR2B and turbo over 927cc and up to 1067cc – VR2B)			
	R2 (atmo over 1390cc and up to 1600cc – Vauxhall ADAM Cup and Ford Fiesta R2T National and Ford Fiesta 1.6 R2 cars)			
A5	Group N up to 1600cc	RC5	BRC 5	1
	R1 (atmo up to 1600cc - VR1A/VR1B and turbo up to 1067cc - VR1A/VR1B)			
A6	Group A over 2000 cc (Previously A8); WRC (1.6T); WRC (2.0T);			7

4.3.7 HISTORIC (TROA Historic Championship)

Pre 1986 registered cars conforming to 2018 MSA R49. All cars must have a either a FIA Historic Passport or MSA Historic Rally Vehicle Identity Form (HRVIF).

Event Classes	Groups	Championship Classes	
		TROA	
H1	Historic cars registered before 31/12/1985 (Cat 1, 2, 3, 4)	Cat 1, 2. 3. 4	
H2	All FIA Appendix K CARS First registered before 31/12/1990. All Vehicles must comply with current FIA Regulations.	Cat 5	

4.3.8 All vehicles in Categories 1 to 4 must comply with the 2018 MSA Vehicle Regulations for Historic Rally Cars (MSA Yearbook 2018 Section R49 and Section K and must be in possession of a Historic Rally Vehicle Identity Form (HRVIF).

4.3.9 Vehicles that comply and run under the current FIA App. K Regulations must be in possession of a valid FIA Historic Technical Passport (HTP).

All vehicles in this category are to be in compliance with their HTP but will be required to be equipped with FIA homologated seats and fire extinguisher equipment as required by MI/MSA regulations and the particular event regulations.

4.3.10 National Classes - BRC National Rally Cup and TROA Modified Championship and other non-championship National Rally competitors

Event Classes	Groups	Championship Classes	
		BRC Nat	TROA Mod
B1	Group N cars up to and including 2000cc		
B2	Group N cars over 2000cc		
B3	Cars up to and including 1450cc and cars from 1451cc up to and including 1650cc; having not more than 2 valves per cylinder – Two wheel drive only.	1 2	M1
B4	Cars from 1451cc up to and including 1650cc, having more than 2 valves per cylinder. – Two wheel drive cars only, including R2 cars (VR2C)	2	M1
B5	Cars from 1651cc up to and including 2100cc, having not more than 2 valves per cylinder. – Two wheel drive cars only,	3 4 5	M2
B6	Cars from 1651cc up to and including 2100cc, having more than 2 valves per cylinder – Two wheel drive cars only, including R3 cars (VR3C)	3 4 5	M2
B7	Cars over 2100cc – Two wheel drive only	5	M3
B8	Any 4WD car not classified in Class B9 or B10	6	M4
B9	All current and previously homologated WRC cars	6	M5
B10	S2000-Rally: 1.6T engine with a 28 mm restrictor, S2000 – Rally 2.0 Atmospheric, Group R5 (VR5), Group R4 (VR4)	7	M5

Notes: * TROA Class M6 cars should enter the appropriate class above.

Group N cars must conform to FIA International Group N Regulations

All other cars must comply with 2018 MSA Technical Regulations and the appropriate championship regulations.

4.3.11 Ulster Saturday Rally classes

Event Classes	Groups
S1	Group N cars up to and including 2000cc
S2	Group N cars over 2000cc
S3	Cars up to and including 1450cc and cars from 1451cc up to and including 1650cc; having not more than 2 valves per cylinder – Two wheel drive only.
S4	Cars from 1451cc up to and including 1650cc, having more than 2 valves per cylinder. – Two wheel drive cars only, including R2 cars (VR2C)
S5	Cars from 1651cc up to and including 2100cc, having not more than 2 valves per cylinder. – Two wheel drive cars only,
S6	Cars from 1651cc up to and including 2100cc, having more than 2 valves per cylinder – Two wheel drive cars only, including R3 cars (VR3C)
S7	Cars over 2100cc – Two wheel drive only
S8	Any 4WD car not classified in Class S9
S9	S2000-Rally: 1.6T engine with a 28 mm restrictor, S2000 – Rally 2.0 Atmospheric, Group R5 (VR5), Group R4 (VR4) All current and previously homologated WRC cars
S10	Historic cars registered before 31/12/1985 (Cat 1, 2, 3, 4) All FIA Appendix K CARS First registered before 31/12/1990. All Vehicles must comply with current FIA Regulations.
J1	Cars up to 1450cc, 2 wheel drive, Normally aspirated.
J2	Cars from 1451cc up to 1650cc, 2 wheel drive, (incl. Super 1600 and Kit car variant 1600) Normally aspirated.

Note: Competitors in the Ulster Saturday Rally and entered in Classes S1 to S10, J1 and J2 will compete over special stages 6 to 11 Inclusive

- 4.3.12 Junior Rally Classes J1 and J2 are open to any Driver, who must be under 26 years of age on the 1st January 2018, not registered for any championship detailed in Art 2.1 other than the TROA Junior Championship **and entered in cars listed in classes J1 and J2.**
- 4.3.13 All Championships - Where classes in the various championships differ from those for this event, the relevant Co-ordinator / Secretary will be responsible for the allocation of points.
- 4.3.14 Vehicles with forced induction (except diesel engines) and rotary engines will have their engine capacity increased by 70% to establish their class. (J5.4.1)
- 4.3.15 Should fewer than 5 cars be entered in any one capacity class, the organisers reserve the right to amalgamate this class with the next higher class.
- 4.3.16 All cars competing in the National A and National B status events must have a valid MSA or MI Competition Car Logbook (CCLB).

4.4 ENTRY FEES

4.4.1 With the optional advertising proposed by the Organisers:

Classes A1, A2, A6, B8 B9 and B10	£ 995	or	€ 1115
All other 4 wheel drive cars	£ 795	or	€ 890
All 2 wheel drive cars	£ 595	or	€ 670
Classes J1 and J2	£ 325	or	€ 365
Classes S1 to S10	£ 395	or	€ 440

4.4.2 Without this advertising:

Double the appropriate fees as detailed in 4.4.1, up to a maximum of €2000

4.4.3 These entry fees are fixed and include the following:

- Rally Guide 2
- One Road Book and One Map Book
- One Service Vehicle Pass
- All competing car numbers, panels and plates
- All Organiser's optional advertising decals
- Legal liability Insurance cover (Art 5)
- Postage of a standard pack

4.5 PAYMENT DETAILS

4.5.1 The preferred methods of payment are either by direct bank transfer (BACS), referenced with the DRIVER'S FULL NAME or by credit or debit card, through Stripe on the Rallyscore online system.

4.5.2 Competitors may also pay by cheque, which should be made payable to The Northern Ireland Motor Club Ltd and sent by post to the above address to arrive within FIVE working days of submitting the entry on-line and in any case, no later than 28th July.

Entry fee and Insurance may be paid in Euro, at the fees stated.

4.6 REFUNDS

- 4.6.1 (i) A competitor may claim a refund of entry fee less £50 if an entry is withdrawn in writing not later than 17:00 hours on 4 August 2018.
(ii) A competitor may claim a refund of entry fee less £100 if an entry is withdrawn in writing not later than 17:00 hours on 10 August 2018.
(iii) All refunds will be paid in sterling
- 4.6.2 The Organisers may possibly return part of the entry fee to any entrant who for reasons of force majeure is unable to start. Any such application for reimbursement will only be considered if certified by the competitor's ASN.

5 INSURANCE

5.1 Description of insurance cover.

5.1.1 The Organisers have made arrangements to insure, jointly with the Sponsors and other parties as necessary, entrants and drivers against third party risks while taking part in such parts of the Rally as are held on private lands or on roads specifically closed for the purpose. The indemnity provided under this special insurance is £67,000,000 (sixty seven million pounds sterling) covering any one accident or occurrence.

The insurance cover will come into effect from the start and will cease at the end of the rally or at the moment of retirement, disqualification or exclusion.

5.1.2 Entrants and drivers must have valid insurance covering them against liability for both personal injury to, and damage to the property of, third parties on public road parts of the event.

It is the entrants' and drivers' responsibility to arrange such insurance and/or to extend existing insurance as necessary. Entrants and drivers will be required to sign and

declare that they are covered by such insurance. Any failure to sign a declaration may mean that the car in question may not be permitted to start.

- 5.2 The Organisers have applied to Jelf Insurance Partnership for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the event.

The basic rate before any loadings will be:

International permit	£36.00 (€44.00)
National permit events	£19.00 (€23.00).

All applicants wishing to use the scheme must be able to comply with all points of the Jelf Insurance Partnership's Declaration: -

- I do not have the Third Party Road Section extension on my current Motor Insurance.
- I am aged 20 or over.
- I have had no more than 1 fault claim in the last three years
- I have no more than maximum of 6 conviction points on my UK driving licence
- I have the appropriate competition licence as well as a UK/EU driving license and if my license is provisional I will be supervised by an adult over 25.
- I have no physical or mental disabilities
- I have no other material facts to disclose

Anyone aged less than 20 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.

If you comply with all points above no Letter of Acceptance will be required. If unable to comply with any of the above points you will be required to complete the Declaration Form (the form can be obtained by contacting the event secretary or Jelf Insurance Partnership) which should be forwarded either to the organisers or direct to Jelf Insurance Partnership before 10 August to allow sufficient time for a letter of acceptance to be issued.

Jelf Insurance Partnership
Partnership House
Priory Park East
Kingston Upon Hull, HU4 7DY

Tel: + 44 (0) 1482 213215
Fax : + 44 (0) 1482 213216
Email: info@jelfmotorsport.com

- 5.3 The Organisers decline liability in any accident caused by or to competitors and the competing cars during the whole of the event. The Organisers also decline any liability for breach of the laws and regulations of Northern Ireland covered by the itinerary. Competitors shall be held responsible for any accident or breach of laws in which they may be involved and shall declare to the Organisers particulars of any incident from which liability may arise and shall have no claim against the Organisers arising out of any action of the Organisers, their servants or officials, during the course of the Rally.

6 ADVERTISING AND IDENTIFICATION

- 6.1 Advertising and identification proposed by the organisers is as follows: (see Appendix 4)
- 1 Rally Plates (front 430 mm x 210 mm, rear window 300 mm x 250 mm)
 - 2 Sponsor Panel and Competition Numbers, both sides (on panels 670 mm x 170 mm)
 - 3 High Visibility Competition Numbers (on both rear side windows)

All Plates are mandatory.

Competitors registered in the various Championships are reminded of their obligation to display the appropriate championship decals.

- 6.2 The name of the driver and the co-driver, together with their national flags, shall appear on the rear side windows of the car. Any entrant failing to comply with this rule shall be subject to a cash penalty of £50 (Art 19 RRSR).

- 6.3 Rally plates and competition numbers will be supplied by the organisers as follows (RRSR, Article 18):
1. Article 18.2.1 is amended as follows: front door plates, size 67 cm by 17 cm., numerals will be yellow, 14 cm high, with a stroke width of 2 cm and located as per Article 18.2.2;
 2. Article 18.3, is amended to read as follows: rear window panel, max size 30 cm wide by 10 cm high, with rally title and 15 cm high visibility competition number located as indicated in Appendix 4.
 3. Article 18.4, rear side window high visibility numbers and
 4. Article 18.6, front plate, size 43 cm by 21 cm.
- 6.4 Competitors may be requested, but will not be obliged, to carry further advertising.
- 6.5 If it is ascertained at any time during the rally that:
- a) any competition number or rally plate is missing a cash penalty of £50 will be imposed.
 - b) the two competition numbers or rally plates are missing at the same time, the Stewards may exclude the competitor concerned.
- 6.6 The rally plates must be fixed to the front and rear of the car in a visible position for the duration of the rally. The front plate must under no circumstances cover, even partially, the car's licence plate. Such infringement shall result in a cash penalty of £50.

7 TYRES

- 7.1 Article 60 and Appendix V of the 2018 FIA Regional Rally Championship Sporting Regulations will apply to classes A1 to A6. All other classes must comply with MSA tyre regulations. The use of run-flat devices is not permitted.
- 7.2 RRSR Appendix VI FIA European Rally Championship/Trophy Art 62.3 is amended to read - All competitors in classes A1 to A6 and any BRC registered competitors in other classes, are limited to 18 tyres.
- 7.3 Hand cutting is not permitted for classes A1 to A6. Hand cutting for other classes is permitted subject to MSA Regulation L3.3.
- 7.4 Tyres will not be marked for competitors taking part in Shakedown.

8 FUEL

8.1 REFUELLING

- 8.1.1 With the exception of Supplementary Regulation 8.3.2 competing cars may only be refuelled using the facilities available at roadside filling stations along the route (these will be indicated in the Road Book), or in the refuelling zone provided by the Organisers (no refuelling from cans, drums or similar is permitted in the Service Park). Competitors are permitted to use their own refuelling systems in the Refuel Zone.

8.1.2 Order Procedure for Refuel Zone

Registered BRC competitors are reminded that they must use the official BRC supplier. For contact details see Appendix 5

8.2 Distribution during the Rally

- 8.2.1 Initial pre rally fuel will be available in refuelling zone from 08:00 hours on Friday 18th August.

8.3 Fuel in Service Park

- 8.3.1 **Competitors are not permitted to refuel in the Service Park from cans, drums or other containers.**

- 8.3.2 When necessary as part of a service (i.e. changing a fuel tank or pump), emptying and/or refilling is permitted in the designated service area provided that;
- 1) the work is carried out under the supervision of a marshal
 - 2) no other work is carried out on a car during the emptying and/or refilling operation
 - 3) a suitable safety perimeter is established around the car
 - 4) only sufficient fuel is added to reach the next refuel zone

8.4 Refuel Zone

- 8.4.1 Solely for the purposes of assisting with the refuelling procedure of their car, two team members of each crew may access the Refuel Zone. It is the responsibility of the crew to ensure that all items e.g. spare wheels etc are securely fastened after refuelling.
- 8.4.2 A car may be pushed out of the zone by the crew and/or officials without incurring a penalty.
- 8.4.3 Competitors and team members in the Refuel Zone must comply as instructed by the official within the zone, also team personnel must wear fireproof clothing, FIA RRSR's 58.2.3.

8.5 Penalties

- 8.5.1 Failure to comply with these refuelling regulations will be reported to the Stewards who may apply/impose a fine up to £500 or disqualification.
- 8.5.2 Each crew is responsible for the actions of their Service Crew, and any breach of these regulations.

9 RECONNAISSANCE

The use of pace notes is permitted during the event providing that they have been made in accordance with Article 9 of the supplementary regulations.

9.1 PROCEDURE FOR REGISTRATION

- 9.1.1 Details of the reconnaissance car and occupants, including address and telephone numbers at which they can be contacted during the reconnaissance period, must be submitted to the organisers for registration at the Rally Office. If approved, the organisers will issue a Reconnaissance Authorisation Card, which cannot be amended or altered in any way. If the crew making a reconnaissance wish to change the car or vary the occupants a new card must be obtained by personal application to the Rally Office and upon surrender of the original card.

9.1.2 SCHEDULE

Competitors may make a low speed reconnaissance of all the special stages, during any one selected day from the two listed below, or in exceptional circumstances, at other times specifically agreed with the organisers.

Between:

08:00 hours - 22:00 hours Sunday 12 August

08:00 hours - 22:00 hours Thursday 16 August

according to a separate schedule, which will be published in Rally Guide 2.

No reconnaissance is permitted at any other time to those specified above.

9.1.3 Number of passes

Competitors are only permitted a maximum of TWO passes through each stage (special stages run twice are considered to be one stage)

9.1.4 Direction

Each crew may drive the special stages only in the direction of the rally and must always enter and leave the special stages through the start and stop control locations.

9.2 SPECIFIC AND / OR NATIONAL RESTRICTIONS

9.2.1 After the road closing orders have appeared in the newspapers or road closing notices have been erected on the stages until a time 2 hours before Road Closing Time on a stage and also during the road opening period for repeated stages, a competitor who reconnoitres, practices, or drives over, or is driven over, a Special Stage or part thereof or causes any person, other than organiser approved route note suppliers, to do so on his/her behalf except as permitted in Article 9 of the supplementary regulations, will be reported to the Clerk of the Course. The competitor may also be reported to the ASN of his country who may add further penalties. For the purpose of this regulation 'Special Stage' shall at any time mean the roads and carriageways which shall be used during the rally as a Special Stage, or a road closed by the Road Closing Order.

Reconnaissance Officials will be appointed to enforce this regulation and will carry special identification. The organisers will also have the co-operation and assistance of the Police and Officials of local authorities

9.2.2 This reconnaissance may only be carried out in a car complying with Article 25.1 and with tyres complying with Article 25.2a of the FIA RRSR, registered with the organisers and accompanied by a Reconnaissance Authorisation Card and Reconnaissance Car Plates.

The use for reconnaissance of a car not complying with Articles 25.1/2a of the FIA RRSR may be deemed to be a breach of the reconnaissance regulations.

9.2.3 Once a car has been registered by a competitor the responsibility for that car is entirely the competitor's. If the car is observed on a Special Stage or part thereof outside the permitted times the associated competitor will be deemed to have contravened the reconnaissance regulations on that occasion.

9.2.4 While engaged in reconnaissance the Reconnaissance Car Plates must be displayed one on the top corner of the windscreen of the car and one on the rear window. Failure to do so will be deemed to be a breach of the reconnaissance regulations.

9.2.5 A Reconnaissance Official who believes that a competitor is engaged in reconnaissance may ask that competitor to produce his Reconnaissance Authorisation Card. Failure to produce this card at that time, amendments to the card, or discrepancies (e.g. non-authorized car) on the card will be deemed to be a contravention of reconnaissance regulations. If amendments or discrepancies are evident on the card the official may retain the card.

9.2.6 If a competitor elects to undertake reconnaissance and obtains a Reconnaissance Authorisation Card then this card must be surrendered at Final Administrative Checks. Failure to do so will be deemed to be a breach of the reconnaissance regulations.

9.2.7 If any competitor or his representative drives on a Special Stage in a manner liable to cause distress, in the opinion of the Clerk of the Course, to an official of the event, to a resident of the Special Stage, to other road users, or to the Police, then this will be deemed to be a breach of the reconnaissance regulations.

9.2.8 Any competitor deemed to be in breach of reconnaissance regulations will be reported to the Stewards where the penalties imposed may be start refused and/or £8850 maximum fine and/or disqualification and reported to the competitors ASN.

9.2.9 If any competitor is deemed, by the Stewards of the Meeting, of having breached the reconnaissance regulations, the Northern Ireland Motor Club Ltd may not accept an entry from that entrant or either of that crew on any Northern Ireland Motor Club Ltd event for the next five years.

Any Competitor excluded under 9.2.8 will not be granted a refund of the entry fee.

9.2.10 Subjective Route Notes

Competitors may purchase from Patterson Agencies Ltd a choice of subjective route notes. In all circumstances, competitors are advised that the organisers accept no

liability or responsibility in the use of the subjective route notes. Subjective Route Notes may only be purchased direct from Patterson Agencies Ltd., please refer to Appendix 10 in these supplementary regulations for ordering information.

10 ADMINISTRATIVE CHECKS

10.1 DOCUMENTS TO BE PRESENTED

Administrative Checks for all Competitors will take place at Reconnaissance Registration. This will allow a member of the support team to take the car to be scrutineered, if the crew is on reconnaissance at the appointed scrutiny time.

The following documents will be required plus any information missing from your Entry Form:

- a. Entrants Licence if not entered by a named crew member
- b. Competition Licences required for Driver and Co-driver
 - International Rally - International Licences
 - National Rally (Classes A1 to A6) - National A Licences
 - National Rally (Classes H1 & H2, B1 – B10 and J1, J2) – National B Licences
 - Ulster Saturday Rally (Classes S1 to S10) – National B Licences
- c. If using your own Road Traffic Insurance, details must be provided (if not previously submitted)
- d. Make, model, colour, registration number and name(s) of driver(s) of Service vehicle and Motorhome vehicle. (if not previously submitted)
- e. If either Driver or Co-driver has any particular medical details, then such details should be enclosed in a sealed envelope addressed to the Chief Medical Officer. (if not previously sent to the Secretary of the Meeting)

10.2 FINAL ADMINISTRATIVE CHECKS

Final Administrative Checks must be completed after Vehicle Scrutineering at the place and times detailed below.

The following must be presented:

- a) **Scrutineering Card**
- b) **Reconnaissance Authorisation Card (if reconnaissance is undertaken)**
- c) **Any information or documents not previously provided or checked**

When all procedures are complete the Time Card Book will be issued.

Note: All checks must be completed by 10.45 hours on Friday 17 August

Any crew not undertaking reconnaissance will be facilitated at Final Administrative Checks

Location: Rally Administrative Office, Holiday Inn Express, Antrim:

Thursday 16 August 2018, from 17:30 hours – 20:30 hours and

Friday 17 August, from 08:00 hours – 10:45 hours, after vehicle scrutineering.

- 10.3 Competitors wishing to carry an in-car camera during the event must obtain written authority from the Rally Secretariat before 17:00 hours on Thursday 16 August. They must declare this to the Chief Scrutineer on arrival at scrutineering and then complete the necessary documentation, MSA R48.10.10. Organisers may request the removal of video footage from in-car cameras deemed to be offensive or of a sensitive nature should it be posted on the internet or social media websites. Any competitor who does not comply with this request may be reported to the MSA for further action.

- 10.5 A Rally HELP DESK will be located at Rally Office, Holiday Inn Express, Antrim, opening hours will be:

Thursday 16 August	17:00 – 20:30
Friday 17 August	08:00 – 23:59
Saturday 18 August	06:30 – 19:00

11 SCRUTINEERING, SEALING AND MARKING

11.1 Scrutineering venue and timetable

Location: Antrim

Time: Thursday 16 August 17:00 hours – 20:30 hours
Friday 17 August 08:00 hours – 10:30 hours
Friday 17 August 19:00 hours – 20:00 hours**

**Optional session for Junior and Saturday Rally Competitors

The scrutineering schedule will be issued with the seeded Entry List

11.2 Mud Flaps

All vehicles must be fitted with mud flaps – International Rally entries should comply with FIA Appendix J Article 252.7.7. National Rally entries should comply with MSA Regulation R.48.1.12.

11.3 Windows

Side windows if of glass must be of laminated or toughened glass and if of toughened glass must be coated on the inside with a clear transparent safety film (Appendix J Article 253.11; MSA R48.1.10)

11.4 Driver's safety equipment

11.4.1 Control of the drivers' helmets and equipment

Drivers' helmets, overalls and the Frontal Head Restraint will be checked, examined and authorised at pre-event Scrutineering. Each crew member must submit for examination his/her crash helmet which comply with FIA requirements. Any helmets and/or overalls not to these standards and/or in poor condition or with structural modifications may be impounded by the Organisers.

Competitors who do not comply with these requirements may not be allowed to start by the Stewards. (Article 4.6 will apply)

11.4.2 Helmets, Overalls and Frontal Head Restraint

Failure to wear helmets, overalls and the Frontal Head Restraint on a special stage will be reported to the Stewards, which may result in disqualification.

11.4.3 It is mandatory for all competition cars to carry an environmental fuel and oil spillage kit. These kits are lightweight and easily attachable to the roll cage. Approved Spill Kits are available for purchase on the event from the Noise / Environmental Scrutineer. Used Spill Kits are to be disposed of in accordance with the guidelines issued by the Environmental Scrutineer.

11.5 Sound Levels: A sound level check will be carried out to ensure compliance with FIA Regulations, Appendix J Article 252.3.6. National Rally entries must comply with MSA Section J Appendix 1.

Sound levels may also be checked at any point during the event.

Failure to comply may result in disqualification or start refused by the Stewards.

11.6 National requirements

For competitors entering the International event only the FIA technical regulations apply to the car. For all others the MSA technical regulations will apply and competitors entering the homologated classes must comply with their FIA homologation papers.

12 OTHER PROCEDURES

12.1 Ceremonial start: The ceremonial start will be at the Start Ramp in Antrim. Details will be available in Rally Guide 2.

12.2 Finish procedures:

The competitors will be held in Parc Fermé under the direction of the Parc Fermé Controller.

12.3 Permitted early check-in

On Leg 1, Friday 17th August, competitors may check in early at the final service out control (TC5B) without incurring any time penalty. Lateness penalties will still apply, also the target time for TC5C will still apply.

12.4 N/A

12.5 SPECIAL PROCEDURES

12.5.1.1 Start Area Procedure

Competitors must report to the Pre-Start Time Control (TC0) at the allocated time. Details of this Control will be advised. Lateness at this Control will be penalised as per Art 33.2.10 (a) of the RRSR. On leaving TC0 competitors will proceed to the Start Ramp (TC0A), location will be advised.

12.5.1.2 Article 44.2 of the FIA Regional Rally Championship Sporting Regulations is amended to read:

Any crew reporting more than 15 minutes late at the start of a leg shall not be allowed to start.

12.5.1.3 Issue of Time Card Book

The Timecard Book for all controls will be issued at Administrative Checks when all documents have been checked and all monies paid.

12.5.1.4 Starting System of Special Stages

The starting for special stages will be given by means of "start lights" which will work as follows:

30 seconds	RED light will be displayed
15 seconds	RED and AMBER lights will be displayed
10 seconds	RED light will go out
5 seconds	Amber countdown 5,4,3,2,1.
START TIME	Green light goes ON
5 seconds after the time	Green light goes OUT.

The system is electronically coupled to a start line detection device that records any situation where a car leaves the start line ahead of the correct signal.

In the event of failure of the electronic system the timekeeper will count down aloud 30" - 15" - 10" and the last five seconds one by one and then raise a flag or hand.

FIA RRSR Art 37.4.3 applies – 'Any car not able to start from the start line within 20 seconds after the start signal will be considered as retired and immediately moved to a safe place.'

12.5.1.5 The starting official at a special stage shall rule as to whether or not a competitor has made a false start, where penalties will be applied as per FIA RRSR Art 37.6.

12.5.1.6 The time taken for a special stage will be to 0.1 second using timing equipment triggered by a light beam positioned at the Flying Finish line.

12.5.2 EMERGENCY PROCEDURES ON SPECIAL STAGES

12.5.2.1 Crews will be supplied with an OK / SOS Board with their competition number. If a crew stops, then they must prominently display the OK board and competition number to the following 10 competitors, so that other competitors do not need to stop to check they are accounted for. After the following 10 cars, the OK board should still be displayed to all crews going through the stage.

12.5.2.2 In the event of serious injury, competitors can summon help in the following ways:

1. Call the emergency telephone number for Rally Control, which is printed on the bottom of each page on the Road Book

THIS IS A PURELY EMERGENCY 999 TYPE NUMBER IN RALLY CONTROL FOR COMMUNICATING IMMEDIATE MEDICAL REQUIREMENTS OR DECLARING THAT NO INJURIES HAVE BEEN SUSTAINED. THIS TELEPHONE NUMBER IS RECORDED AT THE BOTTOM OF EVERY PAGE IN THE ROAD BOOK BUT MUST NOT BE USED FOR ANY OTHER PURPOSE.

2. Display the SOS symbol provided to other competitors.

12.5.2.3 Crews passing another competitor, who is displaying an OK board, should acknowledge the stopped competitor and report to the accountability marshal, who is with the finish timekeeper at the stage stop location. This accountability marshal will require the location of the stopped crew.

12.5.2.4 Competitors must stop at a location where an SOS board is displayed. The first crew that stops should report the incident immediately via the emergency phone to Rally Control (if it has not already been reported). In addition the next crew to arrive must proceed to the next radio point and report the incident to the radio operator at that location.

Where practicable all other crews must stop at the scene of the incident leaving a clear route for emergency vehicles.

12.5.2.5 Competitors must stop at a location where a crew has stopped and have not displayed an OK board. They must account for the crew that are stopped, to ensure they are OK before proceeding and should inform the stopped crew to display their OK board.

12.5.2.6 If a competitor stops to give assistance in the event of serious injury or unaccounted for crews as mentioned in Article 12.5.2.4 and 12.5.2.5, the Clerk of the Course may at their discretion adjust that competitor's penalties. However if a competitor fails to stop in accordance with Article 12.5.2.4 and 12.5.2.5, the Stewards may impose a penalty, which may go as far as disqualification.

12.5.2.7 In a case of emergency a Medical Intervention team may join a special stage at, and only at, a radio location. If this occurs, marshals wearing clearly identifiable tabards will display a red flag. On passing a red flag displayed by a marshal wearing a marshals' tabard, the driver MUST immediately and significantly reduce speed as well as being prepared to stop at any time; at no time must they overtake any safety vehicle that they encounter on the special stage route. The driver must then follow the instructions of any marshals and/or safety personnel and maintain this reduced speed until leaving the special stage.

The Clerk of the Course may determine a time for the stage for that crew in accordance with SR 12.5.2.9.

Should a driver fail to reduce speed in accordance with this rule the Stewards may impose a penalty, which may go as far as disqualification.

12.5.2.8 Accident Reporting

If a driver taking part in a rally is involved in an accident in which a member of the public sustains a physical injury the driver concerned must stop at the scene and follow the procedures outlined in 12.5.2.2. If he fails to observe this rule, the Stewards may impose on the crew responsible a penalty, which may go as far as disqualification. The laws of the country in which the event is run must also be complied with in relation to procedures at accidents.

12.5.2.9 Interruption of a special stage

Article 39 of the RRSR is amended as follows: Should the normal running of a Special Stage be stopped after the passage of one or more competitors, the Clerk of the Course will allocate a time to each crew affected by applying the principles of MSA Regulations R24.5 and R24.5.1.

Should the normal running of a Special Stage be stopped **before** the passage of one or more Competitors for any reasons whatsoever, and it proves possible to allow other Competitors to cover the stage competitively, the Clerk of the Course may give to each crew which has not been able to cover the stage in the normal manner a notional time corresponding to the fastest time set after the interruption. However, no crew that is totally or partially responsible for stopping a stage may benefit from this measure. If they finish the stage, they will be given the time that they actually set even if this is greater than the time awarded to other crews.

Should the restarted stage subsequently be interrupted after the passage of one or more competitors the principles of MSA Regulation R24.5 and R24.5.1. will apply.

12.5.2.10 'First on the Scene' Briefing

The Ulster Rally will give this briefing to all drivers and co-drivers before the rally. The sessions will be short (approximately 15 minutes and informative. The subjects to be briefed will be Clearance of Airways, Breathing and Circulation, three of the most important life saving techniques. All drivers and co-drivers must attend a First on the Scene briefing prior to Administration sign-on.

12.5.3 SERVICING

12.5.3.1 With the exception of repairs to retired cars intending to re-start, servicing of a competitor's car may only be carried out in Service Parks identified by the Organisers and from vehicles admitted with an official pass valid for that area. Art 48.1.1 FIA RRSR

12.5.3.2 All competitors will be issued with a service pass.

12.5.3.3 The entry fee permits a rally car and one service vehicle into the central service area where a 7m x 7m pitch will be provided. Additionally applications for 'Permitted Vehicle' passes may also be made. If accepted the fee will be £ 200.00 and will normally cover any size of vehicle that can be accommodated within the 7m x 7m pitch. Applications for passes for vehicles, of any size and not associated with a particular entry, will be considered separately and if accepted may be allocated more space but the fee will not exceed £ 200.00

12.5.3.4 Speed inside Service Parks and Trailer Park

**The speed of cars in the service and trailer parks and from Re-group In to Service Out Controls may not exceed 10 mph. Failure to comply with this limit shall result in a penalty applied by the Clerk of the Course, Art 49.4 RRSR
Trailers are not permitted in Service Parks**

12.5.3.5 Competitors may work unassisted on their own cars using equipment carried in the car in 'No Service Areas' except:-

- i) within any designated Control area.
- ii) between the special stage arrival and the special stage start control
- iii) in any Parc Fermé.

12.5.3.6 Service & Team personnel are subject to the same regulations as competitors regarding noise, bad driving manners, etc. Officials and marshals have been instructed to note any infringement of these rules.

12.5.3.7 Competitors are responsible for ensuring that their service and team personnel understand and comply with these regulations and produce their service pass showing the competitor's rally number and service vehicle details. **A penalty of £500 may be applied if the users of such passes are observed acting in a manner contrary to the interests of the rally or contravening any specific instructions from any official or observed by officials to be contravening these Regulations.**

- 12.5.3.8 When servicing is prohibited, the use or receipt by the competing crew of any manufactured materials (solid or liquid), spare parts, tools or equipment other than those carried in the competing car is also prohibited.
- 12.5.3.9 All competition cars must carry and use spillage mats in all service parks. Non-compliance will incur a penalty of £500
- 12.5.3.10 Waste bins for general/domestic waste ONLY will be provided. These must NOT be used for tyres, oil, car parts, etc. Competitors abusing these facilities will incur a fine of £100 for the first offence and £500 for each subsequent offence.
- 12.5.3.11 Infringement of service regulations will also be reported to the relevant Championship organisers who may, at their discretion, apply a further championship penalty.
- 12.5.3.12 Competitors, service crews and other team personnel are forbidden to smoke or use a BBQ in service parks and refuelling zones. Any infringement will be reported to the Stewards who may impose a penalty as indicated in Articles 12.2 and 12.3 of the International Sporting Code.
- 12.5.3.13 It is not permitted to trade (eg sell merchandise) from any vehicle within the Service Park without the written permission from CoC. Non-compliance will incur a fine up to £890 and or disqualification.

12.5.4 SHAKEDOWN

- 12.5.4.1 A shakedown stage will take place on Friday 17 August 2018 from 09:00 to 11:00 hours.
- 12.5.4.2 Full schedule and details of location will be available on completion of Admin Checks
- 12.5.4.3 Shakedown Fee: **£ 75 (€ 90)**
- 12.5.4.4 Competitors must complete Vehicle Scrutiny and Administrative Checks before taking part in the Shakedown. Details of the Shakedown stage will be issued with the Time Card Book.
- 12.5.4.5 Competitors who wish to take part in the Shakedown may include the Shakedown fee with the Entry Form.
- 12.5.4.6 Closing date for Shakedown Registration: 21:00 hours on Thursday 16 August 2018.

12.5.5 Helicopters

- 12.5.5.1 During the course of the event competitors or their representatives are not permitted to use, or be directly or indirectly concerned in the use of, helicopters or fixed wing aircraft in the vicinity of the event (whether in connection with servicing, aerial surveillance or any other reason whatsoever), unless previous authority has been obtained from the organisers in writing.
Any application must be made at least 14 days before the event.
In accordance with CAA Regulations, no aircraft is allowed within 500 feet of the route, or within 3000 feet of any large crowd.
A Helicopter Policy is available on **www.ulsterrally.com**

12.5.6 DAMAGE DECLARATION FORM

- 12.5.6.1 The Damage Declaration Form, on the rear of each time card book, **MUST** be completed by the competitor. This form refers to any third party damage the competitor may have contributed to whilst driving on the road sections of the rally.
- 12.5.6.2 The Damage Declaration Form and SOS / OK Board must be handed to the Official at the Final Parc Fermé Control.

12.5.7 RESULTS

12.5.7.1 Classifications will be established in accordance with FIA RRSR Article 54.

12.5.7.2 Partial unofficial classifications will be issued at the end of the first leg and unofficial times will be issued at some passage and re-grouping controls.

12.5.8 WITHDRAWAL

12.5.8.1 A competitor who has withdrawn from the rally must notify their retirement immediately to Rally Headquarters by phoning the retirement number, which will be given in competitor packs

12.5.9 STARTS and RESTARTS

12.5.9.1 All cars from both the International Rally and the National Rally will be combined so as to start in order of anticipated performance.

12.5.9.2 The restart order for Leg 2 will be based on the provisional overall classification, excluding any road penalties, at the end of Special Stage 5. Seeding of Crews re-starting after Retirement/Rally 2 will be at the discretion of the organisers and the agreement of the Stewards. Re-starting times will be posted in the Rally Office on the official notice board no later than 00:45 hours on Saturday 18 August 2018 and at the re-start Control at least 15 minutes before the scheduled re-start time of the first car.

12.5.9.3 All competing cars will start at intervals of one minute.

12.5.9.4 Restart after Retirement / Rally 2

12.5.9.5 GENERAL

Any crew which has failed to complete a Leg can re-start the rally from the start of the next Leg only if they confirm in writing their intention to the clerk of the course one hour prior to the publication of the start list of the subsequent Leg. The competitor must advise the organiser of the reason for retirement (e.g. accident, technical problems, etc.) and the intention to have the car re-scrutineered.

This shall apply to any car which has been not classified on the grounds of exceeding the time limit or has failed to report to a control, but shall not apply where the car has been disqualified for breach of eligibility requirements, traffic infringements or by a decision of the stewards.

12.5.9.6 PENALTIES

For all crews which re-start a time penalty will be applied. This time penalty will be as follows:

1. For every stage missed: 7 minutes.
2. However, should the first special stage that is missed be the last stage before the overnight regroup, the penalty will be 10 minutes.
3. This time penalty will be added to the fastest time of the driver's group for each missed stage, which shall include the special stage on which the crew has retired.
4. Should retirement occur after the last special stage before an overnight regroup, the crew will nonetheless be deemed to have missed that last special stage.

12.5.9.7 FIA RRSR 46.3.1 is modified to read: Competitors restarting the next leg must present their cars to the scrutineer at the Parc Fermé out control at the start of the next leg at least 30 minutes before the start time of the first car. The car must retain its original shell and engine block as marked at pre-event scrutineering.

12.5.9.8 Any crew which has retired from the final leg will not be classified as a finisher.

12.5.10 JUDGES OF FACT

12.5.10.1 For the purpose of enforcing Articles 20, 25, 48, 49 and 50 of the FIA RRSR, Article 9 and Article 12.5.3 of these Supplementary Regulations all Senior Officials listed herein are appointed Judges of Fact. All these Judges will carry special identification.

12.5.11 Child Protection Policy

The Northern Ireland Motor Club's Policy Statement on Child Protection is as follows:

- 12.5.11.1 The child's welfare is paramount.
- 12.5.11.2 All children whatever their age, culture, disability, gender, language, racial origin, religious belief and/or sexual identity, have the right to protection from abuse.
- 12.5.11.3 All suspicions and allegations of inappropriate behaviour will be taken seriously and responded to swiftly and appropriately.
- 12.5.11.4 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.
- 12.5.11.5 If you have any concerns about child protection while at this event please see the Child Protection Officers Simon MacRory or Ursula Mullan or report it to the Clerk of the Course or the Secretary of the Meeting and they will instruct the Child Protection Officer to contact you urgently.

12.6 TIMING

- 12.6.1 Official time throughout the entire rally:
The official time throughout the rally will be that as disseminated by the BBC or the British Telecom telephone system. (Telephone 123)
- 12.6.2 Competitors completing any road section, over 4 miles in length, in less than 75% of the target time will be penalised 10 minutes in addition to any penalty under Article 33.2.10 of the RRSR.
- 12.6.3 Article 34.1 of the FIA RRSR is amended to read:
Any lateness exceeding 15 minutes of any individual target time, or a total lateness exceeding 15 minutes at the end of each section or a total lateness for a leg of the rally of more than 30 minutes, or a total lateness for the whole of the rally of more than 60 minutes will result in the competitor concerned to have retired at that control. The crew may nevertheless re-start the rally under Restart Procedure (Art 12.5.9.4). In calculating such lateness time, the actual time and not the penalty time (10 seconds per minute) applies.

13 IDENTIFICATION OF OFFICIALS

- 13.1 The Road Marshals and Post Chiefs shall be distinguished as follows:

Stage Commanders / Deputy Stage Commanders:

Yellow or Orange tabard with "Stage Commander" or "Deputy Stage Commanders"

Marshals: Yellow or Orange tabard with "Safety Marshal"

Incident Officials: Yellow or Orange tabard with "Chief Official"

Control Officials: Yellow or Orange tabard with "Timekeeper" or Official"

Accountability Marshal: Red or Maroon tabard with "Area Safety Commander"

Medical Officers: Green tabard with "Medical"

Senior Officials: Yellow waistcoat and ID badge

Media Personnel: Light Blue tabard with "Media"

Competitor Relations Officers: Light Blue tabard with "Competitor Relations Officer"

14 PRIZES

14.1 PRIZEGIVING

The Prize Giving shall take place at **18:00 hours on Saturday 18 August 2018 at the Finish Ramp in Castle Gardens, Antrim.**

14.2 PRIZES

14.2.1 GENERAL CLASSIFICATION (All prizes to be won outright)

The following awards will be made in the overall classification in the Ulster International Rally, the Ulster National Rally and Ulster Saturday Rally.

1st	Overall	Two Trophies
2nd	Overall	Two Trophies
3rd	Overall	Two Trophies

THE PHILIP WHITE PERPETUAL YOUNG ACHIEVERS AWARD

To be awarded at the discretion of a panel appointed by the organisers

CLASS AWARDS

1st	in each Class	Two Trophies
2nd	in each Class	Two Trophies (subject to five starters in the class)
3rd	in each Class	Two Trophies (subject to eight starters in the class)

Winners of the first three places in the General Classification awards will not be eligible for Class Awards. These awards will be presented to the highest placed finishers in the Class, apart from the General Classification award winners.

- 14.2.2 All awards will be presented at the ramp while results are still provisional and may need to be returned if results change when they become final.

15 FINAL CHECKS

15.1 Final Checks

Saturday 18 August at 18:30 hours at Antrim

Competitors selected will be notified at Service I Control Out (11B) and will then be escorted to Final Checks prior to entering Parc Fermé.

Two members of the support team are required to attend and they may take the car to Final Checks location.

Final checks will be carried out as detailed in Art 28 of the FIA Regional Rally Championship Sporting Regulations.

15.2 Protest Fees

The sum of the protest fee set by the FIA: €1,000

For a protest involving a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork etc.), the claimant must pay an additional deposit of €500.

The sum of the protest fee set by the MSA – National A: £250
– National B: £125

15.3 Appeal fees

15.3.1 Sum for an international appeal fee (FIA): €6,000

15.3.2 Sum for a national appeal fee (MSA) - National A: £480
- National B: £250

NOTE: Protest and Appeal fees, Fines and monetary penalties which are stipulated in £ will be applied in Pounds sterling or their Euro Equivalent value and those that are stipulated in Euro will be applied in Euro or their pounds sterling equivalent value.

APPENDIX 1

ITINERARY

ULSTER RALLY SCHEDULE

This information is subject to alteration and confirmation in the Road Book. (14th May)

LEG - 1 Friday 17th August 2018						
TC	Location	SS	Liaison	Total	Target	First car
SS		Distance	Distance	Distance	Time	Due
0	Pre Start					12:45
0A	Start Ramp		0.76		0:15	13:00
0B	Service In		0.69	0.69	0:08	13:08
Service A					0:10	
0C	Service Out					13:18
RZ 1						
Distance to next refuel		16.94	72.69	89.63		
1			25.62	25.62	0:42	14:00
SS1	Special Stage	9.04				14:03
2			3.19	12.23	0:25	14:28
SS2	Special Stage	7.90				14:31
2A	Service In		43.88	51.78	0:34	15:52
Service B					0:20	
2B	Service Out					16:12
RZ 2						
Distance to next refuel		12.23	43.15	55.38		
3			21.46	21.46		16:46
SS3	Special Stage	12.23				16:49
3A	Regroup In		11.77	24.00	0:48	17:37
Regroup - Parc Fermé					0:10	
3B	Regroup Out					17:47
3C	Service In		9.92	9.92	0:20	18:07
Service C					0:20	
3D	Service Out					18:27
RZ 3						
Distance to next refuel		16.94	75.61	92.55		
4			25.62	25.62	0:42	19:09
SS4	Special Stage	9.04				19:12
5			3.19	12.23	0:25	19:37
SS5	Special Stage	7.90				19:40
5A	Service In		43.88	51.78	1:21	21:01
Service D					0:45	
5B	Service Out					21:46
5C	Parc Fermé		1.46	1.46	0:09	21:55
Leg 1 Totals		46.11	191.44	237.55		

Section 1

Section 2

LEG - 2 Saturday 18th August 2018

TC SS	Location	SS Distance	Liaison Distance	Total Distance	Target Time	First car Due
5D	Parc Fermé Out					7:15
5E	Service In		1.46	1.46	0:07	7:22
Service E					0:10	
5F	Service Out					7:32
RZ 3						
Distance to next refuel		7.48	12.11	19.59		
6			4.11	4.11	0:17	7:49
SS6	Special Stage	7.48				7:52
6A	Service In		8.00	15.48	0:31	8:23
Service F					0:20	
6B	Service Out					8:43
RZ 4						
Distance to next refuel		21.29	82.94	104.23		
6C	Regroup In		5.00	5.00	0:15	8:58
Regroup - Parc Fermé					0:10	
6D	Regroup Out					9:08
7			22.50	22.50	0:43	9:51
SS7	Special Stage	8.12				9:54
8			17.12	25.24	0:51	10:45
SS8	Special Stage	13.17				10:48
8A	Service In		38.32	51.49	1:40	12:28
Service G					0:20	
8B	Service Out					12:48

Section 3

Section 4 ...

LEG - 2 Saturday 18th August 2018

TC SS	Location	SS Distance	Liaison Distance	Total Distance	Target Time	First car Due
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RZ 5						
	Distance to next refuel	7.48	12.11	19.59		

9			4.11	4.11	0:17	13:05
SS9	Special Stage	7.48				13:08

9A	Service In		8.00	15.48	0:31	13:39
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Service H					0:20	
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9B	Service Out					13:59
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RZ 6						
	Distance to next refuel	21.29	85.20	106.49		

9C	Regroup In		5.00	5.00	0:15	14:14
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Regroup - Parc Fermé					0:10	
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9D	Regroup Out					14:24
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10			22.50	22.50	0:43	15:07
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SS10	Special Stage	8.12				15:10
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11			17.12	25.24	0:51	16:01
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SS11	Special Stage	13.17				16:04
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11A	Service In		38.32	51.49	1:40	17:44
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Service I					0:10	
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11B	Service Out					17:54
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11C	Finish Ramp		0.76	0.76	0:06	18:00
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11D	Parc Fermé		1.50	1.50	0:10	18:10
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Leg 2 Totals		57.54	193.82	251.36		
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Totals of the Rally				
	SS	Liaison	Total	%
Leg 1 - Friday	46.11	191.44	237.55	19.41%
Leg 2 - Saturday	57.54	193.82	251.36	22.89%
Rally Totals	103.65	385.26	488.91	21.20%

... Section 4

Section 5

APPENDIX 2 Reconnaissance Schedule
See Article 9.1.2

APPENDIX 3 Name and Photo of CRO and Schedule



Ursula Mullan

Competitor Relations Officer's Schedule

Thursday 16th August 2018

Final Administrative Checks

Leg 1 - Friday 17th August 2018

Final Administrative Checks

At Publication of Starting list at the
Official Notice Board

TC0 Pre-Start - Antrim

TC2A Service B In

TC3C Service C In

TC5A Service D In

LEG 2 - Saturday 18th August 2018

TC5D Parc Ferme Out

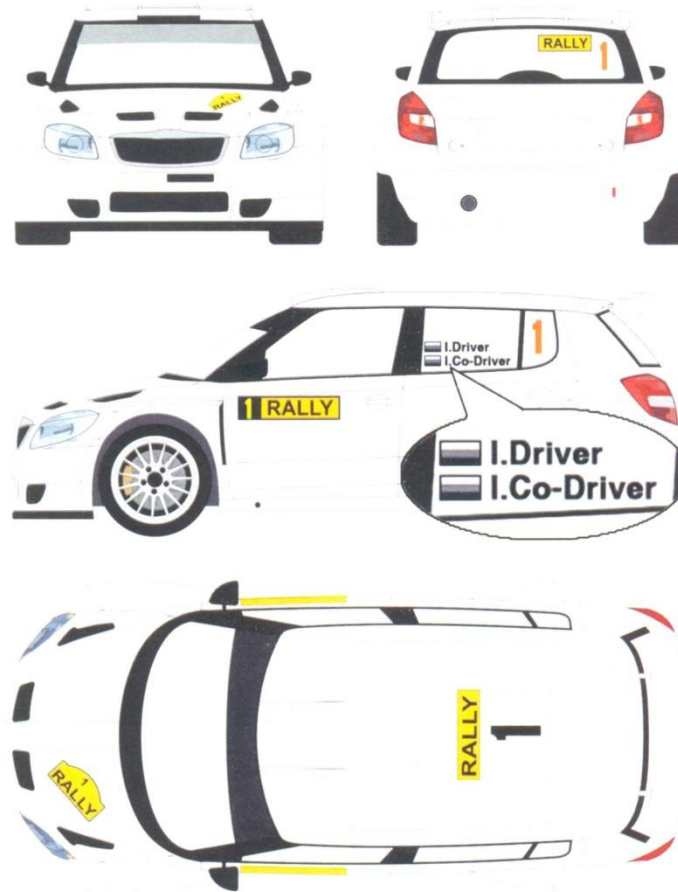
TC6A Service F In

TC8A Service G In

TC9A Service H In

TC11A Service I In

At the Official Notice Board during the Provisional Results Publication,
until the end of the protest period



APPENDIX 5 FUEL SUPPLIER CONTACT DETAILS

Vital Equipment

Tel: +44(0) 1981 241 169

Competitors can download an order form on www.msabrc.com

Pre-event order:

e-mail: info@vitalequipment.co.uk

APPENDIX 6 ACCOMMODATION CONTACTS

Old Courthouse Information Centre

Market Square Antrim, BT41 4AW

Tel: (028) 9442 8331

Email: info@antrim.gov.uk

Web: www.antrimandnewtownabbey.gov.uk/Accommodation

APPENDIX 7 STENA LINE FERRY CONTACT DETAILS

Both the BRC and Irish Tarmac Championships have arranged a ferry deal with Stena Line for competitors travelling to the various championship events

See Rally Guide 1 on www.ulsterrally.com for contact details

APPENDIX 8 MAPS AND ROUTE

The entire route is covered by OSNI 1:50000 Discover Series maps numbered 5, 8, 9, 13 & 14. All competitors will be supplied with a Map Book, which will contain a map of Rally HQ Area, an overview map of the area and stages, and a map of the individual stages.

APPENDIX 9 RE-START TIMES TO YOUR MOBILE

The results team will provide an SMS text message service to inform you of your Start and Re-start times. All competitors will receive the link to the Start and Re-start times when published on the web page. Please ensure that the relevant mobile numbers are provided on the Entry Form.

APPENDIX 10 ROUTE NOTES

Subjective Route Notes and DVD for all special stages will be available by mail order from the preferred supplier Brian & Liz Patterson.

Tel: +44 (0) 28 9084 4111 (Monday-Friday 9-5)
 FAX: +44 (0) 28 9084 9231
 E-Mail: sales@rallynews.net
 Web Site: www.rallynews.net

APPENDIX 11 PENALTIES

Summary of Penalties

The Articles listed are pre-fixed by the regulations in which they may be found (RRSR) – FIA Regional Rally Championship Sporting Regulations, (MSA) – penalty references, eg Ch32.2d, are from R. Appendix 1 Chart 32.2 (SR) – these Supplementary Regulations

ARTICLE - Paragraph			Reason
(RRSR)	(MSA)	(SR)	
			THE START MAY NOT BE AUTHORISED
		5.1.2	Declaration and Insurance
		6	Not complying with advertising requirements
		9.2.8	Unauthorised practice or Contravention of reconnaissance regulations
		11.4.1	Drivers' helmets, Hans device and equipment not meeting requirements
		11.5	Sound
26.1.6	Ch32.2dd		Not complying with scrutineering requirements
			TIME PENALTIES
20.3.4c			TRAFFIC LAWS - third infringement
			TIME CONTROLS
		12.6.2	Completing road section in less than 75% of target time
33.2.10 a	Ch32.2h		Each minute late
33.2.10 b	Ch32.2g		Each minute early
			SPECIAL STAGES
		12.5.1.6	For each second and tenths
37.4.1			Lateness per minute at Start
37.6		12.5.1.5	False start - first offence
37.6		12.5.1.5	False start - second offence
37.6		12.5.1.5	False start - third offence
			REPAIRS IN PARC FERME
42.6.3			For each minute

			FINANCIAL PENALTIES
		6.5a	For one missing rally plate or competition number
		6.6	For each covered licence plate
		12.5.3.9	Failure to carry and use a spillage mat in a service park
		12.5.3.10	Mis-use of waste bins – first offence - second offence
		12.5.3.13	Trading in Service Park without permission
19		6.2	For names of 1st and co-driver and national flags of drivers not appearing on sides
PENALTIES LEFT TO THE DISCRETION OF THE CLERK OF THE COURSE OR THE PANEL OF THE STEWARDS OF THE MEETING, WHICH MAY GO AS FAR AS DISQUALIFICATION			
		6.5b	Two competition numbers or rally plates missing at the same time
		8.5.1	Breach of refuelling regulations
14.2	Ch32.2b		Not following itinerary and deviation off route
		11.4.2	Not wearing helmets, hans device and safety harness on special stage
	Ch32.2m	11.5	Sound level Offences
	Ch32.2dd		Not reporting for scrutineering at specified time
		12.5.1.2	More than 15 minutes late at the start of the rally or a leg
	Ch32.2n	12.5.3.1	Breach of service regulations
14.3.3	Ch32.2ai		Absence of entry on time card/failure to hand in time card
14.3.4			Divergence in special stage start time
		12.6.3	Exceeding maximum lateness
20.1.1	Ch32.2l		Unsporting behaviour of the crew
20.1.2			Moving the car other than as specified
20.1.4			Driving in opposite direction on special stage
20.1.5			Not having 4 freely rotating wheels and tyres on public road
20.2	Ch32.2q	9.2.	Contravention of reconnaissance and or shakedown regulations
20.3.4a,b			Traffic Laws - First and second infringements
20.3.4d			Traffic laws - fourth infringement
25.3			Failure to obtain permission to use a road which may be a stage
27.2.2			Absence of identification mark
27.2.4			Falsification of Identification mark
31.5			Check in sequence or re-entering a control area
31.6.1	Ch32.2aa		Failure to follow the instructions of the officials
33.2.12	Ch32.2ii		Failure to respect the rules concerning the check-in procedure
37.4.2			Refusal to start at the time and in order
37.4.3	Ch32.2d		Failure to start within 20 seconds of signal
37.6			Repeated false start on SS
38.1			Stopping between flying finish and stop
39	R24.5		Special stage time allocated when stage is stopped
40.2.3	Ch32.2ee	12.5.2.8	Stopping to comply with SOS board requirements and Failure to comply with SOS board requirements
40.2.8			Failure to report retirement from rally
40.3		12.5.2.10	Failure to report an accident
40.4.1			Failure to use red reflective triangle correctly
40.5.1		12.5.2.9	Failure to reduce speed when a yellow flag is displayed
42			Breach of parc fermé regulations
49.4		12.5.3.4	Speeding in a Service Park and Trailer Park
		12.5.3.13	Illegal trading in the Service Park
60/App V			Breach of tyre regulations