

GRAB LIFE BY THE...



ANNOUNCEMENT

East Ayrshire Car Club will organise two multi use interclub permit stage rallies which will be held wholly within Kames Motorsport Complex as follows:

Sunday 21 st August 2022	Grab Life By The Hall's Stages J1K
Sunday 21 st August 2022	Grab Life By The Hall's Stages

1. JURISDICTION:

The meeting will be governed by the general regulations of Motorsport UK 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

Event	Class(es)	Motorsport UK Permit	Counter
Grab Life By The Hall's Stages – J1K	J1k	127179	<ul style="list-style-type: none">• Junior 1000 Ecosse Challenge 2022• EACC club championship
Grab Life By The Hall's Stages	0 - 5	127180	<ul style="list-style-type: none">• EACC club championship

3. ELIGIBILITY

The events are open to all fully elected members of the organising club and any fully elected members of invited championships and clubs affiliated to S.A.M.S.C, A.N.E.C.C.C, A.N.I.C.C and A.N.W.C.C who hold a valid Motorsport UK competition license for the event. You have the opportunity to join East Ayrshire Car Club if required at www.eastayrshirecc.co.uk/join.

4. COVID

The situation regarding covid and the impact on events is still very fluid. Any changes to our plans and operational details will be communicated via www.eastayrshirecc.co.uk/rallies. Competitors should also acquaint themselves with the guidance provided by Motorsport UK. The latest details can be found here [COVID-19 Information Updates - Motorsport UK](#).

5. MEMBERSHIPS / LICENSES

- All competitors must upload a valid Club Membership Card and a 2022 competition licence valid for the event to the event management portal.
- An entrant's licence will be required when an entry is made in the name of a commercial firm.

6. DECALS

Rally plates will be provided and are to be placed on each side of the car - failure to do so may result in disqualification. They should be positioned with the numbers to the front of the vehicle.

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7. PROGRAMME

Entries open Monday 25 th July at 18:00	Publication of these regulations and link to online entry at www.eastayrshirecc.co.uk/rallies
Entries close for seeding Sunday 14 th August at 18:00	Online entry system closes Late entries maybe considered up until Wednesday 17 th 18:00
Final Instructions & seeded entry list published Tuesday 16 th August 2022	Published on line at www.eastayrshirecc.co.uk/rallies
<i>Further details will be contained within further event bulletins available at www.eastayrshirecc.co.uk/rallies</i>	

- Any competitors not signed on 48 hours before their start time maybe deemed a non-starter and their competition number may be allocated to a reserve.
- Interim results will be posted at www.scotresultsc.co.uk.

8. ROUTE

- The event will be contained wholly within the perimeter of Kames Motorsport Complex.
- There will be a total of 16 special stages totaling approx 20 miles. The surface will be 100% tarmac.
- Competitors will be supplied with diagrammatic stage layouts together with a timing check sheet in advance.
- Some of the routes will involve splits and merges. These will not be as per blue book due to venue constraints. Competitors on their first approach to a split / merge will give way to competitors on their second approach. Failure to give way will be penalised as per SR17.
- The organisers' 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. VEHICLES

- All vehicles must comply with the 2022 Motorsport UK Technical Regulations. Vehicle passports or Competition Car Log Books, as applicable, must be unloaded to the event management system.
- Details of personal and vehicle safety equipment must be uploaded to the event management system.
- Vehicles will be scrutineered in situ. All vehicles must be presented in the condition they intend to compete, with decals affixed.
- If an in car camera is to be used this must be fitted before Scrutineering as per J.5.21 and written permission obtained from the Clerk of the Course. This permission is to be presented to the Scrutineer who will check the security of any camera mountings. **Failure to obtain written permission may result in disqualification.**
- Unedited copies of any in car footage must be provided to the organisers on request.
- For special stage rallies the maximum noise limit is 100Db at 0.5 metres as per R4.1.2. As part of the Kames Motorsport Complex noise management policy, www.eastayrshirecc.co.uk/documents/Kames_Motorsport_Complex_Noise_Management_Policy_v1_0.pdf we require you to minimise noise from your vehicle before the competition starts. To manage this we request that engines are run for as little time as possible after you arrive and before 09:00. To minimise cars moving around, scrutineering will be done in situ in your service space and the noise check will be completed before

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MTCA. Should any vehicle fail sound test at MTCA they will be refused a start and disqualified from the event. If a vehicle passes the Motorsport UK test, but a named official or a named Judge of Fact, assesses that the noise is likely to cause a nuisance when the vehicle is running on the track, the vehicle will not be allowed to use the track nor continue in the event.

- As this event does not traverse the public highway the need for a current vehicle road fund license is not required.
- All vehicles must carry an approved environmental spill kit as per J5.20.13.

- **TYRES**

Permitted tyres: All competitors in the Junior 1000 Ecosse Challenge 2022 must use the championship control tyre.

Senior competitors must ensure their wheels & tyres are in compliance with R48.5. Please note that the use of gravel / snow tyres will not be permitted unless deemed necessary by the clerk of the course.

10. CLASSES

- The event will consist of classes as follows:
 - CLASS J1K = Up to 1000cc and registered for championship
 - CLASS 0 = UPTO 1000cc
 - CLASS 1 = 1001cc TO 1400cc
 - CLASS 2 = 1401cc TO 1700cc
 - CLASS 3 = 1701cc TO 2099cc
 - CLASS 4 = 2100 cc and over
 - CLASS 5 = alternative fuel vehicles
- If applicable, the exact cubic capacity MUST be declared on the entry form and that MUST be the class entered in the event. False declaration may result in disqualification. Cars with forced induction and rotary engines will have their actual capacity increased by 1.7x their cc.

11. AWARDS

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

Junior Rally (Class J1K)

- 1st Overall: Driver and Navigator - An award
- 2nd Overall: Driver and Navigator - An award
- 3rd Overall: Driver and Navigator – An award (assuming 12 starters in class)

Adult Rally (Classes 0 – 5)

- 1st Overall: Driver and Navigator - An award
- 2nd Overall: Driver and Navigator - An award
- Overall winners are not eligible for class awards.
- Class awards will be made, depending upon the number of starters in each class and will be clarified in the final instructions.

12. RESULTS

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- Provisional results will be published at the finish as soon as possible after the end of the event at www.scotresults.co.uk.
- Protests must be lodged in accordance with the 2022 Motorsport UK Blue Book.
- Ties will be resolved as per R.40.1.2.

13. ENTRIES

- The entry list opens on publication of these regulations on the East Ayrshire Car Club website and closes in line with the timetable in Section 7.
- The entry fee for each event is £150.00
- All entries must be made using the online system which can be accessed via the club web site, www.eastayrshirecc.co.uk/rallies.
- Approved payment methods are: BACS and PayPal via the online entry system and cheques made payable to East Ayrshire Car Club Ltd
- The entries secretary for the event to whom any cheques must be sent is: Keith Fair, 6 Fairways, Stewarton, East Ayrshire, KA3 5DA.
- All entries remain provisional until payment has been received in full by the entries secretary.
- Entries will be accepted at the organisers discretion.
- The combined maximum entry for both events (excluding reserves) is 35, the minimum is 20.
- The maximum entry for each class is 35 and the minimum 4
- EACC reserve the right to amalgamate classes or cancel the event if the minimum numbers are not reached
- EACC reserve the right to refuse entries without giving a reason.
- Should any of the minimum figures not be reached, the organisers reserve the right to cancel the event.
- Entry fees may be refunded for entries withdrawn before entries close – see Section 7.
- Entries withdrawn after entries close for seeding 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 fees will be repaid.

14. DAMAGE DECLARATION

Competitors will be required to sign a report detailing whether they have been 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 disqualification and will be reported to Motorsport UK for further disciplinary action. Damage declarations must be provided to the secretary of the meeting within 72 hours of completing the event at russell@eastayrshirecc.co.uk

The competitor is responsible for the first £350.00 of each or any such claim.

15. MEDICAL ASSISTANCE

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- All competing cars must carry an A4 sized SOS board, red letters on white background and an OK board, black letters on a white background. This can be a double sided 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 use any means at their disposal to resolve the situation. The penalty for displaying an SOS board when urgent medical assistance is not required is disqualification with a report being submitted to Motorsport UK. The Penalty for not stopping at an SOS board is disqualification.
- If NO medical assistance is required after an accident, or simply stopping due mechanical issues 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.

16. 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 not be classed as a finisher. 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.

To be classified as a finisher, a Competitor must report to all controls listed on the timecard except as provided for in 32.2 (a) where two-thirds of the stages must have been completed and report to the final control within the maximum lateness specified, with the car in which they started.

Procedure:

Main Controls

MTC are situated at the Start 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 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)

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

The organisers check sheet will have priority over competitors check sheets.

17. PENALTIES

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

- 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 not be classified as a finisher. 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
- 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 cleaning lamp glasses, windscreens, windows, identification markings, vehicle registration numbers and tyre repairs: 10 minutes
- Driving on the grass (1st offence) 5 minutes
- Driving on the grass (2nd offence) disqualification
- Taking an incorrect route on a special stage (1st offence) Stage Maximum
- Taking an incorrect route on a special stage (2nd offence) disqualification
- Striking a route marker e.g. tyres, stakes or bales 30 seconds
- Failure to give way to competitors on second lap on a split stage (first offence) 30 minutes
- Failure to give way to competitors on second lap on a split stage (second offence) disqualification
- Not being ready to start the stage when instructed 10 minutes

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- Failure to comply with an instruction, written or verbal, from a Marshall or event official, 10 minutes first offence, disqualification second offence.

The following offences will carry the penalty of disqualification:

- 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, FHR and helmets on a special stage.
- Failure to have fire extinguisher armed in a special stage.
- Misuse of the SOS/OK symbol on a special stage.
- Failure to stop at a marshal's post when a red flag is displayed.
- Failure to obtain written permission for an in car camera.

18. Red Flag Procedure

Due to the compact nature of the venue we are not applying the red flag procedure as per the blue book. We will be adopting a mandatory red flag procedure. Marshalls at points around the track will be issued with a red flag. On instruction from the Clerk of the Course, in response to an incident they will deploy the red flag. Should a competitor come across a marshal displaying a red flag, they should STOP at that point and follow the instructions from that marshal. A notional time will be allocated to competitors impacted by a red flag deployment. Failure to stop at a red flag or follow the marshal's instruction will result in disqualification.

19. Arrows and Signs

Due to the compact nature of the event we are not applying stage set up signage as per the blue book. This covers advance arrows, confirmation arrows, splits / merges. Please familiarise your selves with the initial stage set up prior to the start.

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20. OFFICIALS

- Motorsport UK Steward – John Fenwick
- Club Stewards – Ian Gemmel & Brian Telfer
- Clerk of the Course – Michael Riddick
- Ass Clerk of the Course / Route Coordinator – Sam Henderson
- Event & Spectator Safety Officer – Russell Fair
- Chief Scrutineer – Rab McDonald
- Chief Timekeeper - Stan Thorogood
- Results Officer - Raymond Mann
- Chief Medical Officer – Sandy Lochrie
- Chief Marshal – Chaz Marshman
- Child Safeguarding Officer – Chaz Marshman
- Secretary of the Meeting - Russell Fair
- Entries Secretary – Keith Fair

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21. JUNIOR 1000 ECOSSE CHALLENGE 2022

Once again this year the rally has been selected to run a round of the **JUNIOR 1000 ECOSSE CHALLENGE**. As part of the Motorsport UK 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 adult event on the stage at the same time as the junior event. 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 DISQUALIFICATION FROM THE EVENT, REPORTING TO THE STEWARDS OF THE MEETING AND MOTORSPORT UK.

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

The above is reciprocal for the Juniors.

22. ANY COMPETITOR HAVING DOUBTS OR QUERIES REGARDING ANY OF THE ABOVE, HAS THE RESPONSIBILITY TO GAIN CLARIFICATION FROM THE CLERK OF COURSE PRIOR TO THE START OF THE EVENT.