

RBS International Manx Rally

It is a pleasure to invite you to the **RBS International Manx Rally**, a qualifying round of both the prestigious National 'A' Hankook MSA Gravel and the Legend Fires Asphalt Rally Championships run over closed public roads in the Road Race Capital of the World where a particularly warm welcome awaits you.

We are delighted to welcome back **Royal Bank of Scotland International** to the event as title sponsor, which is recognised as a trust in the capabilities of the organising team. Everyone is once again looking forward to working with **Royal Bank of Scotland International** to ensure that you have and enjoy the best National asphalt rally in the UK.

As in recent years the rally starts on Friday night with the now traditional combined town and country stage starting in the seaside town setting of Port Erin before heading into the picturesque Manx village of Cregneash. This will be followed by a further four stages across the Island including the very fast Milerisk stage (21 miles), before a well deserved overnight halt. Saturday sees another full day with eleven more demanding stages being contested before the winner is acclaimed and garlanded at the TT Grandstand. After a long hard event the action switches to the friendly atmosphere of the Villa Marina Royal Hall for the Prize Presentation.

It is a pleasure to welcome back to the event Mitsubishi and competitors contesting the Evo Challenge and new to the Island the Ford Fiesta Sporting Trophy.

Good Luck to everyone entering the **RBS International Manx Rally**, which as usual will feature "traditional Manx stages" on the very best tarmac roads our Island the "jewel in the Irish Sea" has to offer.

A Message from the Sponsor

SUPPLEMENTARY REGULATIONS

These Supplementary Regulations incorporate the Standard Regulations for events within the **Hankook MSA Gravel Rally Championship** and the **Legend Fires MSA Asphalt Rally Championship**. Articles and clauses giving information specific to this event are boxed; unboxed sections are common with other events in the Championship.

Article 1. ANNOUNCEMENT

1. Manx Auto Sport Ltd. will promote a National 'A' Permit Special Stage Rally on Friday 11th & 12th May 2007. The event will be sponsored by **Royal Bank of Scotland International** and will be called the **RBS International Manx Rally**.

The event is a qualifying round of the following championships and Series:-
The Hankook MSA Gravel Rally Championship
The Legend Fires MSA Asphalt Rally Championship
The Mitsubishi Ralliart Evolution Challenge

Article 2. JURISDICTION

1. The event will be held under:
 - (a) The 2007 General Regulations of the Royal Automobile Club Motor Sports Association Limited (MSA) incorporating the provisions of the International Sporting Code of the FIA.
 - (b) Championship Regulations of the 2007 Hankook MSA Gravel Rally Championship.
Championship Regulations of the 2007 Legend Fires MSA Asphalt Rally Championship.
 - (c) Regulations of the 2007 Mitsubishi Evolution Challenge
 - (d) The Regulations issued by the various Championships, Series and Challenges of which this event forms part.
 - (e) These Supplementary Regulations
 - (f) Any written instructions the promoting Club may issue for the event.

Article 3. AUTHORISATION

1.	(a) Hankook MSA Gravel Rally Championship -	Permit No. 2007/5400
	(b) Legend Fires MSA Asphalt Rally Championship -	Permit No. 2007/5347
	(c) The Mitsubishi Ralliart Evolution Challenge -	Permit No. TBA
	(d) RBS International Manx Rally -	MSA Permit No. 39659

2. The event will comply with the Motor Vehicles (Competition and Trials) Regulations where they are applicable.
3. DoT Permit No. not applicable

Article 4. ELIGIBILITY

1. **The RBS International Manx Rally** is open to competitors (whether ENTRANT, Driver or Co-driver) holding valid National A or International Licences issued by the Royal Automobile Club Motor Sports Association Limited.
2. Competitors are reminded of the MSA's requirements for Entrants Licences as laid down on the Licence Declaration Form and in the 2007 MSA Year Book.
3. All Competition Licences and Championship Registration documents will inspected at Documentation.

Article 5. FORMAT

The programme of the meeting will be:

Friday 13 th April 2007 (18.00hrs)	Standard Entries Close @ £410.00
Friday 20 th April 2007 (Mid-day)	Late Entries Close @ £820.00
Friday 27 th April 2007	Notice of Acceptance or Refusal, Road Books and Final Instructions posted.
Saturday 5 th May 2007	Reconnaissance day 1
Sunday 6 th May 2007	Reconnaissance day 2
Wednesday 9 th May 2007	Reconnaissance day 3
Thursday 10 th May 2007	Reconnaissance day 4
Friday 11 th May 2007	Scrutineering and Documentation starts 12.00hrs Start Leg 1 – Port Erin 19.00hrs
Saturday 12 th May 2007	Start Leg 2 – Douglas 08.45hrs Finish of Rally, TT Grandstand 16.30hrs Prize Presentation, Villa Marina Complex 21.30hrs

Article 6. CLASSES

1. The Class structure for the **RBS International Manx Rally** will be:

(a) Group 'N'

Cars conforming to FIA International Group N Regulations.

Class N1:	Up to and including 1400cc
Class N2:	Over 1400cc, up to and including 1600cc
Class N3:	Over 1600cc, up to and including 2000cc
Class N4:	Over 2000cc

(b) Group 'A'

Cars conforming to 2005, 2006 and 2007 FIA International Group A Regulations.

Class A5:	Up to and including 1400cc
Class A6:	Over 1400cc, up to and including 1600cc
Class A7:	Over 1600cc, up to and including 2000cc
Class A8:	Over 2000cc

(c) Category 'B'

Cars complying with 2006 MSA Technical Regulations.

Class B9:	Up to and including 1400cc
Class B10:	Over 1400cc, up to and including 1600cc
Class B11:	Over 1600cc, up to and including 2000cc
Class B12:	Over 2000cc normally aspirated 2 wheel drive cars.
Class B13:	Other vehicles over 2000cc; to include any Metro 6R4 driven by a registered MSA National Gravel Rally Championship or MSA National Asphalt Rally Championship contenders with approved sealed engines of 2.5 (International injection) and 2.8 (single plenum type) with an MSA certificate of engine capacity.

The driver of any other vehicle not complying with the MSA General Regulations K37.1.1 or K37.1.2 must, prior to registration, first apply to the MSA National Gravel Rally Championship Sporting Manager or Primamotorsport MSA National Asphalt Rally Championship Co-ordinator with full details. Permission to use such a vehicle will then be entirely at the discretion of the MSA to whom details of the vehicle must be sent for ratification (K37.1.3)

(d) Category 'H' Historic and Post Historic Vehicle Classes

All vehicles in Category 'H' must comply in all respects with current MSA safety requirements, and have a current MSA Vehicle Log Book and either an MSA or FIA Historic Identity Form.

Class H14 Historic Rally Cars (registered before 31/12/67)

Class H14 Post Historic Rally Cars (registered after 31/12/67 and before 31/12/74)

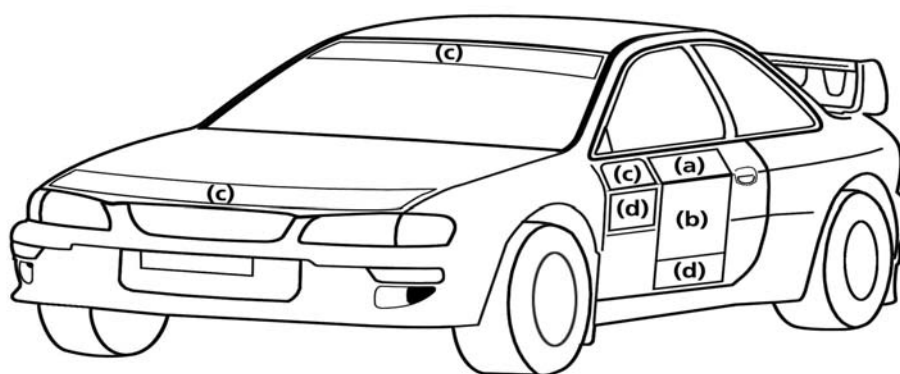
2. (a) Cars with forced induction will have their engine capacity increased by 70% to establish their class.

(b) Should any class have less than five entries the Organisers reserve the right to amalgamate two or more classes or reduce the awards list as deemed appropriate.

3. Championships – where classes in the various Championships differ from those for this event, the relevant Co-ordinator will be responsible for the allocation of points.

Article 7. IDENTIFICATION

1. Competitors must make available to the Organisers of the event and Promoters of the Championships, specific areas (2007 MSA General Regulations – Section E) on the vehicle as shown on the diagram (below):



- (a), (b) & (d) The **RBS INTERNATIONAL MANX RALLY 2007** official event logo / title, vehicle competition number. (A full doorplate will be supplied including (d) sponsor's advertising at the bottom).
- (b) Competitors must display regulation size black numbers, on a white background, on both sides of the car (E11.3.11 & K10.1.2) which will be provided by the Organisers. Competitors are reminded that these numbers must be removed completely after the event or upon retirement from the event.
- (c) The official **Hankook MSA Gravel Rally Championship** or **Legend Fires MSA Asphalt Rally Championship** logo (645 sq cms - MSA GR E2.24.2) together with the official windscreen or bonnet strip where supplied.
- (d) Other advertising proposed by Event Organisers and/or Championship Promoters

Note: Competitors will be provided with all rally plates and numbers, which must not be cut or mutilated. This includes rally plates to be affixed to the front and rear of the car

2. Competitors will also be issued with event rally plates (to be affixed to the front and rear of the car).

3. Competitors may be requested, but will not be obliged to carry further advertisements in areas other than those specified in Article 7.1 and 7.2 above.

4. Competitors who do not provide the space required in Article 7.1 and 7.2 above will be either **REFUSED A START** or **EXCLUDED** from the results as appropriate to the case.

Article 8. ENTRIES

1. Should the number of entries, overall or in each class, not reach the minimum stated the Organisers have the right either to cancel the Event or to amalgamate classes where necessary (see Article 6.2 (b) and 8.9)
2. A Competitors Bulletin containing details of the Competitor's start number will be posted to Entrants at least seven days before the event.
3. Entrants are required to indicate on their Entry Form their eligibility for the various Awards and Championships.
4. The order of starting will be at the Organisers' discretion but to assist seeding Entrants should note their previous results on the Entry Form. A Selection Committee will choose entries on the basis of performance and suitability.
5. Once the Entry List has been published, no communication will be entered into regarding it. Competitors whose seeding is queried before the event with the Organisers or through a computer orientated "chat room" or forum after the Entry List has been published will not be eligible for the "Most Improved on Seeding" award.
6. Competitors are advised that information they provide will be stored in a computer retrieval system and may be used for organisation and publicity purposes.

7. Where applicable, the entry fee has been based on the proposed Forest Enterprise road charges. Should there be any variation in these charges it may be necessary to levy a supplementary entry fee, to be collected at Documentation, although it will be advised to Competitors in advance (E3.1.5). However Forest Enterprise road charges are not applicable to this event.

8. The Standard Entry Fee for the **RBS International Manx Rally** is £410.00 (inclusive of MSA Insurance and Permit Fees), and one (1) Service Pack per competitor. Management Packs (one per competitor) may be purchased at £40.00 per pack by ordering on the Entry Form.

NB: Failure to honour a cheque to the Event Organisers will render the entry null and void and the MSA will be informed.

9. The maximum number of entries is 120 plus 20 reserves.

The Organisers reserve the right to cancel the event if less than 90 entries are received by the closing date.

10. All entries must be made on an official Entry Form. Accompanied by the correct fees, and sent to:

Mrs Susan Crellin
18 The Laurels
Mountain Road
Douglas
Isle of Man
IM2 7DN

Telephone: 01624 672145 (**please do not ring after 21.00hrs**)

11. The entry list opens with the publication of these Regulations and will close at the standard fee on Friday 13th April 2007, at 18.00hrs. Late entries will be accepted at the Organisers discretion on payment of an additional fee of £410.00 until Friday 20th April 2007.

12. Fees for entries withdrawn up to the closing date for normal entries will be refunded less £50.00 to cover administration costs.

Fees for accepted entries withdrawn after the closing date for normal entries will be refunded only if the vacant place is filled by a reserve less £100.00 to cover administration costs. The above conditions will also apply to reserves who will be notified as soon as possible of vacant places. Reserves who are not accepted will have their entry fees refunded in full, subject to E3.2.6.

Withdrawn entries must be advised in writing by post, fax or email to the Entries Secretary.

13. All competitors must provide an electronic mail address.

13. In the event of the rally being abandoned or postponed, entrants will have their entry fee refunded less £100.00 administration costs E3.3.1.

Details of the car must be declared before the close of entries. Failure to comply will result in the competitor being placed on the Reserve List.

Article 9. OFFICIALS

1. Event:	
MSA Steward	Ronnie Trouton
Stewards	Neil Hanson
Chairman of the Organising Committee	David Sayle
Clerk of the Course	John Skinner, 6, Berkeley Street, Douglas, Isle of Man, IM2 3QA Tel: 01624 626543 Email rbsirally@manx.net
Deputy Clerk of the Course	Les Postlethwaite
Deputy Clerks of the Course (Route)	Alan Teare, Guy Woodcock
Deputy Clerk of the Course (Admin)	Mark Wrigley
Secretary of the Meeting	Karen Skinner
Entries Secretary	Susan Crellin
Equipment Officer	Neil Simpson
Chief Marshal	John Gill
Deputy Chief Marshal	Bill Crellin
Chief Medical Officer	Dr G Evans
Event Press Officer	Andrew Hail, PO Box 1445, Sutton Coldfield, West Midlands Tel: 0121 313 1416 Email: andrew.hail@btconnect.com
Chief Safety Officer	TBA
Route Public Relations Officer	David Cain
Chief Scrutineer /	
Eligibility Scrutineer ((Gravel Champ)	Geoff Doe (Tel: 01270 780356)
Eligibility Scrutineer (Asphalt Champ)	Colin Salkeld
Scrutineers	Chris Rowe, Chris Bridson, Eddie McAvoy, Martin Caley
Environmental Scrutineer	Vaughan Allcock
MSA Timekeeper	Aine McLoughlin
Timekeepers Liaison Officer	Tynemouth Computer Services
Computer Results	Kevin Brooks, Phil Kneen
Results Co-ordinators	John Dalrymple
Communications Officer	John Dalrymple
Competitors Liaison Officer	Mike Sones

2. Hankook MSA Gravel Rally Championship

Championship Sporting Director / CLO	John Skinner	01624 626543
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3. Legend Fires MSA Asphalt Rally Championship

Championship Co-ordinator	Andrew Hail	0121 3131416
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4. Mitsubishi Ralliart Evolution Challenge

Championship Co-ordinator	Simon Slade	01935 424873
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ARTICLE 10. RESULTS

1. Provisional results will be published within two hours of the finish of the event, on the Official Notice Board in the Rally Office at the TT Grandstand. Protests must be made in accordance with MSA General Regulations O5 and Appeals in accordance with O6.

2. Competitors shall ensure that they and their cars are available for inspection, should a protest be submitted in accordance with O5.2.2. If the protested vehicle is available for inspection the Competitor may be penalised as under O3.2.

Article 11. ROUTE AND ROAD BOOK

1. The event will contain several Special Stages on private land or on closed public roads, joined by Public Highway sections. Cars will start the event at one-minute intervals. The route will be defined by six figure National Grid references and a Tulip Road Book.
2. Full details of the Route and Special Stages will be given in the Road Book issued to Competitors. This document will contain all the necessary information to enable Competitors to comply with K3.3.1 and K3.3.2.

An outline of the route giving Grid References for Controls, Stages and Service Areas, stage mileage and time schedule will be sent with a Competitors Bulletin, (see Article 5).

3. The Road Books and Stage Maps will be posted with the Notice of Acceptance on Friday, 27th April 2007.
4. (a) Ordnance Survey map sheet 95: 1:50,000 will be required.
(b) The route will be approximately 220 miles of which 120 miles will be special stages on closed public sealed surface roads.

Article 12. SCRUTINEERING AND DOCUMENTATION

1. At Scrutineering cars will be examined for compliance with the 2007 MSA Tyre, Technical and Safety Regulations as well as for class eligibility (attention is drawn to, E12, K37 and Q). Each Entrant and driver will be assumed to have full knowledge of the car and its eligibility for the class entered. Cars must be presented in the same condition as they intend to compete.
2. A validated MSA Rally Special Stage Vehicle Log Book (K25.2 / K37.2 / E11.3.2) must be made available at Scrutineering, and on demand throughout the event for each car. Failure to produce this document will lead to a **REFUSED START** or **EXCLUSION**.
3. FIA / FISA Homologation Forms valid for 2007 International Rallies must be provided and made available at Scrutineering, and on demand throughout the event, for each Group A or Group N car. Failure to provide the form will either lead to re-classification (where appropriate) to Class B9, B10, B11, B12 or B13 (Article 6.1) or to a **REFUSED START** or **EXCLUSION**.
4. All cars shall have fire extinguishing systems as per 2007 MSA requirements (K37.8.4 and Q3.1.4).
5. Safety Helmets will be examined and must conform to current regulations (Q10) and must be worn on Special Stages (K25.3).
6. Cars shall have fitted and the Driver and Co-driver shall use seat belts (K25.3.1) in conformity with Q2.1.2 and K37.8.3.
7. Drivers and Co-drivers are reminded that they must wear flame-resistant overalls (Q9) on all Special Stages rallies (K25.3.2).
8. All cars must be taxed and insured for the Public Highway (K37.9.1).
9. A valid MOT Test Certificate must be produced at Scrutineering for any car required by law to have such a certificate (K37.9.1). Failure to produce this document will lead to a **REFUSED START**.
10. At the discretion of the Eligibility Scrutineer and the Clerk of the Course certain Competitor's vehicles will be selected for Post Event Scrutiny. Failure to present the vehicle at the nominated place and at the time designated may be considered a breach of O3.2 and may be penalised as under Article 18.7.
11. No studs, chains or non-skid attachments are permitted (K37.5.1).
12. Tyres: All tyres must comply with Section R of the 2006 MSA Year Book (K37.5.4). Please note the restrictions imposed by K37.5.5 and K37.5.6.

13. (a) The Organisers will conduct static Sound Tests prior to the start of Scrutineering and during the event at the TT Grandstand. These will be conducted in accordance with MSA K5 & E12.17.8, all Competitors' vehicles must pass these tests which will allow for a MAXIMUM OF 100 dba at 4500RPM USING THE 0.5 METRE TEST. Failure to do so will result in penalties as under Article 18.4(a).

(b) Scrutineering and Documentation will take place at the TT Grandstand, Douglas from 12.00hrs. Cars must be presented at Scrutineering in the same condition as they intend to compete, which includes the display of competition numbers complying with E11.3.11 and other advertising / identification material specified in Articles 7.1, 7.2 & 7.3 which will be provided by the Organisers. All these materials will be provided at the Rally Office prior to the Sound Test. Competitors must report to Documentation within fifteen minutes of having completed Scrutineering, otherwise they may be deemed a non-starter and their place may be allocated to a reserve.

Article 13. DAMAGE DECLARATION

1. Competitors will be required to complete and sign a report confirming that they have not been involved in any incident resulting in damage to private property or injury to persons or animals or alternatively giving details of any such incident where damage or injury has occurred (K35.4). Information given will not incur a penalty, but failure to disclose details of any such incident, or failure to hand in a duly completed form will be penalised in accordance with K31(p) and may be reported to the MSA for disciplinary action.

2. Competitors who do not report at the finish of the event are required to forward the report to the Rally Secretary within 72 hours of the finish of the event (K35.4.1). Competitors who fail to comply may be penalised by a fine of up to £100. If they have been involved in an accident details must be given to the Organisers the same day (see Article 13.1).

Article 14. DRIVING STANDARDS OBSERVERS / JUDGES OF FACT

1. Named Judges of Fact, appointed by the Organisers, will be on duty throughout the rally to observe and report on any Competitor considered to be in contravention of K24.2.11 and K24.2.16. The names of these Officials will be promulgated in an Official Bulletin which will be posted on the Official Notice Board.

2. The Chief Scrutineer and the Eligibility Scrutineer appointed for the event are Judges of Fact in respect of Vehicle Eligibility.

3. The Start Officials on all Special Stages are empowered to judge whether or not a Competitor has made a false start (K24.2.11(c)).

4. The Organisers will appoint Driving Standards Observers in accordance with C13.1 and K24.2.12.

5. (a) Any notified offence by a Competitor or by his Service Crew / Management Personnel which involves speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of O1.1.4 (any proceeding or act prejudicial to the interest of the Motor Sports Council or of motor sport generally). The Competitor concerned is liable to be penalised in accordance with K31 (k) and / or K31(l), K24.2.14, K34.2 and K34.2.1 and may be called before an MSA Disciplinary Tribunal.

(b) Any cases reported to the Organisers or the MSA by the Police for speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of Rule O1.1.4 (any proceeding or act prejudicial to the interest of the Motor Sports Council or of motor sport generally) and the competitor concerned will be liable to be called before a Disciplinary Tribunal. It will not be necessary to prove that a traffic offence was committed, as the involvement of the Police may, itself, give rise to contravention of O1.1.4.

6. **Sound Control:** The Organisers will appoint Judges of Fact and/or Driving Standard Observers, one of whom will be the MSA Environmental Inspector, to report on sound levels. Excessive sound will include instantaneous occurrences of noise such as that produced by back-firing caused by anti-lag systems. The penalty for excessive sound may go as far as exclusion. Competitors should also pay attention to C11 and C12.2.

Article 15. TIMING AND CONTROLS

1. Timing of the event will be governed by the Target Timing Regulations (K30), using digital clocks operated by Officials under the control of an MSA Approved Timekeeper.
2. All clocks will be set to Greenwich Mean Time or British Summer Time as appropriate.
3. All Controls will open 15 minutes before the Due Time of Car '0' and close 15 minutes after the Due Time of the last Competitor still running (K29.1), having taken into account any delays.
4. The rally will consist of Special Stages and Road Sections.
5. Lateness in excess of Target Time on Road Sections and Stage Maximum Time on Special Stages is cumulative. The maximum penalty free lateness will be 15 minutes (K30.4e), K30.4f)). Once a Competitor's cumulative lateness calculated from the previous Main Control exceeds the maximum penalty-free lateness, the Competitor will be **deemed to have RETIRED**.
6. To be classified as a finisher a crew must report, with their car, at all controls within their permitted maximum lateness (Article 15.5).
7. It is the Competitor's responsibility to ensure that his times are correctly recorded and that Time Cards are handed in when and where instructed. Should any recorded time not be legible or not appear authentic the Organisers may use any means available at their disposal to establish a time.
8. Control and Stage Signs will conform to K28.8.

9. (a) **Special Stage timing** will be to the previous tenth of a second (K30.2).

(b) Each Special Stage will have a Bogey Time set at 65 mph for unsealed surfaces of 75 mph for sealed surfaces, and a Stage Maximum (K30.4c)) set at approximately 30mph, which will be indicated on the Time Cards.

(c) Competitors will receive penalties on Special Stages as follows:-

- | | |
|--|-----------------------------|
| i) Under Bogey | - Bogey Time |
| ii) Over Bogey but under Stage Maximum | - Actual Time Taken |
| iii) Over Stage Maximum | - Stage Maximum Time |

Time in excess of Stage Maximum Time on a Special Stage will count towards the Competitor's Cumulative Lateness (Article 15.5).

(d) Competitors must be ready to start a Special Stage when required to do so by the Start Marshal (K25.12). See Article 15.11.c (iii).

10. (a) **Road Timing** will be to the previous whole minute.

(b) Each Road Section will be allotted a Target Time based on an average to comply with K3.3.1. Competitors can calculate their Due Time of arrival at any Timing Control by adding this Target Time to their recorded time of departure from the preceding Timing Control. On Road Sections following a Special Stage, extra time may be included to allow for any delay at the Special Stage Finish.

(c) At all Timing Controls on Road Sections, Competitors who are early may wait for their Due Time outside the Control Area. The time recorded at these controls shall be the time on the official clock when the crew submits the Time Card to the Official, provided that the car and both crew members are within the Control Area. Once a Competitor's car enters the Control Area, the crew must submit their Time Card to the Official within one minute: (i.e. a Competitor's car may enter the Control Area up to 59 seconds before their Due Time, without incurring a penalty for early arrival) See K29.3, K29.3.1 and K29.3.2.

11. **Timing Controls.** All controls other than Passage Controls (PC's) will be Timing Controls. The following titles shall describe the various types of Timing Control:

(a) Main Control (MC)

(i) A Main Control will be situated at the Start and Finish of the Rally, immediately before and after any Rest Halt and at any other specified point. At a Main Control after a Rest Halt, competitors will restart at one minute intervals in number order or in the order of their arrival at the Main Control preceding the Rest Halt or in the order of their arrival at some other preceding control or in the order of General Classification at a specified point if interim results are available.

Each competitor shall be given a due starting time from any Main Control (OUT), and any difference between this time and his/her actual starting time will be counted towards cumulative lateness and a Time Penalty will be applied.

(ii) **Regrouping Controls.** The Road Book shall specify the controls, if any, where competitors not excluded by reason of having accumulated more than the maximum permitted lateness at that control, will start the next section with zero lateness towards exclusion.

(iii) **Special Stage Arrival Control (SSA).** At this time control the marshal will enter the competitor's time of arrival and the provisional starting time for the special stage which must be a minimum of 3 minutes after the arrival time in order to allow the crew to prepare for the stage. The area between the Special Stage Arrival Control and the Stage Start is Parc Fermé but should the crew need to change a flat tyre a maximum of 5 minutes extra will be allowed without penalty and the start time amended accordingly. Any time in excess of this 8 minutes will be penalised in accordance with K31(d).

(c) **Special Stage Start Control (SSS).**

(i) At the Special Stage Start the marshal will enter the actual start time, which will normally correspond with the provisional start time in hours and minutes, and (if Competitors are to start at 30-second intervals) seconds. Once a Competitor has clocked in at an SSA, the Start Marshal will assume that they are ready to start the Stage and will issue a Start Time as soon as the Start Line is clear, whether the Competitor is ready or not.

(ii) As each section is timed separately, the time taken from SSA to SSS is 'Dead Time' and delays are automatically allowed for.

(iii) The start will be signalled by traffic lights which will go from RED (15 seconds to go) through AMBER (5, 4,3,2,1 seconds to go) finally to GREEN at the start time. In the event of equipment failure, the start procedure will revert to the manual system that is described in K25.12 (there will be no 30 second verbal warning for stages starting at 30 second intervals).

(d) **Special Stage Finish Control (SSF).**

(i) A competitor will receive his Special Stage Finish Time in hours, minutes, seconds and tenths of a second at the Special Stage Stop Line. This time in hours and minutes will be the start time for the next section.

(ii) Any Competitor who fails to stop at the Stop Line must return on foot; reversing the car is prohibited and subject to the Penalty of **EXCLUSION** (K25.9.1 and K31(p)).

(iii) A photo beam finish will be utilised on the Flying Finish Line, recording times to a tenth of a second. Times will be entered on Competitors Time Cards at the Stop Line. In the event of equipment failure, times will be established by means of back-up clocks.

(e) **Service Control (SV).** All Service Areas will have IN and OUT time controls and a Target Time will be specified between these controls and the Section between the IN and OUT controls will be marked as a Road Section.

12. **Passage Control (PC).**

(i) At any point indicated in the Road Book, the Organisers may establish a PC in order to collect Time Cards from Competitors, to provide proof of passage or for other purposes. A Competitor failing to provide the necessary documents at any PC will be deemed not to have reported there and will be **EXCLUDED** (K31(a), Article 15.6 & 15.7).

(ii) Any times recorded at a PC will be used only to ensure that Competitors have followed the requirements of the Road Book, and not to calculate Cumulative Lateness.

13. In the event of unforeseen circumstances arising affecting the 'Road Closing Order' the Organisers are seeking approval from the Motor Sports Association Ltd to use '30 second starts'. This will only be implemented in an emergency situation to prevent the cancellation of a 'Special Stage'.

Article 16. Reconnaissance / Pace Notes

1. (a) Pace Notes / Subjective Route Notes are allowed on this event but these will not be supplied by the Organisers, however, competitors are permitted to make and use their own.

Subjective Route Notes for this event are available from Patterson Pacenotes (Brain Patterson – 02890 844111). In all instances, competitors are advised to carry out their own reconnaissance and are advised that the Organisers accept no liability or responsibility in the use of the Subjective Route Notes provided by any third party.

PRACTICING IS STRICTLY FORBIDDEN

Reconnaissance on Special Stages is **ONLY** allowed between the hours of 09.00hrs to 21.00hrs on the following dates: - Saturday 5th May, Sunday 6th May 2007, Wednesday 9th May, and Thursday 10th May 2007. Competitors may use ANY two days subject to the following Regulations and further Regulations and Instructions which will be issued with the Road Book.

(b) Any competitor found before 09.00hrs on 5th May, 2007, on any Special Stage and in possession of pace notes will not be allowed to start the Rally. Traffic on Special Stages before 5th May will be regularly checked by the Police and Organisers.

(c) Before commencing reconnaissance Competitors must register with the Organisers:-

(i) Competitors must sign-on at the start of each of their reconnaissance days between 08.00 and 10.30hrs.

(ii) Details of the car(s) which they will be using for reconnaissance must be provided when signing-on.

(iii) Identification supplied by the Organisers must be displayed clearly on the windscreen and rear window during reconnaissance. Such identification plates must be returned to the Secretary before 12.00 noon on 11th May 2007. There will be a fine of £50.00 for non-return.

(iv) A contact address and telephone number on the Isle of Man where competitors can be contacted during the reconnaissance period must be supplied.

Any communication delivered at or sent to a competitor at such address by the Organisers will be deemed to have been received by such competitor on the date of delivery or on the day after the date of posting, as appropriate.

(d) Any Competitor found on a Special Stage without having registered as above, or in breach of these regulations, will not be permitted to start the rally. **This will be strictly enforced.**

(e) During the reconnaissance period there will be a 30mph speed limit on all Special Stages unless a lower limit is indicated by a traffic sign or a written instruction issued by the Organisers. The Organisers will issue road books, a list of special stages, speed limits and supplementary instructions which will apply during the reconnaissance period and which will have the same force as these Regulations.

(f) During the reconnaissance period the Police and Organisers will arrange speed checks and general patrols of the Special Stages and roads throughout the Island and:

(i) Competitors, Entrants or others found in cars exceeding the speed limits, driving or being driven at an excessive speed or in any way which in the opinion of the Organisers causes or could cause danger or inconvenience to other road users or local residents or maybe considered as bringing the sport into disrepute will be penalised as follows:

First Offence - £250.00 fine

Second Offence – start refused

(ii) The Organisers will appoint Judges of Fact to adjudicate on these specific regulations but the decision of the Clerk of the Course will be final. Such decisions will be made irrespective of whether or not Police action is taken and irrespective of the outcome of such an action. There is no right of protest or appeal and entry fees will not be refunded.

(g) Only standard road cars may be used for reconnaissance. Modified wheels are permitted. **Roll cages are not permitted.** Advertising may not be carried on cars used

for reconnaissance. If there may be any dispute as to whether a car is a standard, it must be presented for scrutiny to the Organisers in advance. The decision of the Organisers will be final. Any Entrant, Competitor or others found using a car in breach of this regulation will not be permitted to start the rally. The Organisers reserve the right to not to allow the use of any particular car.

(h) The use of intercoms and headsets during reconnaissance is not permitted.

(j) Any Entrant, Competitor, Competition Licence holder who practices, reconnoitres, or causes any person to do so on their behalf will incur the following penalty against which there is no right of protest or appeal:

First Offence - £250.00 fine which will apply to both competition licence holders and be payable before the start of the event.

Second Offence - start refused.

Article 17. SERVICING

1. Two categories of support vehicle will be permitted; Service Vehicles and Management Vehicles (Article 17.4). Any person travelling in a Service Vehicle is 'Service Personnel', any person travelling in a Management Vehicle is 'Management Personnel'.

2. Each Service or Management Vehicle must be registered with the Organisers, giving its vehicle registration number, before an official plate is issued for it. The use of a Service or Management plate on a vehicle not previously registered with the Organisers is an offence for which a penalty up to **EXCLUSION** may be applied.

3. There will be Service Areas at strategic points where work may be carried out by the Service Personnel and/or Management Personnel on the competing car. These will only be accessible to Competitors and Service or Management Vehicles bearing Official Plates.

No other areas may be used by Service Vehicles, which are required to follow a prescribed route to the Service Areas. All other areas will be Out of Bounds to Service Personnel and Vehicles.

4. Emergency servicing will be permitted in designated areas after some Special Stages, from Management Vehicles displaying the appropriate Management Plate. These plates may only be used on conventional saloon cars or their estate car derivatives, or on certain 4x4 off-road leisure vehicles, subject to approval by the Organisers. The use of roof racks is not permitted. These vehicles must follow the instructions issued by the Organisers in the Service Book and or Road Book, which will specify sections of the rally route which are Out of Bounds to Management Vehicles. Application for a Management Plate must be made on the Official Entry Form (see Article 8.8). The Organisers reserve the right to restrict or refuse any application for additional plates.

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

(i) Within 100 metres of any Control.

(ii) Between the Special Stage Arrival and the Special Stage Start Controls, and

(iii) In any Parc Fermé.

The only work permitted in these areas is to carry out the following work unassisted:-

(a) Replace a wheel with a flat tyre by a wheel and tyre carried in the competing car.

(b) Clean lamp glasses, windscreen, windows, identification markings and vehicle registration numbers.

6. Service Personnel and Management 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 (Article 14).

7. Competitors are responsible for ensuring that their Service Personnel and Management Personnel understand and comply with these regulations and that their Service Vehicle(s) and Management Vehicle(s) bear an Official Plate showing the Competitor's Rally Number. This plate **MUST BE AFFIXED** by means of the self-adhesive backing to the front of each Service or Management Vehicle and be clearly visible at all times.

8. A Competitor receiving assistance contrary to these SR's will be penalised in accordance with K31(n), subject to the following modifications: any Competitor whose Service or Management Vehicle is *observed* in an Out of Bounds area will be penalised **10 minutes** for a first offence and by **EXCLUSION** from the results for a second offence; any Competitor *receiving assistance* from a Service or Management Vehicle in an Out of Bounds area will be **EXCLUDED** on the first offence.

9. When servicing or emergency service is prohibited:

(a) 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.

(b) Where the competing car following the route as prescribed in the road book is required to use the same road(s) at the same time as Service Vehicle & Personnel or Management Vehicles & Personnel following the service route or management vehicle route prescribed in the Service Book, they may not stop at the same location at the same time.

10. Only vehicles bearing Official Plates will be allowed access at **ANY** time to the Service Area. Vehicles not bearing Official Plates will be removed.

11. When being worked upon in the Service Area, an oil & fuel resistant ground sheet **MUST** be placed under the competition vehicle. Failure to comply may be penalised as per MSA General Regulations K31(r).

Article 18 PENALTIES

1. Competitors will start with zero time penalties. The results will be established by adding together the times taken during the Special Stages and the time penalties incurred on the road sections together with all other penalties expressed in time. The Competitor with the lowest total will be the winner and so on.

2. If there is a tie, the Competitor who accomplished the best time for the first Special Stage will be proclaimed the winner. If this is not sufficient to be able to decide between the tied Competitors, the times of the second, third, fourth, etc, Special Stages will be taken into consideration.

3. The penalties in K31 apply unless specifically modified in these SR's.

4. (a) It is at the discretion of an Environmental Scrutineer, a Judge of Fact, a Driving Standards Observer or the Organisers whether a car which causes excessive sound is **REFUSED A START/REFUSED PERMISSION TO PROCEED/OR EXCLUDED** at any time (K5).

(b) A Driving Standards Observer's report which results in the imposition of a penalty for excessive speed or bringing the sport into disrepute shall also be reported to the Stewards of the Meeting (K31(l)).

5. Competitors are reminded of K24.2.8 for details of computation of penalties in the event that the normal running of a stage being stopped.

Should any Special Stage be cancelled during the event, or deleted from the results after the event, only the Stage penalties will be deleted. Unless an Official Bulletin has been issued to the contrary, the cancelled stage must be traversed within the Stage Maximum Time, and will in every other respect be treated as a Road Section.

6. Causing an obstruction on an access road to or from a Special Stage will be penalised by **EXCLUSION** from the results.

7. Failure to attend Post Event Scrutiny within the time limit specified for those Competitors selected will result in **EXCLUSION** from the results.

8. Failure to report to Scrutineering & Documentation within 15 minutes of the time specified for a Competitor (Article 12.13(c)) may be penalised by the Clerk of the Course as under K31(u).

9. No open fires or barbecues will be permitted in the Service Area.

10. **DRIVING STANDARDS:** Competitors reported to the Clerk of the Course for driving in an erratic manner prior to entering a Special Stage from open roads (e.g. tyre warming / scrubbing will be penalised in accordance with K31(l) and may be reported to the Police for further action.

Article 19. AWARDS

1. The RBS International - Manx Rally:

(a) General Classification

- 1st Overall, a trophy* & awards to Driver and Co-Driver
- 2nd Overall, a trophy* & awards to Driver and Co-Driver
- 3rd Overall, awards to Driver and Co-Driver

(b) Class Awards

- 1st in each class, awards to Driver and Co-Driver
- 2nd in each class, awards to Driver and Co-Driver (subject to 5 entries)

(c) 'Formula 2' – Classes A7, A6, A5, N3, N2, N1

Highest placed crew in a 'Formula 2' Car (Trophy * donated by Guy Woodcock & Company)

(d) Special Awards

- Best Manx Crew - Trophies* donated by the Manx Automobile Club
- Best Mixed Crew - The Manx Notes Trophy* (donated by Ian Bradshaw and Norman Quayle)
- Best Lady Driver - Trophy* (donated by John Skinner)
- Crew Most Improved on Seeding – Trophy* (donated by Liz Skinner)
- Crew Finishing Last in General Classification – The Elizabeth Skinner Memorial Trophy*
- Best Newcomer - Awards to Driver and Co-Driver

(e) Ecurie Team Award

An award to each member of the first Team

Notes:

- (i) Any three nominated crews to make up a team
- (ii) No crew may be a member of more than one team
- (iii) All three nominated crews must be classified as finishers
- (iv) Teams to be nominated at Documentation
- (v) Each Team Entry is accompanied by a minimum £5.00 donation payable to the Liver Foundation Trust

NB: It is a competitor's responsibility to attend the prize presentation and to collect when announced their awards. Any awards NOT collected will be forfeit.

Perpetual awards marked* will not be permitted to be taken away by their recipients.

2. MSA Gravel Rally Championship Awards

To be presented to registered championship contenders only

- 1st Overall – awards to Driver and Co-Driver
- 1st National Production Cup – awards to Driver and Co-Driver
- 1st Junior Driver / Co-Driver – awards

Article 20. INSURANCE

Competitors must be able to produce documents at Documentation if required; failure to do so may result in the refusal of a start. The Entrant / Driver are required to supply the name of his insurers on the Entry Form.

1. All competitors must either -

Extend their own Private Motor Insurance in accordance with B9.4.2 (b)

Or

Comply with the requirements of the Competition Car Insurance Road Section Scheme.

2. The Club has applied to Competition Car Insurance, 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 the requirements of the Road Traffic Act on the Road Sections of the event.

3. The Basic Premium for the **RBS International Manx Rally** (before loadings) will be £TBA. And will be collected at Signing-on. Cheques must be supported by a valid Cheque Guarantee Card. All premiums include Premium Tax.

4. To take advantage of the Scheme, each Competitor must complete a Competition Car Insurance Declaration Form.

5. Competitors who do not comply with any (and all) of Section 6 (below) must contact the Organisers for prior approval, **(a loading may be applied to the premium)**.

6. The Competition Car Insurance Declaration:
I declare that:
I am over the 19 years of age and held a Full Driving Licence for at least six months
I have no more than a maximum of 9 speeding points on my licence
I have no physical or mental disabilities
I have no other material facts to declare
(All material Facts must be disclosed. Material Facts are those likely to influence the acceptance or assessment of this your risk. Failure to disclose Material Facts may lead to the Insurer declaring the resultant cover to be null and void. If you are in any doubt about facts that may be considered to be material these should be disclosed for your own protection.).
In the event of a claim having to be made for damage caused to third party property by a Competitor, the Organisers and the Promoters of the event reserve the right to pass on the insurance excess under the MSA Mater Policies (currently £250.00) to the competitor(s) involved.

Article 21. ADDITIONAL INFORMATION

1. (i) **Photography:** 'In-car' video cameras may only be fitted with the written permission of the Clerk of the Course E12.19.5. Any such cameras must be installed prior to scrutineering and mounted to the satisfaction of the Scrutineers, who may refuse to carry out scrutineering or order the removal of any such camera if the necessary approval can not be produced upon request.

(ii) It is conditional that a copy of any video images or compilation video of which this event forms a part is supplied free of charge to the Organisers within six months of the event by the Entrant / Competitor otherwise a fee of £250.00 will be imposed.

(iii) Competitors who fit 'on-board cameras' must display centrally on the dashboard the Event and Sponsors logo as supplied so as to be visible through the camera lens.

(iv) Competitors who fail to produce the necessary written approval at Scrutineering, MC1 or any other subsequent Control upon request will be fined £100.00 and may have any such cameras removed from their vehicle. Any time lost as a result will count toward overall lateness.

2. **Hotel Accommodation and Ferries:** Details of available ferry sailings and accommodation can be obtained from Isle of Man Steam Packet Holidays. (08457 585833) quoting **RBS International Manx Rally**. A link is available via www.manxrally.org.

3. **Radio Communications Equipment:** The use of radio transmitting and receiving equipment in competing cars and / or Service/Management Vehicles is not prohibited under the Regulations for this event but Competitors are reminded that the use of VHF frequencies is not permitted. Any such equipment should be licensed for the use on the Isle of Man by the DTI Radio Communications Agency. Copies of the licences should be available at documentation.

23. ACKNOWLEDGEMENTS

The Organisers of the **RBS International Manx Rally** gratefully acknowledge the assistance and support given to the Event by the following:

The Royal Bank of Scotland International

Port Erin Commissioners	Hankook Tyre U.K. Ltd
Legend Fires	RPM Promotions
Management & Staff Sefton Hotel	Star Services
Quine & Cubbon	CMWI Photography
Isle of Man Department of Transport	Douglas Corporation
Guy Woodcock & Company	Rallytime – Vaughan Allcock
Tynemouth Computer Services	BTRDA
Mr Tyre Motorsport	Mylchreest's Garage
Isle of Man Constabulary	Competition Car Insurance
Questmead	4 Wheel Drive Centre
Macro Motorsport	IRDC
Management & Staff Villa Marina	Global Brands
Swift Motors	home strategic
Shoprite	Treads
Motor Sports Association Ltd.	Isle of Man Dept. of Tourism

Isle of Man Steam Packet Holidays
Manx Motor Sport Marshals Association
Association of National Rally Championship Organisers
Liver Foundation Trust, Queen Elizabeth Hospital

All Marshals, Timekeepers, Radio Operators, Doctors, First Aid Personnel, Breakdown Crews, and particularly the Residents who live on the route and the General Public for their tolerance. Also to Competitors and Service Crews and anyone who has been inadvertently omitted.

PREVIOUS WINNERS

RBS International Manx Rally

2007 ???

2006 Kenny McKinstry / Noel Orr Subaru Impreza

ROUSH I Manx Rally

2005 Mark Higgins / Andy Richardson Ford Focus WRC

2004 Kenny McKinstry / Noel Orr Subaru Impreza

2003 David Mann / Alun Cook Subaru Impreza

2002 Melvyn Evans / Alan Davies Ford Escort WRC

Steyr-Puch Manx Rally

2001 Not held due to Foot and Mouth disease in the UK

2000 Kenny McKinstry / Noel Orr Subaru Impreza

1999 Kenny McKinstry / Noel Orr Subaru Impreza

1998 John Price / Caroline Broad MG Metro 6R4

1997 Jimmy McRae / Rob Arthur MG Metro 6R4

1996 Pete Doughty / Lyn Jenkins Ford Escort Cosworth

1995 Richard Moore / Alun Cook Subaru Impreza

1994 Pete Doughty / Jerry Freeman Ford Sierra Cosworth

Cop-y-Cat Manx National Rally

1993 Martin Rowe / Chris Wood Ford Escort Cosworth

1992 Bertie Fisher / Rory Kennedy Subaru Impreza

Manx National Rally

1991 Graham Middleton / Dougie Patterson Ford Sierra Cosworth

1990 Phil Collins / Robbie Philpot Ford Sierra Cosworth

1989 Bertie Fisher / Rory Kennedy BMW M3

1988 Steve Davis / Peter Watts Opel Manta 400

1987 Bertie Fisher / Austin Fraser Opel Manta 400

Nexus Manx Stages

1986 Andrew Wood / Mike Nicholson Opel Manta 400

1985 Mike Pattison / Nigel Harris Ford Escort RS

Rothmans Manx Stages

1984 Phil Collins / Roger Freeman Opel Manta 400

1983 Phil Collins / Stuart Harold Opel Manta 400

1982 Terry Kaby / Rob Arthur Vauxhall Chevette

1981 Terry Kaby / Rob Arthur Vauxhall Chevette

1980 Tony Pond / Fred Gallagher Triumph TR7 V8

2007 MSA GRAVEL RALLY CHAMPIONSHIP

23 / 24 February - Rallye Sunseeker 2007

Rally Secretariat, The Old Bakery, 55A Belmont Road, Wallington, Surrey SM6 8TE

Tel: 020 8773 3404 Fax: 020 8773 3704

Email: rallye@xenogamy-plc.co.uk

Web: www.rallyesunseeker.co.uk

17 March - Brick & Steel Border Counties Rally

Colin Salkeld, 64 Penhill Close, Ouston, Chester le Street, Co. Durham DH2 1ST

Tel: 0191 492 1771 Fax: 0191 492 1771

Email: bordercounties-rally2005@yahoo.co.uk

Web: www.bordercountiesrally.co.uk

11 / 12 May - RBS International Manx Rally

John Skinner, 6 Berkley Street, Douglas,

Isle of Man IM2 3QA

Tel: 01624 626543

Email: rbsirally@manx.net

Web: www.manxrally.org

2 June - Severn Valley Stages Rally

Jan Allen, 8 Hither Bush, Lyde, Hereford. HR4 8EF

Tel: 01432 272977

Email: italianjan@hotmail.com

Web: www.mutinyrally.com

21 July - Swansea Bay National Rally

Alan Stoneman, 48 Cwmphil Road, Lower Cwmtrch,

Swansea SA9 2QD

Tel: 01639 843975

Web: www.swanseabayrally.com

Email: alanstoneman@ptmc.freemove.co.uk

8 September – Killarney Forest Rally

Tel:

Email:

Web:

20 October - Bulldog Rally

Jim Male, 7 Wilkes Croft, Sedgley,

Dudley DY3 3LL

Tel: 01902 675470 Fax: 01902 670040

Email: jmale@sky.com

Web: www.thebulldogrally.freemove.co.uk

8 December - Annual Awards Presentation and Dinner

TBA

2007 Legend Fires MSA Asphalt Rally Championship

4 February - Tour of Epynt

Baryan Joseph, c/o S.A.E.S., Nant Y Fin Road, Llansamlet, Swansea. SA7 9RG
Tel: 07850 499186

11 / 12 May - RBS International Manx Rally

John Skinner, 6 Berkley Street, Douglas, Isle of Man IM2 3QA
Tel: 01624 626543
Email: rsirally@manx.net
Web: www.manxrally.org

26/26 May – Jim Clark National Rally

Colin Pagan, Shildean, Wooler, Northumberland, NE71 6QJ
Tel: 01668 281576
Email: entires@jimclarkrally.com

8 July – Sligo Stages

Kieran Henry, Toberscanlon, Tubbercurry, Co. Sligo
Tel: 00353 87 2422931
Email: sxl@iol.ie

31 August / 1 September - Ulster National Rally

Plunkett Boyle, 14 Mulnagore Road, Cookstown, Co. Tyrone, BT80 9BS
Tel: 07808 762937
Email: lhannan@ulsterrally.com

21 October - Cheviot National Rally

Andy Kobasa, 34 Hartburn Drive, Chapel Park, Newcastle-upon-Tyne, NE42 6HR
Tel: 0191 492 0875
Email: gordon.bradford@talk21.com

24 November - Annual Awards Presentation and Dinner

Moor Hall Hotel, Sutton Coldfield, West Midlands