

BRC Shakedown Stages Rally

BRC2011-03
May 8, 2011

ADDITIONAL SUPPLEMENTAL
REGULATIONS

Contents

SECTION 1: Programme / Timetable	2
SECTION 2: Organisation	3
Item 1: Organising Committee and Officials of the Event	3
Item 2: Description of the Event	4
Item 3: Eligible Vehicles	4
Item 4: Eligible Competitors	5
Item 5: Entry Forms, Entries and Insurance	5
Item 6: Amendments, Interpretations of Regulations, Bulletins	5
SECTION 3: General Regulations	6
Item 7: Competitor Obligations	6
Item 8: Obligations and Rights of the Organisers	7
Item 9: Pace Noting	7
Item 10: Rest Stops, Servicing and Repairs	8
Item 11: Advertising	8
Item 12: Rally Control	9
SECTION 4: Scrutineering	9
Item 13: Scrutineering	9
SECTION 5: Running The Event	9
Item 14: Start, Service and Lunch Re-Start	9
Item 15: Timing Procedures	10
Item 16: Control Points	11
Item 17: Final Control	13
Item 18: Summary of Penalties	14
SECTION 6: Results & Protests	15
Item 19: Classifications and Awards	15
Item 20: Protests and Protest Fees	15
BRC Entry Form	16



SECTION 1: Programme / Timetable

DATE	EVENT DESCRIPTION	LOCATION
Tue. April 19 th	Entries open online and at motorsport services; Regulations published for release with entry forms.	www.barbadosrallyclub.com Motorsport Services Haggatt Hall St. Michael
Fri. April 29 th	Entries close (4:00pm). Entry fees due in total.	Motorsport Services Haggatt Hall St. Michael
Thu. May 5 th	Entry list confirmed, running order published.	Briefing Meeting
Thu. May 5 th	Briefing Meeting 7:00 pm	Location TBA
Sun. May 8 th	Scrutineering , 7:30am – 9:00am	Colleton Yard
Sun. May 8 th	START , 9:00 am	Colleton Yard
Sun. May 8 th	FINISH , (approximately 4:00pm) Provisional results issued by Rally Control, followed by 60 minute allowance for protests in writing to Clerk of the Course.	Colleton Yard



SECTION 2: Organisation

Item 1(a): Organising Committee

Rally Coordinator	Barry Gale
Route Setters	Neil Barnard, Clive Howell
Stage Preparation Coordinator	Kreigg Yearwood
Public Relations / Media	Neil Barnard Neil@809design.com Robin Bradford Robin@rallybarbados.bb
Vehicle Classifications Officer	Adrian Linton

Item 1(b): Officials of the Event

Clerk of the Course	Barry Gale
Deputy Clerks of the Course	Sean Dowding, Winston Grecia, Neil Barnard
Stage Commanders	Jeff Bovell – Padmore Village/3 Houses Roger Sargeant – Cliff / Colleton
Chief Scrutineer	Adrian Linton
Rally Control	Harry & Debbie Watkins John Sealy George Marcotte
Chief Timing Officer	John Croney
Chief Marshal	TBA
Steward	Warren Gollop



Item 2: Description of the Event

1. The name of the event is "BRC Shakedown Stages Rally" and it is a restricted event, open only to members of the Barbados Rally Club (BRC) and invited guests. The event is held under the General Competition Rules of the BRC and Section A ONLY of the Standing Supplementary Regulations of the BRC (section governing ALL COMPETITIONS), as well as any Additional Supplemental Regulations outlined within this document. Any bulletins issued, and verbal communications at the official briefing meeting, shall also be taken as "Official Instructions".
2. The Rally will take place in Barbados on May 8th, 2011, starting from Colleton Factory Yard at 9:00am. There are 12 scheduled stages, with an official service area at Colleton. The "Official Finish" will also be at Colleton where there will be a control at which competitors must clock in and hand in their final time card. There is an after-event social planned, in addition there may also be post-event scrutineering checks at the finish.
3. Competitors are required to arrive at the start on Sunday no less than 90 minutes before the scheduled car zero start time to facilitate pre-event scrutineering. Following scrutineering, and before the start of the event, the Clerk of the Course may issue verbal instructions, issue bulletins or have general discussions about the event with all competitors at a "driver's meeting". Late arrival to the start venue for scrutineering will be penalised as follows;
 - a. Arrival between 7:30 and 7:45am – 15 seconds added to overall time recorded for the rally.
 - b. Arrival between 7:45 and 8:00am - 30 seconds added to overall time recorded for the rally
 - c. Arrival between 8:00am and 9:00am – 60 seconds added to overall time recorded for the rally.
 - d. Arrival at or after 9:00am - Disqualification without refund of entry fee.
4. **Promoter**
The Promoter and Organiser is the Barbados Rally Club (BRC), whose address is PO Box 71, Bridgetown, Barbados. The BRC is a member of the Barbados Motoring Federation (BMF) and through this BMF member status is affiliated to the FIA, the International Governing body of Motorsport.
5. This event will constitute a qualifying round of each of the 2011 BRC Championships (Class, 2wd and 4wd).
6. Navigation will be by simple Tulip diagrams, which will use only major junctions on public roads and will include transit distances in kilometres. Only four-wheel vehicles licensed to travel at 60kph are eligible for entry and must be individually licensed for public road use on the days that the event is run. International entrants will be facilitated with 30 day licensing and Insurance to cover the period of time they are expected to be using the cars on our public roads; this attracts an additional cost to the competitor above the listed entry and insurance for the event.

Item 3: Eligible Vehicles

1. For the purpose of this rally, the following classes will be eligible for entry (See BRC Classification Regulations 2010-2012).

Production 2	BRC P1 and P2 cars, FIA N1 and N2 cars
Production 3	BRC P3 cars and FIA N3 cars
Production 4	BRC P4 cars and FIA N4 cars
Modified 6	BRC M5 and M6 cars, FIA A5 and A6 cars
Modified 7	BRC M7 cars and FIA A7 cars
Modified 8-A	BRC M8-A cars and FIA Pre-'97 A8 4WD Cars
Modified 8-WRC	BRC M8-WRC cars and FIA World Rally Cars
Super-modified 9	Open Class for 2wd cars 0 to 1600 cc
Super-modified 10	Open Class, 2wd cars 1601 to 2000 cc
Super-modified 11	Open Class, 2wd cars over 2000 cc
Clubman	Restricted modifications, up to 1600cc and up to 2000cc
2. No class subscription and merging requirements are in place – one car may constitute a class.
3. FUEL RESTRICTIONS: The Barbados Rally Club enforces a restricted fuel list:
 - a. Locally available Pump Fuel (Texaco, Shell, Esso)
 - b. VP Racing Fuels - Street Blaze 103; Motorsport 109; C12; A9J; Rally Plus (temporary allowance)
 - c. Carless Hiperflo Turbo Ultimate
 - d. Shell Turbo Rally; Shell WR



Item 4: Eligible Competitors

1. Individual members of the BRC are eligible to enter, provided they show proof of valid membership to the club and a current BMF license for National Competition.
2. Invited foreign guests are eligible to compete.
3. No suspended member of the BRC or any other Member Club of the BMF (Barbados Motoring Federation) will be allowed to take part as a contestant. No person whose driving license has been suspended by a court empowered by law to do so shall take part as a driver, but may do so as a navigator provided he/she does not drive at any time during the event under penalty of disqualification.
4. No person suffering from any disability, whether permanent, temporary or otherwise and which is likely to negatively affect their normal ability to control their vehicle, may compete in this event without first declaring their disability to the Organisers and subsequently obtaining their express written consent for participation. Organisers reserve the right to decline consent for participation should they feel the competitor is;
 - a. Reasonably impaired from normal levels of control of the vehicle at high speeds
 - b. Otherwise poses a threat to spectator and Marshal Safety.
5. **Duties of Officials**
Any member of the Organizing Committee or any individual who has assisted in the organization of this event is free to compete in the event (GCR #121).

Item 5: Entry Forms, Entries and Insurance

1. The minimum number of entries will be 20, the maximum will be 60.
2. **Insurance**
Rally Insurance from the BRC is obligatory and will be available for purchase on entry, covering 3rd party risk only. Competitors are required to obtain this insurance in order to compete, however they may also seek more comprehensive insurance if available to them. International entrants are required to obtain road insurance as well as competition insurance, and must do this before driving their vehicles on the public roads; documentation will be provided by the organisers to those foreign competitors who may need it.
3. **Entry Fees**
Entry fees are BDS \$400.00 and entries will be opened and closed according to the schedule published at the beginning of this document. This fee consists of \$200.00 to enter the rally and \$200.00 for the above mentioned competition insurance (Item 5.2) purchased from the BRC. All entry fees are due by the stated close of entries, and no entry will be considered complete unless accompanied by the full entry fee.
 - a. Withdrawal of entries:
 - i. Competitors paying the full fee on entering but having to withdraw at a date before the entry deadline shall be refunded in full.
 - ii. Withdrawal after the close of entries, but more than 48 hours prior to the event, shall attract a \$50.00 fine to be deducted on refund of the entry fee.
 - iii. Withdrawal within 48 hours prior to the event will forfeit the entire entry fee of \$200.00
 - iv. In all cases, competitors failing to start shall be refunded the Insurance fee (\$200.00).
4. All competitors **MUST** sign an original copy of the entry form, or a starters sheet with the insurance indemnity statement attached, with all requested details completed.
5. All entries made within the deadline will be **received** at the point of entry; however this does not guarantee participation in the event. Should any entrant not make the starter's list (a list of accepted entries), then they will be "wait-listed" in the order their entry was received and according to the ASR's regarding the hierarchy of entry acceptance (if any). This wait list will be in effect until the last car leaves the start line, such that any competitor who fails to start will be replaced with a wait-listed competitor.
6. Entry fees will be refunded in total;
 - a. To any entrant whose application is refused.
 - b. To any wait-listed competitor who cannot start the rally through lack of space.
7. **NO INCOMPLETE ENTRY FORMS WILL BE ACCEPTED.**

Item 6: Amendments, Interpretations of Regulations, Bulletins



1. The organisers reserve the right to alter the provisions of these additional regulations (in accordance with the General Competition Regulations of the Club) should conditions and circumstances arise which warrant said alterations. In such cases, competitors will be notified in advance by the BRC Competition Secretary and/or the Clerk of the Course.
2. All amendments and alterations shall be communicated by a dated and numbered bulletin, and will be considered an integral part of these regulations.
3. At the Official Briefing meeting, the Organisers might express clarifications, alterations or amendments VERBALLY; these shall be recorded by the secretary at the meeting, however may not be distributed in writing to each of the competitors prior to the start of the event if time does not allow. Such verbal communications will also be considered an integral part of these regulations.
4. Any dispute surrounding the interpretation of these regulations shall be settled entirely by the Stewards of the Rally, subject to the various rights of appeal provided by the Regulations of the Barbados Rally Club.

SECTION 3: General Regulations

Item 7: Competitor Obligations

1. Only two persons shall travel in each car entered: a driver and a navigator. Both shall be deemed to be competitors and/or contestants.
2. Except in accordance with official approval or instructions the persons carried at the start shall not be varied during the event, but the driver and co-driver may change positions provided that the co-driver holds a valid Driver's license, and that license has been scrutineered and a note made in the log book for that vehicle at the pre-event checks.
3. Competitors will be responsible for ensuring that they are supplied with all fuel, oil and water etc., as no assistance should be expected from the organizers during the Rally.
4. It is the responsibility of every competitor to see that all laws are complied with and the Organizing Committee accepts no responsibility for any infringement by any competitor or official.
5. Competitors shall declare to the Organizers at the finish whether they have been involved in any incident involving any other person or property during the rally.
6. Any competitor driving at excessive speed, or in a negligent manner, or convicted of any driving offence during the rally on any non-competitive road section may be fined or excluded.
7. Where any competitor has been proven to have unreasonably baulked another competitor the offending competitor will be subject to at least a penalty of 60 seconds and, at the discretion of the organizers, possible exclusion from the event.
8. Competitors are required to obey all warning flags shown by Marshals during the course of a live stage; failure to comply will result in exclusion from the event. The flags that will be used in the event of an incident, or to otherwise warn competitors to adjust their speed are as follows:
 - a. **Yellow Flag - Stationary.** Danger, proceed with caution.
 - b. **Yellow Flag - Waved.** Great Danger, be prepared to stop.
 - c. **Red Flag.** Complete and immediate stop.
9. **Competitors are not permitted to consume any alcoholic drinks for 12 hours prior to the Competition.** The Organizers may exclude before or during the Competition, any driver considered as possibly unfit by reason of health or consumption of alcohol or drugs. A "Breathalyser" test may be performed on random Crews. Competitors with readings exceeding 0.01% will be disqualified from this event.
10. As Per BRC regulations in force for 2010-2012, competitors may be subjected to random drug testing on conclusion of the event. Any competitor testing positively for illegal drugs, or failing to go for testing within 48 hours of being requested to do so, will be disqualified.
11. Any crew dropping out of the rally, whether re-joining or not, must notify Rally Control of their departure. Crews wishing to rejoin must call Rally Control before doing so in order to be given a re-joining time and venue. **Any crew recording a DNF or DNS for a stage and then not notifying Rally Control of their intent to rejoin, will have stage times**



following the DNF/DNS removed from the official result of the event.

Item 8: Obligations and Rights of the Organisers

1. A Copy of the ASR's will be made available to every entered crew. Entry forms will be made available as an attachment to the ASR's, however it is the responsibility of all competitors to ensure they have read these regulations.
2. The Organisers will provide a book of route instructions in diagram form, with accompanying notes, for competitors to follow during the event (Route Book). This Route Book will include a list of the running order and scheduled times of the stages (Rally Schedule), as well as diagrams of the service parks showing allocated service areas.
3. Competitors will be provided with a book of "Time Cards" for the purpose of recording all information at control points along the route. These cards, and their presentation to Marshals whenever so requested, are the sole responsibility of the competitor. The Organisers will provide one set of time cards per crew.
4. The Organisers may, at their discretion;
 - a. Refuse any entry without giving a reason.
 - b. Offer an applicant whose entry is refused, a reserve entry.
 - c. Refund any entry fee, or excuse payment of such, in circumstances other than those described in Item 5 of these ASR's.
 - d. Abandon, cancel or postpone the competition due to unforeseen circumstances.
 - e. Delete or amend any part of the route, competition or time requirements in the case of unforeseen circumstances.
 - f. Distribute the awards at their own discretion, if through unforeseen circumstances the competition is stopped before its scheduled completion.
 - g. Reduce the number of awards in any class should it not meet minimum entry levels for prizes.
 - h. Offer awards additional to those described in these ASR's.
 - i. Exclude any person or vehicle appearing on examination to be ineligible for the competition (or class therein) to which the signed entry form refers.
 - j. Offer any excluded competitor per paragraph (i) above the opportunity to transfer their entry to the appropriate class, if applicable.
 - k. Re-check provisional results between posting at the Finish and the distribution of awards in order to apply any OTL penalties that were overlooked prior to posting provisional results.
 - l. Appoint "Judges of fact" during the course of the event whose responsibilities will include verifying that all competitors comply with these regulations. In particular, these judges will be empowered to determine whether or not a competitor has followed the correct route during a stage, travelled at excessive speed and/or created excessive noise and/or driven in a manner considered dangerous to the general public at any road section, service park or while on reconnaissance of the stages for the purpose of making pace notes.
 - m. The Promoters decline liability in any accident caused by or to a competitor or competitors. The Promoters also decline liability for any breach of Laws or other regulations in force by competitors, the consequences of which shall be said competitor's responsibility entirely.

Item 9: Pace Noting

1. PACE NOTING IS ALLOWED BUT PRACTISING IS NOT. Any competitor observed by an organiser or official (including Judges of fact named in subsequent bulletins to these regulations) to be driving above the speed limit, or in a manner dangerous to the public, on a road to be used as a special stage in the Rally will incur a 30 second stage time penalty per offence. THIS WILL BE ENFORCED.
2. Competitors are requested where possible to avoid driving competition cars on the courses before the event, since the presence of such a vehicle could be construed by members of the public to be "practicing" and would therefore attract unnecessary negative publicity for the rally. Any competition car found in breach of Item 9:1 above will attract an immediate disqualification for car & crew regardless of who was driving it at the time of the breach.
 - a. Competition cars being driven on the stages in a safe, controlled manner shall adhere to the noise restrictions in place for scrutineering.
 - b. Use of Anti-Lag systems by competition cars, while driving on any public road other than a live stage during the rally, will be considered a disturbance to the public and will attract a 30 second stage time



penalty per offence. This includes during pace-noting, arrival and departure from scrutineering, arrival and departure from the scheduled start and finish points of the rally.

3. Competitors are allowed as many passes over a stage as are necessary for making pace notes.
4. The Road Traffic Act of Barbados prohibits the use of Spotlights and/or auxiliary lights on vehicles on the public road. Auxiliary Lights must be connected to the headlight switch of the car so they can only burn when the bright lights are switched on. These additional lights MUST NOT be used on the public roads, only on stages closed to the public (i.e. during the course of the rally).
 - a. Competitors shall not use their auxiliary lights at night to make pace notes under threat of a penalty of 30 seconds per offence added to the route in which the stage being pace noted falls.

Item 10: Rest Stops, Servicing and Repairs

1. Rest stops will be advised through the route book as well as the rally schedule, which will be given to competitors when they enter the event.
2. Official service areas will be named in the route book and at the briefing meeting.
3. Chase cars will be allowed, however competitors are requested to minimise the number of service vehicles present in the service park for each competition car, in order to maintain some degree of organisation.
4. Competitors will be allowed to utilize regular assistance organized in advance through-out the duration of the rally; repairs, maintenance and refuelling are freely permitted throughout the whole event except in those cases expressly forbidden in the route book and by the following:
 - a. Within the Time Control zone of a stage, bounded by the yellow SSA and red SSS signs.
 - i. The area between the arrival control and the stage start control is a 'No Service Zone' and no service crews will be allowed to enter this area at any time during the running of a stage (other than to traverse the public road if it intersects this area); **however should a competitor need to make repairs they will be allowed to do so once they comply with Item 16.3.a of these regulations.**
 - b. Within a Special Stage, defined by the location of the Start and Special Stage Finish Marshals, during that period which the special stage is open. The Crew may undertake any repairs possible without outside assistance in order to reach the finish of the stage, provided that (under threat of exclusion) they do not balk other competitors and do not obstruct any run-off areas or public road junctions with the stage.
 - c. Within 50 meters of a control point, or at a distance specified by the Clerk of the Course.
 - d. Except as indicated, no servicing is allowed along the official route of the Rally. Servicing outside of official service areas must be done off-route (Highway verges are NOT considered off-route, as they constitute part of the highway and are an unsafe service location) with attention to avoiding disturbance to the general public. Any competitor observed to be creating a hindrance to the general public will be penalised accordingly.
 - e. Any competitor found servicing within 100 metres of a Church will be immediately excluded from the event.

Item 11: Advertising

1. Competitors are allowed to affix any kind of advertising to their cars provided that:
 - a. It is authorized by the national laws and the BRC regulations and common organizing conditions for this event;
 - b. It is not likely to give offence;
 - c. That it does not encroach upon the spaces reserved for plates and competition numbers;
 - d. That it does not interfere with the crews' vision in any direction.
2. Spaces reserved by the Organizers are as follows;
 - a. **Each Front Door:** White Panel, 20" wide x 14" Tall (For Competition number)
 - b. **Front View:** 100 sq. ins
 - c. **Back View:** 100 sq. ins
 - d. **Roof:** 100 sq. ins.
3. Provided that any competitor may refuse to comply with Item 11:2 above in any respect, EXCEPT for the mandatory competition number, they will only be allowed to compete upon payment of a fine of BDS \$1.00/sq. inch for any sign refused.



4. Any means of identification (Competition #'s, seeding #'s) fixed for the competition MUST be removed immediately following the end of the competition, or on retirement before the finish.

Item 12: Rally Control

1. The location of Rally Control will be declared at the briefing meeting.
2. Any competitor missing a stage altogether by not reporting to the SSA Control, MUST call Rally Control to inform them of their re-entry to the Rally, and will be given an estimated arrival time at the next viable stage.
3. Any competitor entering Rally Control office without the written or verbal consent of the Rally Control Coordinator or his/her deputies, may be penalised.

SECTION 4: Scrutineering

Item 13: Scrutineering

1. All competitors will have their vehicles scrutineered on the date required, as described in the programme at the beginning of these regulations.
2. Any team taking part in the rally must arrive at scrutineering with its fully equipped crew and car. Scrutineers will not be responsible for removing inlet hoses to check restrictor sizes; this will be the responsibility of the entrant.
3. The scrutineering carried out will be of a general nature, and will include, but not be restricted to, driver's licenses, insurance, make and model of car, apparent conformity of the car with the group and class in which it has been entered (**as it relates to the 2010 - 2012 BRC vehicle classification regulations**), essential safety items, and conformity of the car with the Road Traffic laws of Barbados. This shall be followed by:
 - a. Mandatory vehicle displays.
 - b. Noise level of 108 decibels measured at 4500 rpm, instrument held at 45° to the exhaust exit point.
 - c. Hazard/medical aid signs.
4. Where mandatory identification marks be affixed, it is the responsibility of the crew alone to see that these are protected until the end of the event. Should they be missing, the car may be excluded from the event.
5. No driver or car will be allowed to participate in the event if, on examination, it is found that the vehicle does not meet, or exceeds, the specific requirements for the Group to which the entry refers. Any fraud discovered shall result in the exclusion of the crew from the event, as well as that of any entrant or crew who has helped or been involved in the carrying out of the infringement. This will not prejudice the fact that the National Sporting Authority to which the entrant or accomplice belongs may be asked to impose heavier sanctions.

SECTION 5: Running The Event

Item 14: Start, Service and Lunch Re-Start

1. **Start Procedures**

The start will be at the time prescribed in the schedule at the beginning of this document. The published start time is that of car 0, therefore car 1 will start 30 seconds after the official published start time (for example, car 0 at 9:00am, car 1 at 9:00:30) with the remaining competitors starting in numerical order at intervals of thirty seconds thereafter. Competitors are required to arrive at the start according to the guidelines in Item 2.3 of these ASR's.
2. Any competitor(s) not reporting at the start or any restarting points as instructed may be fined or excluded and may forfeit their starting position.
 - a. After the competition has started, no claim shall be allowed for **Force Majeure** or **Baulking** with respect to competitors starting the event.
3. Competitors will be seeded numerically in order of anticipated performance, FIA seeded drivers first and non-seeded second, with the first competitor having the best performance potential. Except in the case of FIA seeded entries being accepted which supersede any un-seeded winner of the previous year's event, then that previous winner may (at the organisers discretion) be given "car #1" and will be the first competitive car on the



road. The remaining order of seeding will also be at the organizers discretion.

4. **Service Park Restarts**

All regularly scheduled service halts shall be included on the time cards as well as within the route book and the rally schedule. Competitors will be granted a transit allowance from the last stage of the loop into service (with no "In" control point), followed by a service time allowance, and then another transit time allowance to the first stage of the next loop. On exiting the service park, however, competitors may be required to hand in their time cards to a "Time Card Control" at which no clock-in time will be required. Competitors are reminded that Judges of fact will be present along the entry and exit routes to the service parks, and any traffic disobedience will be penalised. Adherence to the transit times is advised, as speeding to and from the service parks will attract a heavy penalty as described later in these regulations.

5. **Lunch Halt Restarts**

After leg 1 there will be a lunch halt of *approximately* 60 minutes, after which competitors will be regrouped using the following procedure:

- a. Competitors will be given a published restart time.
- b. On arrival at Lunch Service "In" Time Card Control, there MAY be a bulletin from the Clerk of the Course advising that the restart time has been amended in order to accommodate for prior delays.
- c. At the published start time (PLUS any additions noted in CoC bulletins) car #1 will clock into the MC "OUT" Control, followed at 30 second intervals by the remaining cars in numerical order.
- d. Any lateness at MC "OUT" will attract individual penalties not included in the cumulative allowance of lateness for each route.

Item 15: Timing Procedures

1. At the start of the rally each crew will be given a series of "Time Cards" on which the time allowed to cover the distance between two consecutive controls shall appear. The time cards MUST be handed in when requested at controls. Each Crew is solely responsible for these cards, and is responsible for submitting them at the different controls, as well as for the accuracy of the information recorded upon them.

- a. Competitors will also be issued with an RFID (Radio Frequency Identification) tag for their vehicle to facilitate recording of MC arrival, SSA arrival, SSS start and SFF flying finish times by the new ECM timing system. The placement of this tag on each competition vehicle will be explained in detail at the briefing meeting.

2. **"Transit Time"** is the time allowance given to each competitor for travelling between 2 named controls. Failure to adhere to the transit time will result in cumulative lateness being accrued to the total for that leg where late arrival at an SSA is noted; early arrival at an SSA will not be permitted except as described in these ASR's.

3. Competitors are given a lateness allowance of 15 minutes in any one instance at an SSA and 30 minutes cumulatively within each route; surpassing either limit will incur an **"Over Time Limit" (OTL)** penalty as prescribed in these regulations.

4. **Stage (Competitive) Timing**

- a. Stages will be timed to the nearest 100th of a second using the BRC's new ECM timing system, which is a Radio-Frequency ID system using RFID tags to identify each vehicle to the timing equipment.

- i. Start time will be automatically registered by the equipment as the Due Start Time of the competitor in question.
 - ii. Finish time will be recorded automatically by the equipment as an electronic beam is broken – the vehicle # that registered the time recorded will be identified via RFID tag.
 - iii. The flying finish time, as well as the car number that recorded it, will be displayed on an electronic display board at "Finish-Finish" a short distance after the flying finish. It will be the responsibility of the Co-Driver to record the finish time onto the time card for that stage, both on the stub (competitor record) and onto the time card itself. At another short distance after the electronic display, a marshal will be present to collect cards. **COMPETITORS ARE NOT ALLOWED TO STOP BETWEEN THE FLYING FINISH AND THE ELECTRONIC DISPLAY...** failure to adhere to this no-stop zone will result in penalties as prescribed in item 18.17 of the "Summary of Penalties".

- b. In the case of failure of the primary system, a backup system of synchronized manually activated stop



clocks (TIMEWISE units) OR of the former primary system, ALGE TIMY units, will be used.

- i. Backup timing Marshals will continuously record finish times for every vehicle that passes flying finish, all data will be kept as a backup.
 - ii. Timewise Clocks will be stopped manually as the car visibly crosses the finish beam, ALGE clocks may be stopped electronically with a beam.
 - iii. In the case of Primary system failure for one or several competitors only, backup times will be applied automatically by Rally Control for the stage in question.
- c. Where a competitor is unfairly baulked (EITHER by premature stage closure OR by action during the course of contesting the stage) they will receive a time nominated by Rally Control. This time will be awarded within the following guidelines:
- i. **The competitor's overall position in the previous stage will be used as a reference for awarding the baulk time in the current stage – for example, competitor #2 places 10th overall in SS1 but is baulked in SS2. Competitor #2 is awarded the same time as the 10th overall position in SS2.**
 - ii. **Where the competitor is baulked in the first stage of the rally, then the baulk time shall be drawn from comparison with the overall result of the following stage.**
 - iii. **Where a competitor is 'baulked' on two or more stages in a row, the baulk time will be drawn by comparison with the next available fair time in whichever direction is applicable (referring to items 15.4.c.i and c.ii above)**
- d. For Item 15:4.c above, "Baulking" will be defined for the sake of this nominated time as:
- i. Being prevented from contesting a stage due to premature closure (including an accident that causes stage cancellation after at least one other competitor has recorded a valid time) provided the competitor requesting the baulk time is still within SSA arrival time limits.
 - ii. Stopping during the course of a live stage to avoid spectators encroaching on the road and/or in dangerous spectating positions.
 - iii. Being stopped on a stage due to an accident blocking the road.
 - iv. Being shown a red flag by a Marshal resulting in immediate stop.
 - v. Stopping to assist any competitor involved in an accident, where the Medical Assistance board is displayed OR no board is displayed at all but there is **no** immediate sign of crew activity, suggesting injury.
 - vi. Where the timing equipment, or its operator, fails to record an accurate finish time for the competitor in question resulting in no stage time being recorded by rally control.
- e. All claims of baulking will have to be substantiated by Marshals on the courses who witness the baulk.
- f. The penalty for unfairly baulking another competitor is outlined in Item 18: Summary of Penalties. This penalty will be applied if:
- i. Any competitor involved in an accident is NOT injured, but fails to display an "O.K." sign to indicate no need for medical assistance, further causing a competitor to stop and confirm their status.
 - ii. Any competitor intentionally blocks another competitor from making forward progress, not necessarily including passing at competition speed. Marshals will report to rally control any competitor unfairly baulking the passing car by 'weaving' or otherwise blocking the passing car.

Item 16: Control Points

1. Controls

- In all instances where a Competitor is required to enter a control zone at a specific time, they shall wait outside of the control zone until that time. On entering the control zone, the RFID equipment will automatically register the car number and its arrival time inside the control zone. A Marshal will be present to confirm in writing (on the competitor time card) what time the equipment registered, and the competitor will proceed to the stage start, or in the case of a Master Control, will proceed as directed by the route book.
- a. Competitors shall visit controls and checks according to their prescribed arrival times. A control or check shall be deemed to extend for 50 metres around the actual point at which the officials are making their records, unless clearly visible signs are displayed to define a different area. These signs are highlighted on the route book and within the Rally Schedule. A competitor may, without threat of penalty, slow down or



stop in any part of the course other than non-stop zones.

- b. Controls, checks, test sites, and special stages will open 15 minutes before the due time of arrival of the first car and close 15 minutes after the due time of the highest missing car. Marshals at these points will be Judges of Fact.
- c. The responsibility of entering the zone within the whole minute at which they are due, as well as the responsibility for presenting the route card, rests entirely with the competitor.
- d. Penalties for lateness at controls, as specified in the scoring system, will only be incurred by the competitor once a cumulative 'lateness allowance' of thirty (30) minutes for each route of the rally has been exhausted.
- e. The Time Card shall clearly indicate what information the organizers require to be recorded, and the places at which these records will be made, except as provided in the SSR's C32. The responsibility of ensuring that all information required is correctly and legibly recorded rests with the competitor.
- f. Should any entry on the Route Card not be legible or not appear authentic it may be deemed not to have been made.
- g. The Organizers have established the distance between controls using Garmin automotive GPS units. Any competitor wishing to check the calibration of their vehicle odometers or distance measuring devices should do so using a similar device prior to the start of the event.

2. Time Control (TC):

Time Controls will be used to record the time at which a competitor arrives at a certain point of the published route. These may also be known as **Master Controls (MC)** such as at the Start, Re-Start and Lunch "Out" control points as these are at published times.

3. Special Stage Arrival Control (SSA):

At this control the Marshal will enter the competitor's time of arrival and **provisional** start time for the special stage, which will be a minimum of 3 minutes after the arrival time, allowing the crew time to prepare. The route of the rally will contain signs warning of an approaching SSA Control, followed by a sign marking the actual control point - competitors are advised not to enter the control zone prior to their due arrival time at SSA, as the RFID equipment will automatically register their arrival time.

- a. The area between the SSA control and the Special Stage Start Control is a No Service Zone, and no service crews will be allowed to enter this area at any time during the running of a stage; **should a competitor need to make repairs then they may do so ONLY with tools and spares already present inside their competition vehicle. No additional tools or spares may be provided by service crews. In the spirit of our competition, should another competitor wish to lend their own tools (not spares) from within their vehicle (while maintaining compliance with "no service crew assistance") then they are free to do so with no threat of penalty to either the lending or receiving crew.**
- b. **Additionally, should a crew approach the start line and then discover a mechanical problem (including a flat tire), they will be allowed to retreat from the start line to repair the problem as in 16.3.a above, and a new start time will be recorded on returning. Time used for repairs in this manner will be added to the accumulated lateness for that route – organisers retain the right to compare the sequence in which cars entered the control zone when determining how long a car may have retreated from the start line, and apply lateness accordingly.**
- c. Where a previous Rally delay has occurred, an SSA Marshal may, under orders from the Clerk of the Course, advise competitors that they have been authorized to register their DUE ARRIVAL TIME as their ACTUAL SSA ARRIVAL TIME regardless of the fact that the real time of day is earlier than the time due at the control. In this way the SSA Marshal can speed up the starting of the stage without penalizing crews for early check in. The SSA Marshal will sign the SSA master sheet as well as the crew's Time Card to this effect.
- d. Any Competitor arriving at the start of a stage more than 15 minutes after their due arrival time, **or accumulating more than 15 minutes lateness between one stage start and the subsequent stage start (for example, while making repairs within the control zone)** will be considered OTL, however they shall still be allowed to contest the stage for the purpose of recording an eligible time towards their class position.
- e. Competitors electing to bypass a stage due to lateness are required to phone Rally Control, alert them of their situation, then proceed to the next available stage as agreed with Rally Control.
- f. SSA will attempt to remain OPEN until 15 minutes after the highest missing car (by number on day one and by seeding on day 2) is due to arrive. As this highest car arrives, the closing time is recalculated based on the next lowest missing car. This procedure continues until closing time has



SSA WARNING



SSA CONTROL

been surpassed by the actual time of day (according to Rally Time). At this point the stage will be deemed closed and completed.

- g. Where spectator control cannot be maintained and the stage is forced to close before the last missing competitor arrives, that competitor shall still clock in at SSA however they will be given a time as prescribed in the regulations governing baulking, i.e. being prevented from contesting a stage through no fault of their own.

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

At this control the Marshall will enter the ACTUAL stage start time, which will normally correspond with the provisional start time in hours, minutes and seconds. The Marshall can allocate a different (later) start time if necessary, but not earlier than the provisional start time unless the Competitor is prepared at the start line and accepts the earlier start time.

- a. Where a crew have approached the line later than their provisional start time, and the SSS Marshals have had no delays on the line but have been waiting for the Competitor to get to SSS from SSA, then the Start Marshal will call forward the next car and give it a start time, in effect allowing the stalling car to be passed within the control zone and without penalty to the passing car.
- b. **Special Stage Start Procedure:**
 - iii. Competitors will approach the start line, they will hand their card to the Marshal requesting it.
 - iv. A Start time will be confirmed with the Marshal in charge of the timing equipment, it will be written on the Time Card, which will in turn be handed back to the crew of the vehicle along with verbal confirmation from the Marshal handing the card.
 - v. The countdown clock will be visible to both Driver and Co-Driver, as will the traffic-light style start lights – 10 seconds before the due start time the lights will show RED in the top 1/3. No verbal countdown will be given by any start Marshal.
 - vi. 5 Seconds before due start, the middle 1/3 will also show ORANGE.
 - vii. On due start time, the bottom 1/3 will show GREEN as well as a small RED light appearing on the countdown clock.
 - viii. It will be the responsibility of the competitor to start the vehicle at the moment the light goes green – no rescheduled times will be given to drivers who baulk at the start line.
 - ix. False starts will be judged by the Start Marshal, and WILL be penalised.

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

The Competitor will receive their Special Stage Finish time at this control as relayed from the Stage Flying Finish (SFF). The Competitor will be warned of the approach to flying finish as well as the finish line and the "Special Stage Finish" Marshal (who notes finish time on Time Card) by the signs shown on the right.



- a. If a competitor has completed a stage but has been baulked during the run, they are required to make a note on their 'query' card for that leg before handing it in to the Time Card Control at the service park.

Item 17: Final Control

1. Any vehicle selected for scrutineering, which does not show up at the finish, will be disqualified. Any seals placed on cars by scrutineers must remain unbroken until the car is checked; failure to comply with this for any reason will result in disqualification from the Rally.
2. Initial provisional results will be posted at the official finish of the event. Competitors will be notified of the posting, and will have 60 minutes to file any protests with the Finish Clerk of the Course on reviewing these provisional results.

Item 18: Summary of Penalties

For the purpose of this rally, the penalties set out in the following scoring system represent time penalties, in seconds, to be added to the total elapsed time of the competitor for the route in which the infraction occurred.

Item #	Offense	Penalty
18.00	Over Time Limit (OTL)	Competitor classified as a non-finisher for overall position; will still be allowed to continue for class position.
18.01	For each minute or part thereof, after the minute in which the car is due at an SSA:	
a	First 30 minutes accumulated per route:	None
b	Over 30 minutes accumulated in any route:	Competitor considered OTL
c	Any single instance of 15 minutes or greater, accumulated between subsequent SSS controls	OTL
18.02	For each minute or part thereof before the minute in which the car is due at an SSA:	5 seconds added to elapsed time for the route, per each minute early
18.03	Each minute or part thereof late at a Master Control	
a	First 30 minutes:	2 seconds added to elapsed time for the route, per each minute late
b	More than 30 minutes:	OTL
18.04	For a breach of "No-Service" zone regulations (Item 10:5):	
a	Items 10:5.a through 10:5.d	60 seconds added to elapsed time for the route per offense
b	Item 10:5.e	EXCLUSION
18.05	Not complying with any other reasonable instruction by an official provided warning is given that a penalty will be applied	60 seconds added to elapsed time for the route, per offense
18.06	For abusing a marshal:	
a	First occurrence of verbal abuse	60 seconds added to the elapsed time for the route
b	Second occurrence of verbal abuse or ANY instance of physical abuse	EXCLUSION from event and possible further penalties as warranted
18.07	For not being ready to start at the required time at the start of the rally or at any stopover point	Penalties as prescribed for lateness at a Master Control (MC)
18.08	For not attempting or being ready to attempt a test or special stage at the start line (i.e. start time has been issued) but rejoining before stage is closed:	Competitor's stage time will reflect the start time given by SSS Marshal on the time card, car immediately moved off of the start line to avoid blocking subsequent competitors – competitor may rejoin course once given all clear by start marshal.
18.09	For not being present in the Control Zone of a special stage within the time open, or for not attempting to start the stage:	1. Fastest Time in Class plus 35% 2. Competitor awarded DNS (Did Not Start), considered OTL
18.10	For not completing a test or Special Stage, including receiving a start time per item 18.08:	1. Fastest Time in Class plus 25% 2. Competitor awarded DNF (Did Not Finish), considered OTL
18.11	For not following the route (except in a case of 'force majeure') as laid out in the route instruction on a special stage, as reported by a Judge of Fact	30 seconds added to the elapsed time for the route for each instance
NOTE: 18:09, 18:10 & 18:11 above shall be applied automatically based on reports from SSA, SSS and SSF Controls as well as course Marshals appointed as Judges of Fact.		
18.12	For infringement of any regulation in the ASR's for which a penalty has been prescribed but not stated	60 seconds added to the elapsed time for the route
18.13	For "jump-starting" a stage within the 10 second countdown, i.e. starting before the time assigned by the start marshal	10 seconds added to elapsed time for the route for each jump start
18.14	For jump-starting a stage BEFORE the 10 second countdown	EXCLUSION
18.15	Failure of either crew member to sign on to the Starter's sheet prior to leaving the ceremonial start, including changing crew members without notifying Rally Control	EXCLUSION
18.16	Failure to notify Rally Control of intent to rejoin, following a DNS or DNF:	All Stage times recorded after the offending DNS or DNF will be discarded from the final result of the rally by recording "DNS".
18.17	Stopping inside the "No Stop" zone between flying finish and the time board on a stage	First offense: Warning from Clerk of the Course Second and subsequent offenses: 30 seconds added to overall time



SECTION 6: Results & Protests

Item 19: Classifications and Awards

1. To be classified as an overall finisher, a competitor must finish every stage of the rally (except those which have been cancelled due to unforeseen circumstances). To qualify as a class finisher, however, only $\frac{2}{3}$ of the stages as previously noted are needed.
2. In the event of tie;
 - a. The Crew with the greater number of fastest stage times will be the winner.
 - b. If not resolved, the crew with the most recent fastest stage time will be considered the winner.
 - c. These criteria will be applied to both overall and Class position ties.
3. **Awards**

The awards ceremony shall take place as described in the programme of events at the beginning of this document. Prizes will be awarded as follows, on the basis of lowest elapsed time plus penalties:

 - a. Top 10 overall positions
 - b. Fastest 2wd
 - c. Fastest crew including a female competitor

Item 20: Protests and Protest Fees

1. **Protests**

Competitors are reminded of the rules governing protests, GCR # 145 to 154, and in addition, as follows:

 - a. A protest as to the validity of an entry, qualification of competitor, driver or AUTOMOBILE or length of course shall be lodged at least one hour BEFORE the start of the competition, save when the conditions under which the competition is held render this impractical. In such circumstances, the protest shall be lodged with the minimum of delay and at the latest within half an hour of the conclusion of the competition.
 - b. Any irregularity occurring during the running of each leg (or route) must be protested within 30 minutes of the closing of the last control in that route, or within such time as the stewards of the Meeting may think justifiable, in order to make the lodging of the protest possible.
 - c. Any protest against the provisional results must be lodged within 60 minutes of their posting at the finish of the rally.
 - d. After the final posting, protests must be confined to the compilation of the results or mathematical errors. Any protests regarding allocation of penalties will only be entertained if it can be shown that the competitors could not have known of the issue before the results were posted.
2. **Protest Fees**

These are as follows:

 - a. **Disciplinary/Rules:** BDS \$50.00
 - b. **Technical:** BDS \$500.00 initially, and any further amounts that the Stewards of the Meeting may deem necessary to carry out the inspections required, up to a maximum of BDS \$2,500.00 - This will include all expenses to be incurred in the examination of the vehicle, including transportation, and will be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if the claim is founded.





BRC Entry Form

RELEASE AND INDEMNITY

I understand and acknowledge that given the nature of the Event that there is a real possibility of my suffering personal injury, death, loss or damage to my property, damages loss or expense ("the risk") and I voluntarily accept such risk howsoever caused. Furthermore, in consideration of the acceptance of this entry or of my being permitted to take part in this Event, I hereby release and discharge and agree to save harmless and keep indemnified, the organizer and promoter of the Event and their respective officials, servants, representatives and agents, owners and/or Lessees of the land, sponsors, and owners and drivers and mechanics of vehicles, from and against all actions, claims, costs, expenses and demands in respect of death, injury, loss of or damage to the person or property suffered by myself in connection with or during the Event and howsoever arising or caused and notwithstanding that the same may have been contributed to or caused by the negligence of the aforesaid persons their servants or agents.

I understand and agree to be bound by the regulations of the organizer (which I hereby declare that I have read and understood) as well as any rules and regulations subsequently announced by the Organizing Committee and to act in accordance with the instructions of the officials. I declare that I am physically and mentally fit to take part in the Event and I am competent to do so. I further declare that the vehicle entered is suitable and roadworthy for the Event having regard to the course and speeds that will be reached. I also declare that I have read and understand these Conditions Release and Indemnity.

Name of Event: BRC Shakedown Stages 2011
Venue: Islandwide
Date & Starting Time: May 8th, 2011 Official Start: 9:00 am
Authority: Held under the Regulations of the organizer and the Conditions stipulated by the BMF.
Organizer and Promoter: Barbados Rally Club Ltd.

	DRIVER	CO-DRIVER
NAME		
Signature		
Blood Group		
Telephone Number(s)		
E-mail address		
Parent/Guardian Signature (if entrant is under 18 years old)		
temporary BRC membership? (only Yes if required)		
BMF License #		
COMPETITION VEHICLE INFORMATION		
Make & Model		
Engine Capacity		
License / Registration Number		
Name of owner		
Entered in Class (Circle ONE)	P2 M8-WRC	P3 SM9
	P4 SM10	M6 SM11
		M7 Clubman
M8-A		
Sponsors		
OFFICIAL USE ONLY		
Date & Time of entry		
Scrutineer Name & Signature		
Time of arrival, scrutineering		
Championship Stickers (BRC)	PRESENT	ABSENT

