



OMAGH MOTOR CLUB



Courtesy of Mark McCullagh

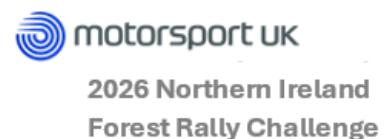
2025 winners – Patrick O'Brien / Stephen O'Brien – Skoda Fabia R5

McKelvey Construction Bushwhacker Rally 19th September 2026

Draft Supplementary Regulations

A round of the

- Brown & Brown Insurance ANICC Forest Rally Challenge
- Trailer Parts & Spares Irish Forest Rally Championship
- PRG Trailers - Trailertek Micra Challenge





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Event Summary Information

Rally HQ:	Omagh Showgrounds, Gillygooley Rd, Omagh, BT78 5PN
Scrutiny Venue:	Omagh Showgrounds, Gillygooley Rd, Omagh, BT78 5PN
Scrutiny Date / Time:	Friday 18 th September between 5pm -10pm
Documentation:	Rally Office, Omagh Showgrounds, Gillygooley Rd, Omagh, BT78 5PN
Format:	10 Special Stages
Stage Mileage:	40 miles
Surface:	Loose
Service Venue:	Omagh Showgrounds, Gillygooley Rd, Omagh, BT78 5PN
Start:	Saturday 19 th September Approx 9.01am
Finish:	Saturday 19 th September Approx. 6pm
Clerk of the Course:	Lewis Boyd
Secretary of the Meeting:	Barry O'Neill
Chief Scrutineer:	Gillian Magee
Competitor Liaison Officer:	Gary Milligan
Safeguarding Officer:	Simon MacRory

1. Promoters

Omagh Motor Club Ltd will organise an Interclub status Special Stage Rally Saturday 19th September 2026 in County Tyrone.

2. Jurisdiction Governing Rules

The meeting will be held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these supplementary regulations, and any written instructions that the organising club may issue for the event.

3. Authorisation

Motorsport UK Permit No: to be issued for the event

4. Eligibility

The event is open to entries from members of Omagh Motor Club and of clubs affiliated to the ANICC who hold a Motorsport UK or Motorsport Ireland Competition Licence valid for use on an Interclub Stage Rally. The event is also open to entries from foreign competitors who hold a valid competition licence acceptable to Motorsport UK. Foreign competitors must provide written approval to compete on the event from their ASN.

Drivers are NOT PERMITTED to apply for a competition licence on the day of the event.

5. Championships

The event is Round 3 of the Brown & Brown Insurance ANICC Forest Rally Challenge (permit no. CH2026/205061), Round 6 of the Motorsport Ireland National Forestry Rally Championship, Round 6 of the PRG Trailers -Trailertek Micra Challenge, Omagh Motor Club Trader's Trophy Championship for Drivers and Omagh Motor Club Navigator's Championship.

6. Entries

- The entry opens on **12th August 2026** at 20:00 and closes at 23:59 on the **16th September 2026** at 23:59
- **Entry fees**

Entry Fee	£670
(Plus) Insurance	£50

Entries procedure

- Entry includes a Safety Tracking Device provided by Sporttraxx. Further details will be issued in a later bulletin.
- All entries must be made through Rallyscore www.rallyscore.net and include all relevant entry information (see list below) and be paid in full for the entry to be "Accepted". **Incomplete or unpaid entries received up to the closing date will not be processed and will be placed on the reserve list until properly completed.**

The submitted on-line entry must include all relevant details about:

- 1) The driver,**
- 2) The codriver,**
- 3) Their next of kin,**
- 4) The competition car details,**
- 5) Previous results (for help with seeding) and**
- 6) full payment of all relevant entry and insurance fees.**
- 7) Photographs of the front and back of Driver and Co Driver 2026 competitor licences must also be uploaded using the Event Hub**

portal (see paragraph below)

- Entries received over and above the maximum number for the event will be placed on a reserve list.
- The maximum entry for the event, including reserves is 130. The minimum number is 70. The maximum for each class is 40, the minimum is 5.
- The organisers reserve the right to refuse any entry.
- The organisers reserve the right to select up to 10 entries.
- Should the minimum figure above not be reached the organisers have the right to cancel the meeting or to amalgamate classes as necessary.
- Only one component of an entry may be changed i.e. Driver or Co-Driver or Car. In exceptional cases this may be waived by the Clerk of the Course.

Payments and amendments/additions to a submitted entry can now be made personally by the competitor using the Rallyscore “Event Hub” portal.

The email you receive to confirm receipt of your entry on the Rallyscore system, includes a unique link to your entry. By clicking on this link, you will be taken to a portal that permits you to make payments or changes to *only your entry details*. Changes made to entries will be checked and verified by the Entries Secretary. The status of your entry will only be updated to “Accepted” when your entry is deemed to be complete and paid in full. Otherwise, it will remain as a “New” entry until relevant information and/or payment is received prior to the final closing date. Entries that are deemed incomplete will be refused and the competitor will be notified of this decision by email.

The deadline for amendments is 12:00hrs on Thursday 17th SEPTEMBER 2026.

- Any competitor not signed on by **20:00hrs on THURSDAY 17th SEPTEMBER 2026** may be excluded, and his/her place taken by a competitor from the reserve list.
- Any competitor under 18 years of age must have a legal guardian complete the “Co-Driver's Parent/Guardian/Guarantor” section of their Rallyscore entry form *before it is submitted*.
- A competitor may claim a refund of entry fee minus **£50 administration fee** if an entry is withdrawn.

7. Classes

The event will consist of 12 classes as follows:

Class 1	Homologated (and formerly homologated) FIA Rally 2 and R5 cars and any variants*. FIA S2000 specification cars and any variants. (including all turbo conversions). All World Rally cars (must comply with their homologation) * *Variants of Rally2/R5 specification cars permitted only until 31st December 2025. Rally 2 / R5 cars whose FIA homologation is expired shall continue to run in this class and be in conformity with their relevant homologation papers (including weight). RHD conversions which retain all other aspects of the homologation (including weight) will remain valid beyond 1st January 2026. * Exceptionally, Motorsport UK may grant a dispensation to use non-homologated parts to replace homologated components which are no longer available. Details on request from Motorsport UK Technical Department
Class 2	All 4-wheel drive cars over 2000cc not eligible for Class 1 & 4*. *Currently homologated, and formerly homologated cars eligible for Class 1 – and any variants or modified versions of these cars – are not permitted to enter Class 2 on any event run under a Motorsport UK permit.
Class 3	2-wheel drive cars with normally aspirated engines over 2000cc or forced induction engines over 1500cc. Homologated (and formerly homologated) FIA RGT cars
Class 4	Homologated FIA Rally 3 cars and Group N4 that still comply with their homologation
Class 5	Homologated FIA Rally 4 and R2 cars with forced induction that still comply with their homologation
Class 6	Cars with normally aspirated engines over 1600cc up to and including 2000cc or forced induction engines up to and including 1500cc <i>*Registered Competitors competing in normally aspirated cars with not more than 2 valves per cylinder in Classes 6 & 8 shall compete for the following Awards:</i> 1st Classic in Class (Driver and Codriver) 2nd Classic in Class (Driver and Codriver) Subject to 5 or more registered competitors scoring points in 3 or more Challenge events 3rd Classic in Class (Driver and Codriver) Subject to 8 or more registered competitors scoring points in 3 or more Challenge events. If only 3 or 4 events take place, then the scoring requirement is reduced to 2 or more Challenge events*
Class 7	Homologated FIA Rally 5 and Rally 5-Kit cars.
Class 8	Cars with normally aspirated engines over 1400cc up to and including 1600cc, including R2, or forced induction engines up to and including 1000cc *Registered Competitors competing in normally aspirated cars with not more than 2 valves per cylinder in Classes 6 & 8 shall compete for the following Awards: 1st Classic in Class (Driver and Codriver) 2nd Classic in Class (Driver and Codriver) Subject to 5 or more registered competitors scoring points in 3 or more Challenge events 3rd Classic in Class (Driver and Codriver) Subject to 8 or more registered competitors scoring points in 3 or more Challenge events. If only 3 or 4 events take place, then the scoring requirement is reduced to 2 or more Challenge events*
Class 9	Cars with normally aspirated engines up to and including 1400cc.

Class 10	ALL CARS COMPLYING WITH MOTORSPORT UK CLASSES 10,11,12,13
Class H	ALL CARS COMPLYING WITH MOTORSPORT UK CLASSES H1 TO H16 INCLUSIVE

- Turbo engine cars- class determined by capacity x 1.7
- Rotary engine cars- class determined by capacity x 1.7
- All homologated, and formerly homologated, Rally 2 / R5 vehicles must utilise their homologated restrictor (32mm) – (NCR:13 App.16 - 4.2a)
- All cars must have mud flaps fitted behind each wheel. See 2025 Motorsport UK (NCR:13 App.16 - 3.13)

8. Entries Secretary

Secretary of the meeting:	Barry O'Neill
Email:	omaghmotorclub@outlook.com

9. Other Senior Event Officials

Motorsport UK Steward	TBA
Motorsport UK Safety Delegate	Vic Fancy
Event Stewards	TBA
Clerk of the Course	Lewis Boyd
Deputy Clerks of the Course	Ronnie McAleer, Louise Hannan, Alan Cullinan
Assistant Clerk of Course	Simon MacRory
Event Safety Officer	Derek Graham
Incident Officer	Michael McAloon
Chief Marshal	Barry Arundel
Spectator Control	TBA
Competitor Liaison Officer	Gary Milligan
Chief Scrutineer	Gillian Magee
Chief Medical Officer	Eamon Ferguson
Chief Timekeeper	Declan McAleer
Service Park Manager	TBA
Car Accountability	Barry O'Neill

Results Officer	Patrick McCollum
Child Safeguarding Officer	Simon MacRory

10. Insurance Cover

Competitors are responsible for ensuring they have appropriate insurance cover in place for their activities whilst travelling to and from the Event, as well as during the Event itself.

The Motorsport UK Master Public Liability policy provides third party cover for activities falling under the Event Permit, but this policy specifically excludes any form of Road Traffic Act liability.

An additional third party “top-up” insurance policy, administered by Motorsport UK, is available to add-on for this Event which offers cover for Road Traffic Act liability for any sections of the Permitted Event that take place on the public highway. This policy provides cover to compliment but not replace your own motor insurance.

The acceptance criteria for this scheme are as follows:

- Drivers must be aged 19 years or older*
- Drivers must be UK residents for over 1 year, and have held a Full UK Car Licence for at least 6 months*
- Drivers must have not been banned from driving in the last 5 years, and no criminal convictions*
- Drivers must have no more than 6 penalty points on their licence and/or no more than 1 fault motor claim in the last 3 years in their history*
- Drivers must be a named driver on a valid motor insurance policy for the vehicle they are driving*
- Drivers must not already have the 3rd Party Extension (top-up) for Road Sections cover already on their existing motor policy*
- Vehicles must have a valid MOT and taxed for the road (unless exempt from doing so)*
- Vehicles must be road going/road legal and have a UK Registration Plate assigned and attached*
- Vehicles must be in the custody or control of the competitor and be participating in a motorsport event permitted by the Policyholder (Motorsport UK Association Ltd)*

Competitors who do not comply with any of the above criteria must contact Kingfisher Motorsport at motorsportuk@kingfishermotorsport.com as early as practically possible in advance of the event to discuss their application to confirm whether cover can still be offered and whether there are any additional terms.

All Competitors will be required to sign a declaration before the Event to confirm that they either have adequate insurance cover for the Event or need cover under the Motorsport UK top-up policy. If they do not meet the minimum eligibility criteria, they must have referred themselves to and been approved by Kingfisher before the start of the Event.

Those Competitors who do require cover under the Motorsport UK top-up policy will be required to pay the organiser’s an additional fee to cover the Motorsport UK permit surcharge.

11. Reconnaissance

- There will be NO reconnaissance of the stages permitted.
- Safety Notes and DVDs can be ordered direct from
 - Patterson Pacenotes -Tel. 028 9084 4111 or
 - On The Pacenote – Tel. 00353878238405 Web: www.onthepacenote.com
- It is a competitor's responsibility to acquire these notes if they deem necessary and no responsibility will rest with the organising club for the content of the notes.
- Any competitor who practises, reconnoitres or otherwise examines a special stage or uses any other person(s) who have not been authorised by Omagh Motor Club Ltd. to do so on their behalf, will be excluded from the competition and reported to Motorsport UK / Motorsport Ireland.
- In enforcing this regulation, the promoters will have the assistance of the local Police, Landowners and Forestry employees in addition to their own officials. All forestry property in County Tyrone will be 'Out of Bounds' to all competitors from publication of these Supplementary Regulations. The only exception will be a competitor whose bona-fide employment necessitates his/her being on that property at that time.

12. Scrutineering

- Scrutineering will take place at Omagh Show Grounds, Gillygooley Road, Omagh on **Friday 18th September between 5pm & 10pm**. Individual Scrutiny times will be issued closer to the event.
- **Where appropriate all vehicles must have a valid MOT / NCT Certificate and Car Tax for the period of the Rally. Vehicles registered outside the UK are subject to the MOT regulations that apply in their country of origin.**
- **Where appropriate all cars must have a Motorsport UK or Motorsport Ireland Vehicle Passport / Logbook.**
- **Paper copies of MOT certificates and Car Tax must be available for inspection by the Scrutineers. Electronic copies of these documents produced on a phone or other electronic device are not acceptable.**
- Competing cars will be examined for compliance with, noise, tyre and vehicle regulations as well as class eligibility. Entrants should have full knowledge of the car as to its eligibility for the class entered.
- All items of clothing including helmets and frontal head restraints intended to be used must be presented for scrutineering and shall be checked for compliance with Motorsport UK Regulations.

- Competitors must carry within their vehicle a self-contained Spill Kit capable of effectively absorbing minor spillages of up to 1.25 litres of all vehicle fluids – oils, fuels, coolants, battery acid. Used Spill Kits are to be disposed of in accordance with local or National guidelines.
- All vehicles must comply with Motorsport UK Technical Regulations

13. Safety Tracking Device

- Safety trackers will be installed, by a technician from Sporttraxx in service, in all competing cars, where they are to remain for the duration of the event.
- Competitors are responsible for the safe keeping and safe return of the device while it is in their possession, otherwise they will be invoiced for the full replacement cost of the device.
- For competitors who complete the event, the tracker will be removed by a technician from Sporttraxx entering the last service of the event in the Service Park on Saturday 19th September 2026. For any competitor who fails to finish, the tracker must be returned to Rally office in Rally HQ, Omagh Show Grounds, Gillygooley Rd, Omagh on Saturday 19th September 2026, in good condition.
- Interference, tampering, removal or adjustment of any sort in relation to the use of safety trackers will be referred to the Stewards for deliberation and possible penalties which may include exclusion from the event.

14. In-Car Cameras

- Competitors wishing to carry an in-car camera during the event must obtain written authority from a member of the Rally Secretariat before 08:00 hours on Friday 18th September 2026. They must declare this to the Chief Scrutineer on arrival at scrutineering and then complete the necessary documentation.
- Organisers may request the removal of video footage from in-car cameras deemed to be offensive or of a sensitive nature should it be posted on the internet or social media websites. Any competitor who does not comply with this request may be reported to Motorsport UK for further action.

15. Format

- Pre-event and On-Event documentation will be published on the Digital Notice Board – Sportity App – Password – **OMCBUSH26**
- All competing cars will start at one-minute intervals. The first car will start not earlier than 9.00pm on Saturday 19th September 2026.
- The starting order will be based on the anticipated performance of each competitor.
- Individual times for starting will be posted on the Sportity App no later than 30 minutes before the start time.

- The event will contain 10 stages with a stage mileage of 40 miles on unsurfaced forestry roads.
- The entire route will be contained on sheets 12 & 13; 1:50,000 OSNI Discovery Series.
- Entrants will be supplied with a Road Book ('Tulip' type) and Timecards upon completion of Scrutineering.
- A driver's briefing will be held on Saturday 19th September, time and location will be detailed in Final Instructions No 1.

16. Timing

- The starting for special stages will be given by means of an electronic clock and "start lights" which will work as follows:

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

- The system is electronically coupled to a start line detection device that records any situation where a car leaves the start line ahead of the correct signal.
- In the event of failure of the electronic system the timekeeper will count down aloud 30"...15"...10" and the last five seconds one by one and then raise a flag or hand.
- Any car not able to start from the start line within 20 seconds after the start signal will be considered as retired and will immediately be moved to a safe place.
- The starting official at a special stage shall rule as to whether or not a competitor has made a false start. The jump start penalty is one minute.
- The time taken for a special stage will be to 0.1 second using timing equipment triggered by a light beam positioned at the Flying Finish line.
- Competitors may be required to reduce lateness by either foregoing or reducing any time period provided for remaining at a control. These controls will be designated in the Road Book.
- Competitors may not reduce lateness on Road Sections.

- Controls and checks will open 15 minutes before the due time of arrival of the first car and close 15 minutes after the due time of the arrival of the last car.
- A Damage Declaration form is incorporated into the Timecards. This must be completed and handed in at the end of the event or returned to the Secretary within 72 hours of the event.
- Persons who retire during the event should have their timecards and completed Damage Declaration form available for the Tail Sweep Car.

17. Restart After Retirement

- Any crew which has failed to complete a section can re-start the rally from the start of the next section if they confirm their intention to the Competitor Liaison Officer thirty minutes prior to first car due time of the subsequent section (Service Out Control). The competitor must advise the organiser of the reason for retirement (e.g., accident, technical problems, etc.). This shall apply to any car which has been not classified on the grounds of exceeding the time limit or has failed to report to a control but shall not apply where the car has been disqualified for breach of eligibility requirements, traffic infringements or by a decision of the stewards.
- For all crews which re-start a time penalty will be applied. This time penalty will be as follows: For every stage missed: 10 minutes. This time penalty will be added to the fastest time of the driver's class for each missed stage, which shall include the special stage on which the crew has retired.
- Competitors restarting the next section must present their cars to the scrutineer at the Service out control at the start of the next section at least 30 minutes before the start time of the first car. The car must retain its original shell and engine block as marked at pre-event scrutineering.
- Any crew which has retired from the final section will not be classified as a finisher.

18. Servicing

- Servicing of a competitor's car is only permitted in the service area.
- Only one service vehicle per entrant will be permitted access to the service area. Service pitches will be a minimum area of 7m x 7m.
- Crews must use a ground sheet in the service area.
- A 10mph speed limit applies in the service area.

19. Fuel

- Competitors may use fuel which complies with FIA Appendix J Article 252.9.

20. Competition Numbers

- Competitors will be identified by regulation size competition numbers, which **WILL** be supplied by the organisers. These numbers must be affixed to each front door and must be in position before vehicle scrutiny.

21. Emergency procedures on special stages

- Crews will be supplied with an OK / SOS Board with their competition number.
- If a crew stops, then they must prominently display the OK board and competition number to the following 10 competitors, so that other competitors do not need to stop to check they are accounted for. This includes displaying your OK board if you have stopped to change a wheel or carry out repairs.
- After the following 10 cars, the OK board should still be displayed to all crews going through the stage.
- A member of the crew must remain with the vehicle at all times.

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

- 1) Activate the SOS function on the in-car safety tracking system.**
 - 2) Call the emergency telephone number for Rally Control, which is printed on the bottom of each page on the Road Book. This is a purely emergency 999 type number in rally control for communicating immediate medical requirements or declaring that no injuries have been sustained. This telephone number is recorded at the bottom of every page in the road book but must not be used for any other purpose.**
 - 3) Display the SOS symbol provided to other competitors.**
- Crews passing another competitor, who is displaying an OK board, should acknowledge the stopped competitor and report to the accountability marshal, who is with the finish timekeeper at the stage stop location. This accountability marshal will require the location of the stopped crew.
 - Competitors must stop at a location where an SOS board is displayed. The first crew that stops should report the incident immediately via the emergency phone to Rally Control (if it has not already been reported). In addition, the next crew to arrive must proceed to the next radio point and report the incident to the radio operator at that location. Where practicable all other crews must stop at the scene of the incident **leaving a clear route for emergency vehicles.**
 - Competitors must stop at a location where a crew has stopped and have not displayed an OK board. They must account for the crew that are stopped, to ensure they are OK before proceeding and should inform the stopped crew to display their OK board.

- If a competitor stops to give assistance in the event of serious injury or unaccounted for crews, the Clerk of the Course may, at their discretion, adjust that competitor's penalties. However, if a competitor fails to stop in these circumstances, then the Stewards may impose a penalty, which may go as far as disqualification.
- In the case of an emergency a Medical Intervention Team may join a special stage at, and only at, a radio location. If this occurs, marshals wearing clearly identifiable tabards will display a red flag. On passing a red flag displayed by a marshal wearing a marshals' tabard, the driver MUST immediately and significantly reduce speed as well as being prepared to stop at any time; at no time must they overtake any safety vehicle that they encounter on the special stage route. The driver must then follow the instructions of any marshals and/or safety personnel and maintain this reduced speed until leaving the special stage. Should a driver fail to reduce speed in accordance with this rule, the Stewards may impose a penalty, which may go as far as disqualification.
- If a driver taking part in a rally is involved in an accident in which a member of the public sustains a physical injury the driver concerned must stop at the scene and follow the emergency procedures outlined above. If a competitor fails to observe this rule, the Stewards may impose on the crew responsible a penalty, which may go as far as disqualification. The laws of the country in which the event is run must also be complied with in relation to procedures at accidents.

22. Tyres

The maximum number of tyres which may be used on the event (including spares) is 10.

23. Judges of Fact

Judges of Fact will be appointed for the purpose of enforcing Articles 18 and 19 of these Supplementary Regulations and Driving Standards. The names of these Judges of Fact will be provided in Final Instructions No.1 and displayed on the Digital Notice Board (Sportivity App).

24. Safeguarding Policy

Omagh Motor Club's Policy Statement on Safeguarding is as follows:

- The child's welfare is paramount.
- All children whatever their age, culture, disability, gender, language, racial origin, religious belief and/or sexual identity, have the right to protection from abuse.
- All suspicions and allegations of inappropriate behaviour will be taken seriously and responded to swiftly and appropriately.
- As defined in the Children Act 1989, anyone under the age of 18 years should

be considered as a child for the purposes of this document.

- If you have any concerns about child safeguarding while at this event please see the Child Safeguarding Officer Simon MacRory or report it to the Clerk of the Course or the Secretary of the Meeting and they will instruct the Safeguarding Officer to contact you urgently.

25. Awards

- Awards will be presented as follows:

1st Overall	The Duckhams Perpetual Trophy and two replicas
2nd Overall	The R&D McCartney Perpetual Trophy
3rd Overall	The CAM Perpetual Trophy
1st in each class	Two Trophies
Highest placed Peugeot/Talbot	Lyons Bros Trophy
Highest placed Vauxhall/Open	Charleton Trophy
Outstanding Driver on the Event	Ronnie Bustard Perpetual Trophy

- **1st Overall crew will forfeit the class award.**
- **All Perpetual awards will be retained by the Club. Competitors will have an opportunity to have photographs taken with perpetual trophies at the prize giving.**
- **Any trophy or award not collected by a winning crew will not be given to any other person and will not be retained for more than seven days after the event.**

26. Results

- Provisional results will be published in Rally Headquarters and on the Sportity App as soon as possible after the finish.
- Interim results may be published on the Sportity App but these cannot be deemed official.
- In the event of a tie, the competitor who accomplished the best time for the first special stage will be judged the winner. Failing this the competitor the faster time on the second, third, fourth etc. stage will be the winner (NCR 13.13.14.3)

27. Protests

- Any protest must be lodged in accordance with NCR 2.9.

28. Marking and penalties

Penalties are as detailed in NCR 13.8.1-2 and include the following;

1.	Achieving a time on a special stage which is less than the bogey time (stated on the time card)	Bogey Time
2.	Achieving a time on a special stage which is more than the target time (as stated on the time card)	Target Time
3.	Achieving a time on a special stage which is over the bogey and under the target time	Actual Time Taken (Time in Minutes and seconds and tenths of seconds)
4.	Not attempting or being ready to attempt a special stage when instructed to do so	1 st Offence - 10 Minutes 2 nd Offence - Disqualification
5.	Making a false start at a special stage	1 st Offence - 10 seconds (plus actual false start time) 2 nd Offence - 1 minute 3 rd Offence - 3 minutes Further Offences – at the Clerk of the Course's Discretion.
6.	Blocking a special stage	At the discretion of the Clerk of the Course (NCR 13.2.4.39)
7.	For each minute over target time on a road section or in a service area	10 seconds
8.	For each minute under the target time on a road section or in a service area	1 Minute
9.	For each minute before or after due time at a Main Time Control (Out)	10 seconds
10.	Not complying with a requirement of the road book	10 Minutes

29. Additional Information

Prior to the event competitors may assist in the planning/organising/setting up of stages on the event with the approval of the Clerk of Course.

Appendix 1: Race with Respect

Race with Respect code of conduct for Competitors

A socially minded standard of behaviour is expected from everyone within the motorsport community. We all have a responsibility to follow the values of the Race with Respect Code of Conduct, embodying respect, integrity, fair play, self-control and good manners.

As a competitor I agree to demonstrate RESPECT by:

- Treating everyone with respect regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or status.
- Being polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters
- Never engaging in or tolerating offensive, insulting, or abusive language or behaviour.
- Respecting my teammates, competitors from other teams and all other participants.

As a competitor I agree to demonstrate INTEGRITY by:

- Always taking part to the best of my ability.
- Behaving responsibly.
- Raising concerns when something isn't right and reporting any incidents of bullying to an Officer of the club or to Motorsport UK.

As a competitor I agree to demonstrate FAIR PLAY by:

- Respecting the rules and regulations, decisions and authority of the officials.
- Not cheating.
- Not breaking or bending the rules

As a competitor I agree to demonstrate SELF CONTROL by:

- Always speaking to other competitors with respect.
- Always being considerate of others and appreciating that everyone has a different level of skill and talent.
- Taking responsibility for my behaviour and the way I speak to other people.

As a competitor I agree to demonstrate GOOD MANNERS by:

- Placing an emphasis on fun and enjoyment, making our sport a friendly and welcoming place to be.
- Celebrating when I win and being gracious when I lose.

In accordance with regulation 10.1. Motorsport UK reserves the right to take appropriate disciplinary action for breaches of these codes of conduct. This may include being asked to leave Motorsport UK affiliated activities and being excluded from future activities.