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MERCHANDISE
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10
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2013

Lurgan Park Rally

North Armagh
Motor Club
NAMCC
The Orchard County

CRAIGAVON
Borough Council

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ESCORT MK2 CHALLENGE

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Saturday
10th
Aug

REGULATIONS



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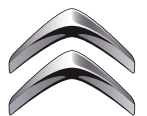


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Foreword

This is the 34th year of the **LURGAN PARK RALLY** and the fifth under the invaluable sponsorship of Orchard Motorsport. We are pleased to thank Craigavon Borough Council for their continued financial and practical support and for use of Lurgan Public Park. We also acknowledge assistance of the other associate sponsors.

Lurgan Park is an excellent venue for the rally, which continues its traditional format incorporating a total of eight smooth surfaced special stages, two of which are new to the rally, and a central service area.

The event will once again incorporate the Ford Escort Mk 2 Challenge, which has in previous years proved very popular with both competitors and spectators. Continuing our commitment to historic rallying, we are again including classes for MSA Historic rally cars and, for the first time, a class for FIA Appendix K (Historic) rally cars.

Scrutiny is on the Friday evening in Lurgan Park and rally action gets under way on Saturday morning.

Immediately after the rally the winners champagne reception will take place on the finish ramp followed by the presentation of awards in the Park bowling pavilion.

Extensive press and television coverage, the special atmosphere and the unique competitor/ spectator interaction combine to make Lurgan Park Rally one of the most popular motorsport events of the year.

A maximum of **50 competitors plus reserves** will be accepted and therefore entries should be returned early to avoid disappointment.

We are confident you will enjoy our event and we look forward to welcoming you as a competitor.

North Armagh Motor Club Ltd.

Previous Winners

1980 Bertie Fisher / David Johnston	1981 Bertie Fisher / Roy Cathcart
1982 John Lyons / William Singleton	1983 Kenny McKinstry / Kevin Doyle
1984 Bertie Law / Bobby Campbell	1985 Kenny McKinstry / Brian McNamee
1986 Mikael Sundstrom / Richard Young	1987 Kenny McKinstry / John McGaffin
1988 Kenny McKinstry / John McGaffin	1989 Gwyndaf Evans/ Howard Davies
1990 Kenny Colbert / Eric Patterson	1991 Tony Pond / Don Wilmott
1992 Kenny McKinstry / Robbie Philpott	1993 Kenny McKinstry / Robbie Philpott
1994 Kenny McKinstry / Robbie Philpott	1995 David Greer / Michael Reid
1996 Kenny McKinstry / Pamela Ballantine	1997 Gwyndaf Evans / John McIlroy
1998 Patrick Snijers / Willie McKee	1999 Gwyndaf Evans / Howard Davies
2000 Kenny McKinstry / Noel Orr	2001 Gwyndaf Evans / Gary Savage
2002 Dom Buckley / Dougie Redpath	2003 Kenny McKinstry / Noel Orr
2004 Kevin Lynch / Francis Regan	2005 Kevin Lynch / Gordon Noble
2006 Kevin Lynch / Francis Regan	2007 Kevin Lynch / Francis Regan
2008 Kevin Lynch / Francis Regan	2009 Kenny McKinstry / John Skinner
2010 Darren Gass / Nathan Gass	2011 Darren Gass / Kerrie Gass
2012 Kris Meeke / Gerry McVeigh	

SUPPLEMENTARY REGULATIONS

Article 1. Announcement

- 1.1 North Armagh Motor Club Ltd.** will promote a National "B" Permit Special Stage Rally on Saturday 10th August 2013 at Lurgan Public Park, Craigavon. The event will be known as the **Orchard Motorsports Lurgan Park Rally** (incorporating the Ford Escort Mk 2 Challenge).

Article 2. Jurisdiction

- 2.1** The Rally will be held under:-
- 2.1.1 The General Regulations of Motor Sports Association (incorporating the provisions of the International Sporting Code of the F.I.A.).**
 - 2.1.2 These Supplementary Regulations**
 - 2.1.3 And any written instructions North Armagh Motor Club Ltd. may issue for the event.**

Article 3. Authorisation

- 3.1 RAC MSA Permit Number :- 78097**
- 3.2** The event will comply with the Regulations contained in Part 2 of the MSA Competitors' and Officials' Yearbook 2013, where they are applicable.

Article 4. Eligibility

- 4.1** The **Lurgan Park Rally** is open to Competitors (whether Entrant, Driver or Co. Driver) who are members of any affiliated ANICC or MI Club, and holding valid Stage Rally National 'B', National 'A' or Rally International Licences issued by MSA or Motorsport Ireland or Foreign Nationals holding a competition licence endorsed 'Valid throughout the E.U'.
- 4.2** The organising Committee will select a maximum of 50 entries and reserves from those that are fully completed, paid up and received by the final closing date.
- 4.3** Competitors are reminded of the MSA requirements for Entrants' Licences as laid down on the Licence Declaration Form and in the 2013 MSA Year Book.
- 4.4** All competitors' Licences will be inspected at Documentation. Applications for National 'B' status Non-Race Licences by co-drivers, who must all be 16 years of age or older for this event, can be accepted at the event.

Article 5. Format

5.1 The Programme of the Rally will be:-

Wednesday 26 th June 2013	Entries open
Tuesday 30 th July 2013	Entries close
Friday 2 nd August 2013	Final Instructions and Special Stage Details made available.
Friday 9 th August 2013 :- 16.00hrs	Noise Check, Scrutiny and Documentation Commences.
Saturday 10 th August 2013 :- 09.45hrs	Drivers' Briefing.
Saturday 10 th August 2013:- 10.15hrs	Rally leaves Start Ramp.
Saturday 10 th August 2013:- 10.30hrs	Special Stage No.1 Commences.
Saturday 10 th August 2013:- 16.30hrs	Rally Finishes.
Saturday 10 th August 2013:- 17.00hrs	Winners' Champagne Reception and Podium Finish shortly followed by Presentation of Awards.

The timetable is subject to detail adjustment.

5.2 Any competitor not signed on by 08.30hrs Saturday 10th August 2013 may be excluded.

Article 6. Classes

6.1 The class structure of the rally will be :-

Class 1: All Group 'N' Cars conforming to F.I.A. International Group 'N' Regulations;

Class 2: All 2 wheel drive cars up to 2100cc;

Class 3: All 2 wheel drive cars 2101cc and over;

Class 4: All non-homologated four wheel drive cars excluding Group 'N'; and

Class 5: All homologated four-wheel drive cars excluding Group 'N'.

Class 6: All Historic (MSA Category 1), Post Historic (MSA Category 2) and Classic (MSA Category 3) Rally Cars as defined in MSA 2013 Yearbook.

Class 7: All FIA Appendix K (Historic) Rally Cars

6.2 Cars with forced induction will have their capacity increased by 70% to establish their class.

6.3 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.

6.4 All cars must comply with current MSA Vehicle Regulations and, where appropriate, to the F.I.A. Regulations.

Article 7. Identification

- 7.1** Organisers will provide self-adhesive rally doorplates, size 55cm x 48cm for competitors to fix to both front doors, which will display competition numbers, event title and Organisers' name.
- 7.2** Competitors may also be required to carry event sponsors advertising decals issued by the organisers with an area approximately 375 sq cm on each side of the car.
- 7.3** All plates including competition numbers must be in place prior to presenting cars for scrutineering.
- 7.4** Rally plates must not be cut or mutilated and competitors who do not provide the space in the location referred to, will be either refused a start or excluded from the results as appropriate to the case.

Article 8. Entries

- 8.1** The entry list opens with publication of these regulations.
- 8.2** Entry list finally closes at standard entry fee of **£250.00 / €320.00** on **Tuesday 30th July 2013**, at **20.00hrs**.

Entries must be submitted on the Official Entry Form, properly completed in all particulars and accompanied by the appropriate fee, together with Seeding Information and returned to the Secretary of the Meeting:-

**Keith Somerville
63 Markethill Road
ARMAGH
Northern Ireland, BT60 1NX**

**Telephone: (028) 37527045
Mobile: 07745 959141
Email: ksomerville@namcc.com**

- 8.3** The maximum number of starters is 50 plus reserves. The maximum for each class is 20, the minimum for each class is 2. Should any of the above minimum figures not be reached, the Organisers have the right to either cancel the meeting or amalgamate classes as necessary.
- 8.4** Entries will be selected and seeded on the basis of performance and suitability and confirmed including reserves, by the Event Organising Committee. Ford Escort Mk II Challenge entries will run as a group at the end of the main field.
- 8.5** Cars will start at 30 (thirty) second intervals.
- 8.6** Once the entry list has been published no correspondence will be entered into regarding it.
- 8.7** Competitors are advised that information they provide will be stored in a computer retrieval system and may be used for organisational purposes.
- 8.8** Entry fees will be refunded in full provided the Organisers are notified in writing of inability to compete by Friday 2nd August 2013. Entries withdrawn after this date may not be refunded in full.

Article 9. Officials

RAC MSA Appointed Steward	Alan Elliott
Club Appointed Stewards	Robert Harkness & Nicky Moffitt
Event Director	William Fullerton Tel: 028 38 831742(H) Mobile: 07703 219742 Fax: 028 37 527947 Email: wfullerton@namcc.com
Clerk of the Course.....	Barry Taggart Tel: 028 38 820854 (H) Mobile: 07771 892423 Email: btaggart@namcc.com
Deputy Clerk of the Course	William Fullerton
Secretary of the Meeting.....	Keith Somerville Tel: 028 37527045 (H) Mobile: 07745 959141 Email: ksomerville@namcc.com
Treasurer	James Blane
RAC MSA Chief Scrutineer	Gavin McLean
RAC MSA Chief Timekeeper	Declan McAleer
Safety Officer	Charles Deering
Deputy Safety Officer	Darren Cassells
Chief Marshall	Trevor Purdy
Deputy Chief Marshall	Caroline McGuinness
Competitor Liaison Officer	Philip Murray
Chief Medical Officer	Dr. Stephen Reaney
Special Stages Commander	Eddie Murphy
Deputy Special Stages Commander	Eddie Martin
Equipment Officers	Davy Hamilton, Lindsay Burke
Park Set Up Officers	Davy Thompson, James Coulter
Trade Stands Co-ordinator	Martin Heaney Tel: 07802515680
Promotions Officer	Harry Burke Tel: 07960840180
Event Press Officer	Brian Patterson Tel: 028 90 844111 Fax: 028 90 849231 Email:PATTPACE@aol.com

No telephone calls to officials after 22.00hrs please

Article 10. Results

- 10.1** Provisional results should be published by approximately 17.00hrs on Saturday 10th August 2013 on the Official Notice Board at the Event Office, and in any case within two hours of the finish of the event. Protests and appeals must be made in accordance with General Regulations **C5 & C6**. Printed Results may be available to competitors at prize giving, however, full results will be emailed to all competitors after the event.
- 10.2** Competitors shall ensure that they and their cars are available for inspection, should there be a protest in accordance with **C5**. If the protested vehicle is not available for inspection the competitor may be **excluded** from the results.
- 10.3** In addition, crews shall make themselves available until the period of protest has expired.
- 10.4** For the purpose of this requirement the period of protest regarding eligibility of any vehicle, or part of a vehicle, shall be in accordance with **C5.2**.
- 10.5** The period of protest concerning the results shall be within thirty minutes of publication of provisional results and any amendments thereto.

Article 11. Route Description and Road Book

- 11.1** The event will contain 8 special stages on private property (Public Park) with a total mileage of approximately 20 miles including the short link public road sections. The route will be defined by a road book.
- 11.2** Full details of the Special Stages will be issued to competitors approximately one week prior to the event.
- 11.3** Road Books etc. will be issued at signing on. These documents will contain all the necessary information to enable competitors to comply with **R33.1**.

Article 12. Scrutineering and Signing–On

- 12.1 Scrutineering and documentation will take place from 16.00hrs to 20.30hrs on Friday 9th August 2013 in Lurgan Park. Full details will be provided in the Final Instructions No 1.
- 12.2 At Scrutineering, cars will be examined for compliance with the 2013 MSA Tyre, Technical and Safety regulations as well as for class eligibility. Attention is drawn to **J3.1 and R46–R48** in particular. 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.
- 12.3 A validated MSA or MI Rally Special Stage Log Book must be 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**.
- 12.4 F.I.A. Homologation Forms valid for 2013 International Rallies must be provided and made available at event Scrutineering, and on demand throughout the event, for each Group 'A' or Group 'N' car. An FIA, MSA or MSI Historic Vehicle Identity Form (HVIF) is required for all cars competing in the MSA Historics Class. An FIA Historic Technical Passport is required for all cars competing in the FIA Appendix K (Historics) class. Failure to provide the form will lead to re-classification, where appropriate.
- 12.5 **All cars shall have fire extinguishing systems as follows:-
All classes – as per 2013 MSA requirements. C(c)103-104**
- 12.6 **Safety Helmets will be examined for conformity with current regulations K10 and must be worn on Special Stages (R25.3.1).**
- 12.7 **Cars shall have fitted and the Driver and Co-Driver shall use seat belts in conformity with K2 and R48.10.4.**
- 12.8 **Drivers and Co-drivers are reminded that they must wear clean flame-resistant overalls on all Special Stage Rallies (K9 & R25.3.2). These must be made available for inspection at Scrutineering to ensure they conform to current regulations.**
- 12.9 **No studs or chains are permitted (R48.5.1).**
- 12.10 **All cars must be taxed and insured for the Public Highway and a valid Vehicle Test Certificate must be produced at Scrutineering for any car required by law to have such a certificate R46.1.1 & R46.1.2. Failure to produce will lead to a Refused Start.**
- 12.11 **Competitors must carry an A4 size white board with a red SOS on one side and OK on the other, which must be used in accordance with R25.4.**
- 12.12 Competitors wishing to carry in-car video cameras must initially discuss their request with, and have prior written permission from the Clerk of the Course, and present the written authorisation to the Chief Scrutineer at scrutiny.
- 12.13 All Competitors must present their cars for scrutiny before 21.00 hrs on Friday 9th August 2013, unless alternative arrangements, in writing, have been agreed with the organisers, otherwise he/she may be deemed a non-starter. The Official Notice Board will be situated at the Rally Office in Lurgan Park on Friday 9th August 2013 between 16.00hrs and 21.00hrs and on Saturday 10th August between 09.00hrs and 18.00hrs.
- 12.14 Competitors are reminded that tyres must comply throughout the Rally with Regulation **J5.9** (permitted tyres).

Article 13. Practice / Training Rally

- 13.1** In accordance with MSA 2013 Yearbook Section B, Nomenclature and Definitions, competitors who fail to complete any of Special Stages 1-7 may, in order to gain further experience of their vehicles, re-join the event at the start of any of the subsequent special stages subject to the prior consent of the Clerk of the Course and to the vehicles being re-scrutineered for conformity. Unless instructed otherwise competitors should re-join the event in their original seeded position. There will be no results or awards for any competitors re-joining the event in this manner.

Article 14. Damage Declaration

- 14.1** Competitors will be required to complete and sign a report declaring that they have not been involved in an incident resulting in damage to private property, or damage to persons or animals, or alternatively give details of such incidents where damage or injury has occurred. (**R40.1.3**). Failure to hand in a duly completed form will be penalised by **exclusion** from the results.
- 14.2** Competitors who do not report to the finish are required to forward the report to the Secretary of the Meeting within 72 hours of the event, unless they have been involved in an accident in which case details must be given to the organisers the same day (**R40.1.4**).
- 14.3** Competitors who fail to comply will be penalised with exclusion and may be reported to the MSA for further disciplinary action.

Article 15. Driving Standards Observers / Judges Of Fact

- 15.1** Named Judges of Fact (**G10.1**) and Driving Standard Observers (**G11.1**) appointed by the Organisers will be on duty to observe and report upon any competitor in accordance with **R24.7** and **R25.7**.
- 15.2** The Chief Scrutineer and Eligibility Scrutineer appointed for the event are Judges of Fact in respect of Vehicle Eligibility.
- 15.3** The Start Officials on all Special Stages will be empowered to judge whether or not a competitor has made a false start (**R25.7**).
- 15.4** Any notified offence by a competitor or his Service Crew which involves speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of regulation **C1.1.5** (any proceeding or act prejudicial to the interest of the Motor Sports Council or of motor sport generally) and the competitor concerned is liable to be penalised in accordance with Chart R 32.2, and to be called before an MSA Disciplinary Tribunal.
- 15.5** Judges and/or DSO's will be appointed to report on sound levels. Excessive sound will include instantaneous occurrence of noise such as that produced by backfiring caused by anti-lag systems. The penalty for excessive sound may go as far as exclusion (**Chart R 32.2 Section (m)**).

Article 16. Timing And Controls

- 16.1** Timing of the event will be governed by the Target Time Regulations R31.1 using digital clocks operated by Officials under the control of an MSA appointed Timekeeper.
- 16.2** All clocks will be set to British Summer Time (BST), using BBC or Telecom time signals.
- 16.3** All controls will open 5 minutes before the Due Time of Car '0' and close 5 minutes after the Due Time of the last competitor still running, having taken into account any delays **(R30.3)**.
- 16.4** The Rally will consist of Road Sections and Special Stages.
- 16.5** Lateness in excess of Target Time on Road sections and Special Stages is cumulative. Once a competitor's cumulative lateness calculated from the previous Main Control, exceeds the maximum of 5 minutes, a competitor will be **excluded** from the results.
- 16.6** To be classified as finishers, Crews must present themselves with their cars at ALL CONTROLS within their permitted maximum lateness **(R15.1 & R15.1.1)**
- 16.7** It is the competitor's responsibility to ensure that his times are correctly recorded and handed in when and where instructed. Should any recorded time not be legible or not appear authentic the Organisers may use any means at their disposal to establish a time.
- 16.8** Control Signs will conform to **Drawings number R 29**.
- 16.9 Special Stage Timing**
- 16.9.1 Special Stage Timing will be to the previous 1/10 second using MSA certified equipment operated by officials under the control of an MSA appointed Timekeeper.
- 16.9.2 All Special Stages will have a Bogey Time set at 65mph (or 75mph if run entirely on tarmac surface) and a Target Time set approximately at 30mph (or less on short stages). This will be indicated in the Road Book and/or the Time Cards and /or Competitors Bulletins.
- 16.9.3 Competitors will receive penalties on Special Stages as follows:-
- (i) Under BogeyBogey Time
 - (ii) Over Bogey under Target.....Actual Time Taken
 - (iii) Over Target.....Target Time
- Time in excess of Target Time on a Special Stage will count towards the competitor's cumulative lateness (Article 16.5).
- 16.9.4 Competitors must be ready to start a Special Stage when required to do so by the Start Marshal.
- 16.10 Road Timing**
- 16.10.1 Road Timing will be to the previous whole minute
- 16.10.2 Each Road Section will be allocated a Target Time based on an approximate average speed of 25mph or less and a competitor can calculate his Due Time of arrival at any TC by adding this Target Time to his actual time of departure from the preceding TC. On Road Sections following a Special Stage, extra time may be included to account for any delays at the Special Stage Finish.

16.10.3 At all TCs on Road Sections (i.e. MC's SSA's and SV's), a competitor who is early may wait for his Due Time outside the Control (**R30.2(a-f) & R30.3** [Exceptions to R30.1.2]). The time recorded at these TCs shall be the time on the official clock when the crew submits the Time Card to the Official, provided that the car and both crewmembers 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).

16.11 Time Controls:- All controls other than Route Checks (RC's) will be Time Controls (TC's). The following titles shall describe the various types of Time Control:-

16.11.1 **Main Control (MC)**

- (i) The MC at the start will be designated as MC (OUT).
- (ii) The MC at the finish of the Rally will be designated as MC (IN). A competitor who is early at an MC (IN) may wait for his/her Due Time outside the control (**R30.2(a-f) & R30.3** [Exceptions to R30.1.2]).
- (iii) Each competitor shall be given a due starting time from the MC (OUT) and the difference between this time and their actual starting time will be counted towards exclusion for cumulative lateness. Also a time penalty will be applied.

16.11.2 **Special Stage Arrival Control (SSA)**

On arrival at an SSA a competitor will receive a time only when they are ready to start the Stage (Helmets and Safety Belts on etc.). A competitor who is early may wait for his/her Due Time outside the Control (see **R30.2(a-f) & R30.3** [Exceptions to R30.1.2]). On clocking into the SSA they must proceed immediately to the Start Control.

16.11.3 **Special Stage Start Control (SSS)**

At the SSS a competitor will be given a start time for the stage in hours, minutes and seconds. Once a competitor has clocked in at an SSA the Start Marshal will assume that he is ready to start the stage and will issue a Start Time once the Start Line is clear, whether the competitor is ready to start or not. The starting for the special stages will be by means of "Start Lights" working as follows:-

Drive when instructed to the Start Line until 1 white light comes on. If you go too far forward a second white light will come on – the Jump Start light.

15 seconds before due start time ----- **RED** light will be displayed.

10 seconds before due start time ----- **RED** and **AMBER** lights will be displayed.

5 seconds before due start time ----- **DIGITAL** countdown **5** displayed.

4,3,2,1 seconds before due start time --- **DIGITAL** countdown **4,3,2,1**.

Start Time ----- **COUNTDOWN** shows **0**, **AMBER** and **RED** lights go out and **GREEN** light goes on.

5 Seconds after due start time ----- **DIGITAL** panel goes blank.

10 Seconds after start 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.

Competitors commencing the Stage prior to the GREEN light going on will be deemed to have made a false start and will be penalised as per **Chart R 32.2**.

As each section is timed separately, the time taken from SSA to SSS is "Dead Time", delays are therefore automatically allowed for. The area between SSA and the SSS is "Parc Ferme".

16.11.4 **Special Stage Finish Control (SSF)**

The time taken for the Special Stage will be recorded using timing equipment triggered by a light beam positioned at the Flying Finish Line.

At the SSF a competitor will be given his/her Finish Time in hours, minutes, seconds and 1/10 of seconds. This time in hours and minutes constitutes his/her Start Time for the following Road Section.

Any competitor who fails to stop at the Stop Line, must return on foot, reversing the car is not permitted and subject to the Penalty of **exclusion – R25.6.1**.

16.11.5 **Service Control (SV)**

All Service areas will have 'IN' and 'OUT' Time Controls. At Service Areas a Target Time will be specified between these controls. The Section between SV 'IN' and SV 'OUT' will be marked as a Road Section.

Article 17. Reconnaissance

- 17.1** Competitors may make a reconnaissance of the Special Stages on the week prior to the Event, i.e. the week commencing Saturday 3rd August 2013, however pace notes are not permitted in accordance with MSA regulations **R25.9**. **This reconnaissance may only be carried out on bicycle or by walking and within the opening times of Lurgan Public Park.**
- 17.2** Details of the Stages will be supplied to competitors by the Organisers with the issue of Final Instructions No 1 on Friday 2nd August 2013.
- 17.3** Anyone in breach of these regulations will be refused a start or as appropriate excluded from the event and their appropriate Motorsports Authority will be notified with a possible further penalty.

Article 18. Servicing

- 18.1** There will be a centralised designated service area in the Park where work may be carried out, by the Service Crew of each competing car, between Special Stages.
- 18.2** Servicing is defined as work carried out on the car by any person other than the competing Crew, or the use of any parts or tools not carried in the competing car.
- 18.3** Crews may work unassisted on their own cars in "No Service Areas" in accordance with **R38.1.1 – R38.1.4**.
- 18.4** All other areas will be "out of bounds" to service crews and vehicles. Failure to comply with this regulation will entail exclusion for the assisted competing car.
- 18.5** Service Crews will be subject to the same regulations as the competitors regarding noise, bad driving etc. Only one service vehicle will be permitted for each competitor, and these must be registered at documentation scrutiny.
- 18.6** The Organisers will allocate one service parking area for each competitor for the duration of the event, which must be left tidy at completion of the rally.

18.7 No refuelling will be permitted in the service area during the event. The Clerk of the Course may, in exceptional circumstances, permit the refuelling of a vehicle supervised by, and at a location specified by, the event Safety Officer. Unauthorised refuelling will result in immediate exclusion and reporting to the Event Stewards.

Article 19. Penalties

19.1 Competitors will start with zero penalties. Classification for the results will be determined by total time penalties, the winner being the Competitor with the least time penalty (Article 15).

19.2 In the event of a tie, the competitor who has the greatest number of Faster Stage times will be the winner; failing this the competitor with the fastest time on the last stage will be the winner, and then the penultimate stage, and so on until a winner is obtained.

19.3 The penalties in **Chart R 32.2** are as specified unless specifically modified in these SRs.

19.3.1 For each minute over Target Time on the Road Section or Service Areas 10secs.

19.4 Contravention of the following carry a penalty of exclusion:-
Article 12.5, Article 12.6, Article 12.7, Article 13.1 & 2, Article 15.5, Article 15.6, **R5.4.2, R24.4.4, R25.1, R25.3, R25.4, R25.5, R25.6, R25.9 and R40.1.3.**

19.5 Contravention of the following may lead to a **Refused Start: Article 7.3, Article 12.2, Article 12.3, Article 12.4, Article 19.10.**

19.6 Contravention of the following may lead to **exclusion** from the results:-

19.6.1 Article 10.2, Article 12.3, Article 12.4.

19.6.2 Causing a decibel meter reading of greater than the specified limits will be deemed to be excessive noise. This will be measured in accordance with a test specification detailed in the MSA Technical Regulations. It is at the direction of a Judge, Noise Test Official or Driving Standards Observer or of the Organisers, whether a car which causes excessive noise is refused permission to proceed at any time (**R24.8 & R24.9**).

19.6.3 A Driving Standards Observer's decision on imposing a penalty for excess speed or bringing the sport into disrepute shall also be reported to the Stewards of the Meeting.

19.7 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 Target Time, and will in every other respect be treated as a Road Section.

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

19.9 Failure to attend Post Event Scrutiny for those competitors selected, within the time limit specified, will result in **exclusion** from the results.

19.10 K3.3 – Any competitor found at the Start or Finish of a Special Stage with his/her fire extinguisher system not armed will be excluded.

19.11 24.6 – Any competitor proved to have unreasonably baulked another competitor **will be excluded.**

Article 20. Awards and Trophies

GENERAL CLASSIFICATION

- 1st Overall: The **TURKINGTON Perpetual Trophy** and Two Awards
- 2nd Overall: The **SEAT Perpetual Trophy** and Two Awards
- 3rd Overall: The **Craigavon Borough Council Trophy** and Two Awards

Ford Escort Mk2.Challenge

- 1st Overall: The **Triton Showers Perpetual Trophy** and Two Awards

CLASS AWARDS

- 1st in Class 1: The **Donnelly Bros. (Garages) Ltd. Trophy** and two Awards
- 1st in Class 2A: The **George and Hazel Jones Trophy** and two Awards
- 1st in Class 2B: The **Northern Bank Challenge Cup** and two Awards
- 1st in Class 3: The **Victor Grattan Trophy** and two Awards
- 1st in Class 4: The **Castrol Perpetual Trophy** and two Awards
- 1st in Class 5: The **Craigavon Festival Trophy** and two Awards
- 1st in Class 6: The **Allied Irish Finance Trophy** and two Awards
- 1st in Class 7: The **Roy Girvan Perpetual Cup** and two Awards
- 2nd in each Class: Two Awards
- 3rd in each Class: Two Awards

SPECIAL AWARDS

The Henning Lawson Perpetual Trophy and Two Awards:
To the highest placed Group 'A' car in overall finishers list

The Edwin May Ltd Hire Car Trophy and Two Awards:
To the highest placed driver resident outside Ireland, in the overall finishers list

The North Armagh Motorcycle and Car Club Trophy and Two Awards:
To the highest placed driver who is a North Armagh Motor Club member

The Morgan Removals Trophy and Two Awards:
To the highest placed Eire resident driver in the overall finishers list

The Howard Abraham (Motors) Trophy and Two Awards:
To the highest placed Rover car in the overall finishers list

The Francis Neill (Motors) Ltd. Trophy and Two Awards:
To the highest placed Peugeot car in the overall finishers list

The Irish Road Motors Ltd. Trophy and Two Awards:
To the highest placed Ford car in the overall finishers list

The Pickvicks Perpetual Trophy and Two Awards:
To the highest placed Vauxhall/Opel in the overall finishers list

The Fisher Memorial Perpetual Trophy and Two Awards:
To the highest placed Subaru car in the overall finishers list

The Allan Print and Design Perpetual Trophy and Two Awards:
To the highest placed Mitsubishi car in the overall finishers list

All perpetual trophies will be presented to the driver. Winners in General Classification and winners of Ford Escort Mk2 Challenge will not be eligible for Class awards. The Class awards will be given to next in Class.

It is a condition (subject to the Promoters' discretion) of receiving any prize or award (including cash) that the driver is present at the official presentation of awards, unless prior notice of non-attendance has been given to the Promoters and agreed.

Perpetual Trophies will be held for 10 (ten) months only. The presentation of awards will take place as per timetable (Article 5).

Article 21. Special Stage Signs and Arrows

- 21.1** At junctions on the Special Stages two reflective arrows will be placed to form a gate between which competitors must drive. These will be preceded at a distance of 100 metres by a single advance arrow of the same type and colour where the junction is not readily or easily visible. Junctions will be numbered and displayed as indicated in the Road Book.
- 21.2** Caution boards will precede other hazards by 50 metres where deemed necessary by the organisers.
- 21.3** Signs shall be in accordance with **Drawings Number R 29**.

Article 22. Parc Ferme

- 22.1** At the end of the Rally, immediately after the Final Control, all cars must proceed to their space in the "Parc Ferme" where they shall remain until 30 minutes after the last competing car has visited the final control.
- 22.2** Failure to comply with this will entail exclusion from the results unless in exceptional circumstances and agreed by the Clerk of the Course.

Article 23. Road Traffic Order Insurance Scheme

23.1 Competitors must have Insurance in place which provides Third Party Liability cover that complies with the Road Traffic Order. This can be an extension to the existing motor policy for the car or purchased via the event organisers.

If a competitor uses an extension to an existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Order. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

If a competitor wishes purchase cover via the organisers (at a standard cost of £20.00) then they can do so prior to the event providing they comply with the following.

- **Age 19 years or over**
- **Has held a full licence for a minimum of 6 months**
- **Has no more than 6 points of their licence**
- **Has had no more than 1 fault claim in the last 3 years**

Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25.

Any competitor, who falls outside these parameters, may be offered cover at the standard price (or a higher price) depending on circumstances. These competitors must ask the event organisers to obtain agreement from REIS prior to the event.

The Event Organiser's scheme is provided by REIS and underwritten by Chaucer Insurance.

Article 24. Advertising – Tobacco Sponsorship

24.1 Competitors are advised that the **ORCHARD MOTORSPORT Lurgan Park Rally** will be televised and are therefore reminded of the mandatory restrictions on tobacco related advertising.

Article 25. Safety of Spectators

25.1 Excluding Special Stages, all road sections throughout Lurgan Public Park will be subject to specific speed limits and restrictions imposed by the Organisers for the safety of spectators and this limit will be **15mph**. (penalty is **exclusion**).

25.2 Motorbikes, ATCs, Go-karts or similar machines will not be permitted (with exception of organisers use) within the park. Pedal bicycles will be allowed.

Article 26. Additional Information

26.1 Press Release

Competitors wishing advice on local press, radio and television for press release mailings should contact the Press Officer:-

Brian Patterson
7 Mountainvale Gardens
Newtownabbey BT36 7AH
Tel: 028 90 844111
Fax: 028 90 849231
Email: PATTPACE@aol.com

26.2 Cross Channel Ferry Travel

Concessionary rates will be available on Stena Line. For reservations call 08705 204 402.

26.3 Local Accommodation

Seagoe Hotel, Upper Church Lane, Portadown, BT63 5JE
Tel +44 (0) 28 3833 3076

Carngrove Hotel, 2 Charlestown Road, Portadown, BT63 5PW
Tel +44 (0) 28 3833 9222

Banville House Hotel, 174 Lurgan Rd, Banbridge, BT32 4NR
Tel +44 (0) 28 4062 8884

Ashburn Hotel, 81 William Street, Lurgan, BT66 6JB
Tel +44 (0) 28 3832 5711

Belmont Hotel, Rathfriland Road, Banbridge
Tel +44 (0) 28 4066 2517

Competitors are responsible for booking their own cross channel travel and accommodation.

26.4 Unless specifically requested to the contrary, all correspondence with competitors will be sent by email or made available through bulletins on the club website, www.namcc.com.

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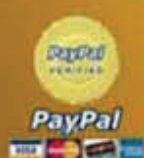


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