

# ROSS ENDURANCE ROAD RALLY



Saturday/Sunday, 26th/27th APRIL 2014



Photo courtesy of M&H Photography

A round of the



# Introduction

Welcome to the third Ross Endurance Road Rally, where we expect to offer you a very similar event to 2013's edition. The total route will be about 240 miles. There are about 45 miles of selectifs with about 125 miles on public roads to link them, including a short daytime jogularity style regularity, leading you to a supper halt (the cost of supper is included in the entry fee). There will then be about 70 miles of pre-plot night route in Wales (35 miles competitive, and there is no spotlight ban in Wales) leading back to our own Clubhouse in Ross-on-Wye town centre where the bar will be open while the results are being calculated by Tony Michael's computer system from Liege Timers.

The Saturday morning start (Sound, Scrutineering and Documentation) will be at the Ross Auction Centre, where breakfast will also be available. There will be a morning group of selectifs at three venues including Bishopswood with the same fabulous new mileage from 2013. The lunch break will be close to Ross, before the second group of selectifs at two venues in the Hereford area (Bowley Court and Whitfield) will take you to the evening rest halt (same venue and the same caterer as last year) and a chance to refettle the cars and to give sustenance to the crews. The night route will be in a pre-plot (map reference) format, with plenty of time for plotting (approximately 60 MR's in 60 mins).

Regular updates will be available on our Club website, and an updated entry list will be available there from mid March. [www.rossmotorsports.co.uk](http://www.rossmotorsports.co.uk)

You may **enter the event electronically**. Either download an entry form from the Club website, or e-mail the secretary to send you one. Complete it on screen, save it on your computer and e-mail it as an attachment to the secretary, having paid your entry fee by BACS to the Club Account. Full details are in ASR 12. The discounted entry fees apply to entries received **and paid for** before the appropriate date. You may, of course, send your entry form with a cheque by post. A **full refund** will be made for entries **withdrawn before the 6th April**.

For those needing accommodation before and/or after the event, we regret that Penyard House will be NOT be available this year. However, there are numerous B&B's, Guest Houses and Hotels in the area, including a Premier Inn not a mile from the start.

**Simon, Alan, Russell, Paul, Phill and the rest of the crew.**

# Ross Endurance Road Rally 2014

## Supplementary Regulations

1. Ross & District Motor Sports Limited will organise a National B permit Endurance Road Rally on Saturday/Sunday 26th/27th April 2014.
2. The meeting will be governed by the General Regulations of the Motor Sports Association Ltd. (Incorporating the provisions of the International Sporting Code of the FIA), by these Supplementary Regulations and by any other written instructions that the organising club may issue for the event.
3. MSA Permit **81461** has been issued.
4. The event is open to all fully elected members of: **Ross and District Motor Sports Ltd., Clubs in the ASWMC, AWMMC, ASEMC and ANCC.** Note that ERRC championship contenders are members of Salisbury & Shaftesbury CC and are invited through ASWMC.
5. All crew members must produce a valid MSA Competition Licence and Club Membership card at signing on. Championship Registration cards will also be inspected, as appropriate.
6. The event is a round of the following championships:-  
Sportway Tyres Endurance Road Rally Championship (5/2014)  
ASWMC Endurance Road Rally Championship (38/2014).
7. The programme of the meeting is expected to be:  
Early March Regulations published and entries open at discounted fee.  
6th April 1200 Entry fee changes to standard fee.  
19th April 1200 Entries close.  
21st April Final Instructions issued.  
26th April 0745 Sound Test, Scrutineering and Documentation open.  
1000 Sound Test, Scrutineering and Documentation close.  
1000 Competitors' Briefing.  
1045 Standard Time for MTC1  
1400 Standard Time for MTC2 [leaving Lunch Halt].  
2100 Standard Time for MTC3 [issue of Road Book (night)].  
2200 Standard Time for MTC4 [leaving Supper Halt].  
27th April 0030 Standard Time for MTC5 [arrival at Finish].

**8.** Sound Test, Scrutineering and Documentation will be at the Ross Auction Centre HR9 7QQ or OS 162/606255½. Any competitor not signed on by 1000 may be excluded and replaced by a reserve. The event Standard time (Car 0) for MTC1 is 1045 and cars will start at one minute intervals. The finish (MTC5) is from 0030 onwards in central Ross-on-Wye at the Ross & District Motor Sports Club clubhouse in Kyrle Street (162/600243). The Official notice board will be located at documentation until MTC1 closes. It will then be located at the Supper Halt until MTC4 closes, when it will move to the finish venue until the conclusion of the event.

**9.** Public roads will be used in a road route of approximately 195 miles, at an average speed of 30 mph or less on OS 1:50,000 Landranger Maps 149, 161 and 162. Although the day tulip/map road books will enable competitors to complete the day route without a map, **competitors will be required to have map 161 for the night section – 161(B3, B3 or B4)**. No markings on the OS maps will be allowed, other than information supplied by the organisers; highlighting of existing information is permitted. Route and time instructions will be issued at documentation and at other Main Time Controls on the route. Regularity Sections will be timed to an accuracy of less than one minute. The event will also contain special tests on private roads/land timed to the second. Fuel will be available at various locations on the route – details will be in the Road Books. Competitors are advised to carry enough fuel for at least 85 miles (35 competitive) for the night section.

**10.** The event will have **seven classes**, viz:

1. Experts in petrol and forced induction diesel cars 1301cc to 1400cc inclusive.
2. Experts in petrol and forced induction diesel cars 1001cc to 1300cc inclusive.
3. Experts in petrol and forced induction diesel cars up to 1000cc and other diesel cars up to 2000cc.
4. Semi-experts in petrol and forced induction diesel cars 1301cc to 1400cc inclusive.
5. Semi-experts in petrol and forced induction diesel cars 1001cc to 1300cc inclusive.
6. Semi-experts in petrol and forced induction diesel cars up to 1000cc and other diesel cars up to 2000cc
7. Novices in petrol and forced induction diesel cars up to and including 1400cc and other diesel cars up to 2000cc

Four wheel drive cars are not permitted on this event.

**Expert** – A crew with a driver or navigator who at the time of entry has finished in the top 3 of any Endurance Road Rally or at least 3 times in the top 5 of any National B road rally in either capacity or has ever held a National A or above competition licence. Competitors who are experts in another relevant category of motor sport may also be considered experts. If you think you may fall into this category, please discuss it with the Clerk of the Course.

**Semi - expert** – A crew who at the time of entry fall outside the definition of Expert or Novice

**Novice** – A crew with a driver or navigator who at the time of entry have competed on no more than 5 National B road rallies. This class is intended for people new to rallying.

Only the nominated driver may drive on the event

## 11. Vehicle Technical Regulations.

All competing vehicles must comply with MSA Technical Regulations and in particular with J5, R18 and R20.

A reminder of some of the points.....

All vehicles must be taxed and insured for the public highway.

An MOT certificate and the vehicle's V5 must be produced at scrutineering. If the registered keeper of the vehicle is not one of the crew, then written authorisation from the keeper that the vehicle may be used must be produced.

All vehicles must have full interior trim to R18.1.4.

All vehicles must carry a Warning Triangle, a First Aid Kit, an SOS/OK board to R25.4 and a Small Spill Kit complying with J5.20.13

All vehicles must carry an impervious Ground Sheet large enough for the complete car to stand on. This must be used whenever work is being carried out on the car which may result in the spillage of liquid; forecourt fuelling excepted.

No fuel cans may be carried in a competing car.

All vehicles must use only tyres from Tyre List 4 (page 198 of the 2014 Blue Book). Championship Entrants must also comply with the additional technical regulations of the ERRC, including the requirement to use only Sportway tyres. Only tyres carried in the competing cars will be allowed on this event.

Forward facing lights and spotlights may be fitted up to the limits in R18.5. As the competitive night section is all in Wales, spotlights may be used during the night section, except as required in Neutral/Transport Sections. However, it is a requirement of West Mercia RLO that no after-market Auxiliary Lights be used. Therefore, except when on the night section, these auxiliary lights must be covered throughout the rest of the event by proper solid opaque covers (a la Cibie and Hella branded covers etc) or removed. Supermarket carrier bags or tape will not be acceptable. They must also be covered for the run back from the finish of the night section to the event finish at the Clubhouse and MC5.

**12.** The entry list opens forthwith and closes finally at noon on Saturday 19th April 2014, or earlier if fully subscribed and including ten reserves. The entry fee varies depending on the date of receipt of the entry form and fee. Until noon on 6th April, it is **£199.00**; thereafter it is **£219.00**. All entries must be made on the official entry form and either posted including a cheque payable to Ross & District Motor Sports Ltd, or e-mailed with the entry fee being sent by BACS to the Club Account.

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Please use the reference RERR\_ \_ \_ \_ \_ \_ \_ \_ \_ \_ where the blanks are the driver's surname. EG "RERRHARRIS". You should allow up to 4 working days for the fee to be received. If you are entering near the closing date or the fee increase date, this is especially important, of course! Entries will be acknowledged on receipt of the entry form AND payment. Entry fees will be refunded in full if written (including e-mail, not telephone) notice of withdrawal of entry is received before 7th April. If withdrawal is made between 7th April and the closing date, £10 will be retained by the Club for expenses incurred. Thereafter, any refund will be at the discretion of the organisers. If the event is cancelled for any reason (lack of entries or other reason outside the Club's control) then a full refund of entry fees will be made.

**13.** The Entries Secretary, to whom all entries must be sent, is:  
**Simon Harris, Woodlands, Anthony's Cross, NEWENT, Gloucestershire, GL18 1JF or simonharris@lineone.net**  
Telephone and Fax 01531 820761 not after 9.30pm please.

**14.** The overall maximum entry for the meeting is 60 and the minimum is 30. There is no minimum class entry, and classes will not be amalgamated. Should the minimum entry figure not be reached, the organisers reserve the right to cancel the meeting. **Entries will be taken in order of receipt** and will be acknowledged by e-mail (preferably) as accepted, reserve status or refused. Seeding will be based on information supplied and acquired on competitors' past performances. The organisers' decision on seeding is final. After the publication of the Final Instructions, changes to Driver(s) or Vehicle(s) will only be accepted in accordance with D25.1.12. Final Instructions will be e-mailed (preferably) or posted to all entrants in the week before the event.

**15. Other Officials**

Clerk of the Course	Simon Harris
Secretary	Simon Harris (details as ASR13)
Chief Scrutineer	Andy Billett 07774 178381
Environmental Scrutineer	Eifion Page 07786 316954
Chief Timekeeper	Graham Ford
Chief Marshals	Alan Baker 07837 479561 or al-baker1@hotmail.co.uk Russell Joseph 07720 691740 russ.joseph@hotmail.com Paul Morris 07891 261456 pmorris81@hotmail.co.uk
Competitor Liaison	Phill Sanders
Results	Tony Michael
Stewards	Dave Cooper, Neil Fuller and Roger Hunt

ALL offers to marshal on the event will be happily received by the Chief Marshals. Just phone or e-mail Alan, Paul or Russell – details above.

In line with MSA recommendations, the Club have appointed a Child Protection Officer. Chris Wall will be in attendance or can be contacted on 01989 770645.

- 16. Awards** will be presented to  
**First Overall – Roger Matthews Trophies\*** + awards;  
**First** in each Class of 3 or more starters;  
**Second** in each Class of 6 or more starters;  
**Third** in each Class of 10 or more starters.

\* remain the property of R&DMS Club and will be retained by the club.

**17.** Competitors will be identified by one rally plate and numbers provided by the organisers, allowing competitors to comply with R6.1.2. Competitors are responsible for displaying the rally plate at the rear of the car and the numbers on, or adjacent to, the rear windows on both sides. It is also the competitor's responsibility to ensure that the plate and numbers **remain clear** throughout the event. The starting order will be determined by the organisers.

**18.** On successful completion of documentation, Crews will be supplied with a Rally Pack. This will contain the Time Cards, Rally Plate & Numbers, Supper Tickets, the day Road Book with safety information, key to symbols and the test diagrams, tulip diagrams for the road sections between each Test including fuel stations and rest halt diagrams etc, etc.

Immediately after the last Test of the day, there will be a **second sound test**. Any failures at this sound test or those missing the last Test, must complete any repairs at the supper halt and re-present their vehicle to the Sound Judge who will have moved there following the Course Closing Car. During the Supper Halt, there will be a **second brief scrutineering** to check that cars starting the night section are road legal (lights, tyre tread etc). Any failures (Sound or Scrutineering) will not be allowed to continue beyond MTC3, and therefore will not be classified as finishers. The Road Book (night) containing details of the Night Section will be issued at MTC3 during the supper halt. Competitors will be required to make up lateness during the supper halt and leave MTC4 in reseeded order as displayed on the official noticeboard. This will be in classification order at the end of Timecard 3.

### **19. Timing and controls**

The event will run to Scheduled Time. The event will be divided into Transport Sections, Regularity Sections and Special Tests during the Day Leg, and Standard Sections, Transport Sections and Regularity Sections during the Night Leg. The Standard (Car 0) Time at each Main Time Control will be given in the Road Book. It is the competitor's responsibility to ensure that times are correctly recorded on the Time Cards, and that Time Cards are handed in and downloads effected when and where instructed. Once a time has been accepted by a competitor, no further claim of error, etc. will be entertained. Any corrections by a marshal must be made at that control and initialled by the marshal. Should any recorded time not be legible or appear to be not authentic, the organisers may use

any means at their disposal to establish a time. Electronic tags will be affixed to each competitor's timecard for the purpose of recording times from the marshals' clocks. The times stored by the tags will be downloaded into the results computer at rest halts for speedy production of results. This equipment is considered as part of the time card and must be returned to the organisers with the damage declaration.

a) Main Time Controls (**MTC**) are sited at the Start and Finish of the event and at other Halts during the event. At MTC3, during the Supper Halt, competitors must absorb as much lateness as required to be able to collect their Road Book (night) on their reseeded scheduled time.

### **Timing on Tests**

b) Competitors may report to the Tests and start the test at any time during the period that the test is open. They should be ready to start the test immediately on arrival; they may be instructed to start the test and timed accordingly even if they are not ready to move off. Competitors should arrive at tests as early as practical during their open period; this will assist in the smooth running of the event and allow the marshals to stand down in good time.

At the Test Start each crew will be given a start time in hours, minutes and seconds - normally the next whole minute or round 30 seconds as printed on the time card. Once the start time is written on the Time Card, the marshal will assume that the crew is ready to start the test and will count the competitors down to the written start time.

Instructions to complete the Tests will be diagrams, tulips, or marked maps. Competitors will be required to negotiate in a forward direction a series of cones and chicanes during the test. Some Tests will be run at 30 second intervals. At the Test Finish, as the front wheels of the car cross the finish line, the competitor's time will be recorded in hours, minutes and seconds. The car will stop astride the finish line or incur a penalty. The car will then be beckoned forward to the Finish marshal for the time to be recorded on the Time Card. If the car overshoots the finish line, under no circumstances must the crew reverse back to the line. The clock will have stopped as the front wheels crossed the line, and any overshoot penalty will be applied, as in SR19. Some Tests may include manned passage controls and/or code boards, some of which, for safety reasons will be on merges and splits and may employ a lollipop "stop and go" system.

c) Passage Controls (**PC**) or Route Checks (**RC**) may be established at points on the Tests to verify adherence to the route. These may be manned or consist of code boards, respectively, which must be recorded in the appropriate part of the Time Card. The recorded code board details must be signed for by the marshal at the Test Finish control, or the RC will have been deemed not to have been visited and the appropriate penalty applied. No times will be recorded at PC's.



## **Day Regularity Section**

d) Time Control will be sited at the start of the Regularity Section (**RS**). Cars may enter the Control location prior to their start time, but timing will be strictly on presentation of the Time Card. Times will be recorded in hours and whole minutes only. There is no penalty for late arrival, except towards total lateness.

e) Intermediate Time Controls (**ITC**) are located within the Regularity Section to establish the time taken to complete each part of the Regularity Section; the location of these controls will be secret, but will be at a tulip in the Road Book. At ITCs, the times will be recorded in hours, minutes and seconds as the car stops at the control marshal (who will be close to the Control Board). Remember ASR20 – no stopping within sight of the control – except for road safety reasons.

The start time for the first portion of the regularity is the time at the RS control at the start of the regularity section. The start time for each subsequent portion of the Regularity Section is the finish time for the preceding portion.

f) Passage Controls (**PC**) or Route Checks (**RC**) may be established at points on the Regularity Section to verify adherence to the route as defined in the road book. These may be manned or consist of code boards, respectively, which must be recorded on the appropriate part of the Time Card. The recorded code board details must be counter-signed by the marshal at the next manned control (PC or ITC, but not DSO), or the RC will have been deemed not to have been visited and the appropriate penalty applied. No times will be recorded at PC's.

## **Night Section**

d) Time Controls are sited at the start of Regularity Sections (**RS**). Cars may enter the Control location prior to their start time, but timing will be strictly on presentation of the Time Card. Times will be recorded in hours and whole minutes only. There is no penalty for late arrival, except towards total lateness.

e) Intermediate Time Controls (**ITC**) are located within Regularity Sections to establish the time taken to complete each part of the Regularity Section; the location of these controls will be secret. At ITCs the times will be recorded in hours, minutes and seconds as the car stops at the control marshal (who will be close to the Control Board). Remember ASR20 – no stopping within sight of the control – except for road safety reasons. The start time for the first portion of the regularity is the time at the RS control at the start of the regularity section. The start time for each subsequent portion of the Regularity Section is the finish time for the preceding portion.

f) Passage Controls (**PC**) or Route Checks (**RC**) may be established at points on the Regularity Sections to verify adherence to the route as defined in the road book. These may be manned or consist of code boards, respectively, which must be recorded on the appropriate part of the Time Card. The recorded

code board details must be counter-signed by the marshal at the next manned control (PC or ITC, but not DSO), or the RC will have been deemed not to have been visited and the appropriate penalty applied. No times will be recorded at PC's.

With one exception, Maximum Permitted Lateness at Time Controls (Day and Night) is 30 minutes. Competitors arriving at a TC (MTC, RS or ITC) more than 30 minutes after their Scheduled Time will be deemed not to have visited that control. The section between MTC3 and MTC4 will be a Standard Section, and no penalty free lateness will be permitted at either MTC3 or MTC4.

**20.** Marking and Penalties for the Regularity Sections will be by the "Time" system as printed in MSA General Regulations R13 amended as follows:

**On the Day Regularity Section and Night Section**

- b) Not reporting at, or reporting OTL to, a RS or ITC 30 mins
- c) Wrong approach to a RS or ITC or visiting a control more than once 15 mins
- d) Not reporting at, or wrong approach to, a Passage Control or not providing proof of passage or the required signature at a Route Check 5 mins
- h & i) Apply as written.
- q) R9.1.3 and 9.1.4 apply, otherwise failure to stop at a standing Giveway or Stop sign or at a junction specified in the Road Book (night) Exclusion
- y) Failure to observe the requirements of a quiet zone SR22 Exclusion
- z) Stopping within sight of an Intermediate Time Control (except stopping for road safety reasons) 1 second

**On the Selectifs (Tests)**

All Special Tests have a Minimum Time set at 40 mph or less and a Maximum Time varying from test to test. The following penalties will apply:

<u>Action</u>	<u>Penalty</u>
a) Bettering the Minimum Time	Minimum Time
b) Over Minimum Time and under Maximum Time	Actual Time
c) Exceeding the Maximum Time	Maximum Time
d) Making a False Start	30 seconds
e) Not obtaining the signature at a Passage Control, not recording the details of a Route Check,	60 seconds per offence
f) Striking a Cone or Course Marker	10 seconds per offence
g) Failing to stop astride a line	10 seconds per offence
h) Reversing back to the finishing line	30 seconds
i) Making little or no attempt to stop astride a line, or missing a test manoeuvre,	Maximum Time
j) Not starting a Test	Maximum Time + 3 minutes

- |    |   |                        |
|----|---|------------------------|
| k) | Not complying with a specific requirement of a Test as defined in the Road Book, Completing a manoeuvre incorrectly e.g. zag-zig instead of zig-zag through cones or wrong way round one cone | 30 seconds per offence |
| l) | Reversing after a split or returning to a split from the wrong direction  | Exclusion              |

For calculation of the results, all penalties relating to the Tests, as a TOTAL, will be tripled.

**21.** Provisional Results will be displayed through the day and as soon as possible after the last crew finishes as D26.1. Any protest must be lodged in accordance with C5. To aid the continual accuracy of the interim results, queries relating to each part of the results should be made to the CLO as soon as possible after the posting of the results, using the form provided. Replies will be posted as soon as possible. Making a query does not invalidate the right of the competitor to protest subsequently in writing to the Clerk of the Course or appeal to the Stewards of the Meeting. Any formal protest must be made within the period stated in C5, unless the matter has been the subject of an enquiry to the Clerk of the Course; in this case, it must be made within 30 minutes of the reply of the Clerk of the Course.

**22.** During the Day Road Sections, competitors will be using the same section of road more than once to access Test venues – sometimes in the same direction, sometimes in the opposite direction. These will not necessarily be noted specifically in the Road Book. Giveaway junctions should be treated in accordance with the Highway Code – it is not necessary to stop, but to give way to traffic from the right as required.

During the Night Section, do not use the same section of road twice, unless specifically instructed to do so by the text of the Road Book (night). Quiet Zones may be established on the route. In a Quiet Zone, competitors must use dipped lights and drive quietly in as high a gear as possible. The location of Quiet Zones will be notified to competitors in the route instructions. In addition, all 30 and 40 MPH areas will be considered Quiet Zones in their entirety. The penalty for failure to observe the requirements of a Quiet Zone will be exclusion. Within Regularity Sections, at standing Giveaway and Stop signs and any other junction that requires such action as noted within the Road Book (night), all four wheels must stop rotating and the car must cease forward motion behind any line on the road. Some of these junctions will be manned by judges of fact, and the penalty is noted in ASR 20 above. Giveaways in Neutral Sections may be treated in accordance with the Highway Code – it is not necessary to stop, but to give way to traffic as required.

**23.** Ties will be resolved as R15.2.2

**24.** All other General Regulations of the MSA apply as written except for the following which are modified:

R15.1 & R15.1.1 To be classified as a finisher, the crew together with the car which started the event must complete the event without incurring the penalty of exclusion.

R11.1 Controls open 15 minutes before the scheduled time of the first car and close 30 minutes after the scheduled time of the last car.

**25.** Competitors must not carry any form of intercom (ie any method of voice amplification) or any radio transmitting device. Exceptionally, mobile phones may be carried for emergency use. No in-car cameras are allowed on any MSA Road Rally (R7.2.9), and this event includes all private land within that meaning. Crash helmets may be worn on the selectifs, but must not be worn on any road sections.

**26. Insurance:**

**(a) Private Land.**

The standard MSA Third Party insurance will cover those parts of the route that are on private land. However, the Club reserves the right to recover all or part of the £350 excess from the driver if a claim has to be made.

**(b) Public Highway.**

Competitors must have Insurance in place which provides Third Party Liability cover that complies with the Road Traffic Act. This can be an extension to the existing motor policy for the car or purchased from REIS via the event organisers. If a competitor uses an extension to an existing policy, they will be required to sign a declaration on the entry form that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

If a competitor wishes to purchase cover via the organisers then they can do so prior to the event providing they pay the standard premium price of £25 and 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 navigator be a more senior member of their family or over 25. Anyone falling outside these limits can be referred directly to Motorsport Team on 0115 9651030 at least one working day prior to the event commencing – only in extreme conditions will they refuse insurance or a load premium. The Event Organiser's RTA scheme is provided by REIS and underwritten by Chaucer Insurance.

**27. Judges of Fact** will be appointed by the organisers and will include all marshals. **Driving Standards Observers** may also be appointed in accordance with R8.3 to R8.5.

### **28. Servicing or Assistance**

**No ‘servicing’ / organised assistance will be allowed.** Pre-arranged servicing, support, tyre dumps or “chase cars” are all expressly prohibited. Cars may only be worked on by their crew or by other competitors, using tools and parts carried in their competing cars, or at bona fide garages and / or the supper halt. The penalty for breach of this regulation is exclusion – R13 (o).

### **29. Competitor Behaviour at Controls**

The WAMC are increasingly concerned at the driving behaviour of some competitors at manned controls. Arriving at a control at high speed with locked brakes can put the marshal(s) at great risk. If the competing car also has headlight main beam and spot lights illuminated, this increases the risk as it impairs the vision of the marshal. We therefore remind drivers that Driving Standards Observers will be present at some controls to ensure that drivers perform the following actions:

1. Dip lights and extinguish spots at least 50 metres prior to the control.
2. Reduce speed so that you can stop at the marshal’s location without locking wheels.
3. Leave the marshal’s location only when the marshal is clear of the car.

Please observe these instructions as they are intended to ensure the safety of marshals. Failure to comply may result in penalties being applied as per R8.4

**30.** The Official photographer at the event will be Andy Manston of M&H Photography. Proofs will be distributed as soon as possible after the event.  
[www.mandh-photography.co.uk](http://www.mandh-photography.co.uk)

### **31. Accommodation**

We regret that Penyard House will not be available this year. At this time of year (just a week after Easter) no other establishments would be likely to cater for a large number of competitors/marshals. We have made some enquiries, but without success. So it will be DIY on the accommodation front.

### **Marshals**

As always, to make any event a success, we are going to need lots of marshals. If you are unable to compete, but would still like to be part of the Ross Endurance Road Rally, please come out and marshal, you will enjoy the event this way too!

**We hope you will enjoy your day and evening’s motor sport**

# Notes