

Berwick & District Motor Club Ltd
The Berwick Classic
Saturday 1st / Sunday 2nd May
Final Instructions

Thanks for your entry for our event.

We would like to emphasize that our aim is to run an event in which everyone enjoys the special tests and the jocularities and enjoys the “craic”. The navigation is straightforward and the aim is to get you round the correct route – we are not out to trick you at all ! The navigation, time cards etc for the each leg will be handed out at Main Time Control at the start – if in doubt ask the marshal there who will help you. ***You will need two sheets of A4 tracing paper as well as the usual pencil and rubber.***

The event starts on Saturday from the Barn at Beal (Map reference 75 / 067 428) www.barnatbeal.com

The event starts on Sunday from the East Ord Village Hall which is just off the A1 at Berwick (75 / 979 ½ 514)

Car 0 starts the event at 16.00 hrs (Sunday 09.30 hrs). Car 1 should report to Scrutineering at 14.00 hrs and thereafter at two minutes intervals eg Car 10 is due at 14.20 hrs. Obviously those competing in the two day event only get scrutineered once – on Saturday afternoon.

	Scrutineering	Signing On	Start Car 0
Saturday Beal	14.00 hrs (Car 1+) 15.00 hrs (Car 30 +)	14.00 hrs	16.00 hrs
Sunday East Ord	09.30 hrs	09.30 hrs	09.30 hrs

When you arrive at Scrutineering please park as directed and report to the Scrutineer. Please bring your V5 registration document and your MOT. Before you leave home make sure that your Car has a current tax disc. The Scrutineer will be checking:

1. tyres
2. handbrake
3. warning triangle
4. that the battery is securely tied down
5. that you are not carrying loose cans of petrol
6. seat belts
7. that everything in your boot is securely tied down
8. fire extinguisher – our Scrutineer has seen too many old cars disappear in a puff of smoke so please ensure you have a fire extinguisher for use in emergencies

When the MSA Scrutineer, Max Hall, has checked your car he will give you a pink documentation slip which you should bring to signing on which is in the Education Room in the main building beyond the cafe.

Sunday Signing On and Scrutineering take place at the East Ord Village Hall near Berwick. Car 0 leaves the start, MTC3, at 09.30 hrs so Car 50 will not leave until 10.20 hrs. Scrutineering does not start until 09.30 hrs for those competing on the Sunday event.

The Union of the Crowns Trophy is presented to the highest placed national team of three cars based on the Sunday tests ***and regularity times***. We have allocated you to a team and the team list will be on display at Signing On.

At the Saturday start venue, the Barn at Beal, there is an excellent café selling coffee, tea, scones, sandwiches, light meals etc. The Sunday start venue, East Ord Village Hall, has no facilities other than toilets. Your packed lunch on Sunday comprises sandwiches, crisps, bottled water, coffee, tea etc and will be at Athelstaneford Village Hall.

The Saturday leg of the event lasts three and a half hours without a break.

Tea and biscuits will be served at East Ord Village Hall at the end of the Saturday leg (Car 0 due about 19.30 hrs) and for those of you who would like something stronger the pub is next door. If you are looking for something more substantial to eat Berwick has a vast choice of Indian and Chinese restaurants and takeaways, chip shops and even a MacDonald's.

If you want to check your trip meter there is a measured mile starting at map reference 75 / 054 421 1/2. This starts immediately you turn off the A1 for the start venue at Beal and runs down to the Barn at Beal. On Sunday a measured mile will be set up on the A 698 starting at map reference 75 / 973 513. On Sunday there will be one regularity run on private land.

For those competing in the two day event the restart on Saturday is at Main Time Control 3 at the East Ord Village Hall. Car 0 starts at 09.30 hrs. There is no need to turn up more than a few minutes before your due time.

Amendments to the Regulations

1. Timekeeper Hywel Thomas
2. Results Rally Results International
3. Re: ASR 14. Penalties and Timing *Amendments in Italics*

Penalties will be applied as per H84 Appendix 1 Chart 84 except as modified as follows:

Special Test Penalties

- | | |
|--------------------------------------------------------------------------------|--------------|
| 14.1) Not completing a timed test <i>or exceeding the test maximum penalty</i> | Test maximum |
| 14.2) Not performing a timed test correctly, other than in 14.5 <i>or 14.6</i> | Test maximum |
| 14.4) For every second taken to complete a timed test | 1 second |

Any competitor completing a test in less than the target Time will be credited with Target Time *or in a time greater than the Maximum Time will be credited with Maximum Time*

4. Awards – classes have been amalgamated as per the attached entry list and there will be no award in Class ZZ

Route Information

For those competing on Saturday please mark the following grid squares on your map as Out Of Bounds (ie you can not enter them):

Map 75: 0936 1234 0529 0229 0228 0526 0525 0324 0521

Map 81: 0715 0815 0718 1119 0518 0217

Timing

The Time Card will show a due time for Car 0 at each Main Time Control, Regularity Start Control and Special Test Start Control. To get your due time at each control you should:

Add on your Car number , i.e. if you are Car 10 you should arrive at each control 10 minutes after Car 0.

You cannot take a time earlier than your due time. Please see the sample Time Card attached.

You must set your own watch exactly to rally time for the regularities

There are no penalties for the first 30 minutes of lateness at controls on this rally other than the Regularity Intermediate Controls. Once you have used up your thirty minutes penalty free lateness you will be excluded from the event. If the event starts to run behind schedule because of a hold up at a test we will extend the penalty free lateness accordingly. This 30 minutes concept is standard practice in rallies run in the UK and is to ensure that the whole rally doesn't become strung out whilst Fred Bloggs tries to change his clutch at the start of the first test.

Special Tests

You are not permitted to “walk the tests” (penalty 30 minutes). The Special test diagrams clearly show the route of each test and any reversing is indicated by a dotted line and in the text on the diagram. Where you are asked to “Stop Astride” a line you must stop with your front axle beyond the cones and your rear axle behind them. All cones are clearly marked with Day-Glo letters. If you incorrectly pass one cone then you may stop and retrace the correct route. If however you incorrectly pass more than one cone then you will be given a Wrong Test and credited with the Maximum test penalty for the test.

Please be courteous to the marshals who are all volunteers and have traveled some distance, at their own expense, to help us run the event.

If you incorrectly complete a test or hit a cone we cannot always guarantee that we can mark the penalty on your time card at the test finish. Whilst we do use two way radios the finish crew's priority is always to give the competitor the correct time at the control rather than listening to the radio.

At some key points on special tests there will be a marshal with a red flag to warn you if the track is blocked. If you see a red flag being waved at you please stop – you will be asked to go round to the test start for a second run.

Petrol

The route on **Saturday** is approximately 80 miles in length. There is also a petrol station on the A1 one mile from the start at Beal.

There are several petrol stations in Berwick. The Shell Garage just down from the roundabout at the north end of the Berwick bypass (i.e. Morrisons roundabout) is open 24 hours a day and stocks V max super unleaded.

On **Sunday** morning petrol is available in Berwick and in Dunbar at Asda which is on the A1.

The route on Sunday is approximately 85 miles in length with the opportunity to refuel at Asda after 40 miles

The petrol station at Asda is open 24 hours a day.

Service Vehicles: Service vehicles following you round the route are not permitted.

Regularities

We have two Regularity sections on Saturday as well as five Special Tests. On Sunday there will be one Regularity section on private land. When you leave Main Time Control 1 (MTC 1) at Beal you will be given the Road Book which has details of the route and diagrams for each of the Special Tests. The navigation will be very simple. If you haven't got a clue what you are doing have a chat with the marshal at the start control who will give you a helping hand. *Our aim is not to get you lost at all. **Please bring two sheets of A4 tracing paper***

On each Regularity you will be required to change speed at defined locations. These speed changes will either be from 30 mph to 25 mph or 20 mph or vice versa. We will give you a set of laminated speed tables.

The Regularities will have a start control. There will also be at least one "secret time control" part way through. These "secret controls" are called Intermediate Regularity Controls (IRC). The purpose of these controls is to ensure that you maintain the set average speed for the entire regularity, rather than speed through the section and wait for the right time.

The marshal at the start will set cars off at one minute intervals.

You must stop at the IRC's where the marshal will record the time you arrived at. Our plan is to have several IRC's on each regularity.

The marshal will be standing by a large board that has a red clock on it and a board will precede it with a yellow clock on it so he will be hard to miss! (A sample of the boards will also be on display at the start).

Having measured the time it has taken for you to travel from the start control to the IRC you will now be judged separately on the section from the IRC to the next control.

Retirements on Saturday

If you fail to complete the route on Saturday you may restart on Sunday as follows:

Sporting Trial

You must report at MTC2 at East Ord on Saturday night and advise us that you intend to run on Sunday.

On Sunday you will be competing in class ZZ for which there is no award.

Duckhams Trophy

You must report to MTC2 on Saturday night and advise us that you intend to continue on Sunday.

On Sunday you will be competing in Class 2.

Results

This year the results are being processed by Hywel Thomas and his colleagues from International Rally Results. Hywel and his team run the results service on many road rallies in the UK and are based in South Wales.

Hywel's system uses clocks which have a chip which recognises the chip in the special clipboard you will be given at Signing On. At each control when the marshal writes your time on your Time Card he also "chips" the clock and your clipboard so that the clipboard chip stores the times. At each rest halt when you hand in your Time Card the results team will download the information from your chip straight into the results software.

At each rest halt there will be a pc which you can interrogate to check your times. This makes the results a lot easier to work out and alleviates many errors which slip in through poor handwriting.

Hywel will be at Documentation on Saturday and Sunday and will give you a clipboard with a chip which will be collected at the end of the event.

It is our intention to hand out interim results during the course of the event.

If you have any results queries please raise them as soon as possible and do not leave them until the end of the event.

Concours Awards

Those of you who have competed in the Berwick Classic before will know that this is one of the very few events to present Concours Awards. This year we will present one award in each event: Sporting Trial, Berwick Classic and Duckhams Trial.

Cars will be judged on three criteria:

- External condition (50 % of the marks)
- Interior condition (25 % of the marks)
- Cleanliness and presentation (25 % of the marks)
- An index is also added for age. Where two or more Cars are vying for position then the engine compartment and boot may be included.

Cars are judged primarily on external condition, but also on cleanliness and interior condition. The judge may ask to look inside the bonnet or the boot. No regard is taken of the “correctness” of any period or non-period fittings. In the event of a tie the older car will be preferred, however this year the judge is also to see competitors dressed in the period of their car, or period music from an appropriate radio etc.

Driving Standards Observers

Please drive with consideration for other road users at all times. We rely on the goodwill of the locals who live en route and anyone acting in an irresponsible manner will be excluded from this event and all future events organised by Berwick & District Motor Club.

MANY OF THE ROADS USED ON THE EVENT ARE USED AS SPECIAL STAGES ON THE JIM CLARK MEMORIAL RALLY IN THREE WEEKS TIME. WE RELY ON THE GOODWILL OF THE RESIDENTS ON THESE ROADS SO PLEASE DRIVE WITH EXTREME CAUTION AND ALWAYS GIVE WAY TO TRAFFIC COMING THE OTHER WAY ON SINGLE TRACK ROADS

Please drive with extreme caution in the vicinity of all of the tests as many are accessed by private roads and drives and we have had to work very hard to get permission to use them.

If you have any queries please give us a ring before the event

Event Contacts:

Stuart Bankier

01289 382025

07789 012305 (Mobile on event)

Neil Morrison

01896 849198

07973 232824 (Mobile on event)

David Malthouse

01668 283023

0779 2226914 (Mobile on event)