



# BULLETIN 5

ISSUED - 8 June 2023

2.30pm

## TO ALL COMPETITORS:

The organizers hereby issue the following information as amendments and/or additions to the various regulations in place for the event “Sol Rally Barbados” and its precursor, “First Citizens King of the Hill”. Competitors are advised that this bulletin will be available on the Sportity App and on the Rally Barbados website.

### 1. Reconnaissance

**Section 4, Item 10 - Reconnaissance:** Given the installation of RallySafe units being concurrent to the pacenoting scheduled for the Bushy Park stages of this event, competitors will be allowed to pacenote the Bushy Park Stages in their competition cars on Thursday June 8th 2023 as long as they comply with the rest of Item 10:2 in its entirety.

### 2. Servicing & Typographic corrections

**Section 6, Item 14:5 clarifications and typographical corrections: Please note the addition of a clarification on “servicing on the route” relating to refuelling at a petrol station during the competition.**

Also please note corrections to numbering on the original list which replicated item 14:5.c

#### 5. Designated Service Area

- a. There are designated service areas for this event, and all teams will be required to conduct organized service within a main service or satellite service location ONLY. Competitors found to be receiving outside assistance - ‘servicing’ - outside of a designated service area will be penalized according to item 16.24
- b. “Outside Assistance” is defined as any physical assistance given in the repair, maintenance or refuelling of a competition car, or the supplying of tools, equipment, fuel or replacement parts not already carried within the competition vehicle while outside of Main or Satellite Service areas. Spectator assistance in pushing a competition car off the road, or back onto the road, will not be considered “Outside Assistance”.
- c. Teams will be permitted to utilise petrol stations / gas stations and the employees of those stations, both on and off the route of the rally, for the purpose of refuelling, replenishment of consumable fluids and/or air in their tyres ONLY, without breaching item 14:5.b above.
- d. Main service on each day should be used by teams for primary mechanical service, refueling and

tyre changing. Satellite service areas should only be used by teams for refueling, tyre changing and emergency service. The use of satellite service areas is not mandatory, and teams are encouraged to service only in the main service area. Competitors and service crews are advised that designated satellite service areas are restricted in size and cannot accommodate more 'permanent' tent and chase vehicle camps. For each route there will be one main designated service area and additional designated satellite service areas.

e. The organisers will assign judges of fact who will be monitoring the position of competition vehicles throughout the event, observing RallySafe data to determine their locations. Vehicles found to be off route, stationary and outside of a designated service area will trigger an investigation - but not necessarily an automatic penalty. Other methods of adjudication such as photographic or videographic evidence may be used as proof of a service breach.

f. In addition to the above service restrictions, specific no-service zones will be in place. Penalties outlined in item 16.04 will apply if a competitor does not comply.

**Section 6, Item 14:9 Definition of "Speeding": Please note the organisers have modified the definition of "speeding" as it relates to the SR's of this event:**

**9. Excessive Speed on Transits: "speeding"**

a. Competitors are obligated to observe all road traffic regulations, including temporary speed limits, on all transit sections. The Road Traffic Act of Barbados supercedes these SR's as it relates to Police intervention and competitor convictions for breaching the Road Traffic Act.

b. For the purpose of monitoring "speeding" by competitors, the typical speed limits in Barbados are: city areas - 40 km/h, rural areas - 60 km/h, major highways - 80 km/h.

c. "Speeding" will be defined by the organisers as exceeding the recognised speed limit on any transit section of the event by greater than 10 km/h for three or more consecutive RallySafe GPS 'pings' or over 15 seconds if observed in person. Judges of Fact, along with the Clerk and Deputy Clerk of the course, will be monitoring competitor speeds throughout the event. The intent is to allow safe passing manouvres on the public roads without encouraging sustained high speeds that pose a risk to the travelling public, and could bring the event into disrepute.

d. Competitors found to be speeding will incur a monetary penalty as defined in item 16.23 – for clarity, a posted 60 km/h limit means speeding penalties will be applied when a competitor reaches 71 km/h and remains at that speed or faster for 3 GPS pings or 15 seconds.

e. Any competitor exceeding 120 km/h while breaching item 14:9.b above will additionally attract a penalty of 60 seconds per offense added to their route time.

## **East Coast Road**

The BRC has sought and received a clarification on the road works on the East Coast Road. Any temporarily posted signs indicating the speed limit relate only to the areas being prepared for paving – i.e. areas that are currently unpaved.

**Section 6, Item 15 – Final Control:** Please note modification to the wording of item 15:1 as follows:

1. In all cases, the schedule as well as the time cards will indicate the final control at which competitors are expected to clock in. Competitors are reminded that immediately on handing in their final time card they may be required by scrutineers to position their vehicle inside parc fermé for post-event scrutineering.

a. Failure to attend post event scrutineering if so requested, will result in exclusion from the event.

Section 6, Item 16 – Summary of Penalties: Note the corrections and additions below:

**16.04 For a breach of Item 14:6 “No-Service Zone”**

First Offense: 60 seconds added to elapsed time for the route

Second Offense: Disqualification from the event

**16.21 Failure to attend pre-event scrutineering by the prescribed time**

Less than 60 minutes late: \$150.00

More than 60 minutes late: \$300.00

**16.21.b Failure to attend post-event scrutineering if requested by the chief scrutineer after the final control**

Disqualification from the event

### **3. Road Book Corrections**

The interim distances and overall distances are incorrect on pages 66 & 67.

The start and finish distances (overall length of the stage) are accurate. We will be re-issuing the two pages in a subsequent bulletin for reference.

BULLETIN ENDS