

## MULL FOREST STAGES RALLY



### Welcome from the organisers...

Mull Car Club are pleased that **Ralloy Engineering** and local Mull firm **TSL Contractors Limited** are again main sponsors for the third running of the Mull Forest Stages Rally.

The route will be similar to 2007 with the inclusion of an old favourite not used for some time. There will be 42 Stage miles and 51 road miles with central service in Tobermory.

The format for the event enables competitors and marshals to get onto and off the island in the same day if they wish.

We would like to take this opportunity to thank everyone who has supported the event over last two years and help make it the success it is. The event is growing each year so tell your friends how much you enjoyed it.

Just a reminder that with this being one of the first events of the year to get our licence renewals in ASAP as Drivers are not able to get there licences on the day.

Mull car club looks forward to welcoming friends old and new back in January for what we hope will be another cracking event.

Steve Davies

Clerk of the Course

# Mull Forest Stages Rally

## EVENT SUPPLEMENTARY REGULATIONS

**The numbering system for these regulations are correct at the time of publication but may be altered to comply with the 2008 Blue Book. Any alterations will be notified as soon as possible after their publication**

### Article 1. Announcement

1. The **Mull Car Club** will promote a National 'B' Permit Special Stage Rally The **Mull Forest Stages Rally** on Saturday 26th January 2008.

### Article 2. Jurisdiction

1. The event will be held under:  
The 2008 General Regulations of The Royal Automobile Club Motor Sports Association Limited (MSA) (Incorporating the provisions of the International Sporting Code of the FIA)  
These Supplementary Regulations  
Any written instructions the Promoting Clubs may issue for the event

### Article 3. Authorisation

MSA Permit Number : TBA in Final Instructions  
Scottish Office Authorisation Number : TBA in Final Instructions  
The event will comply with the Motor Vehicles (Competitions and Trials) (Scotland) Regulation 1976.

### Article 4. Eligibility

1. The event is open to:  
Fully elected members of the promoting Clubs  
Fully elected members of Clubs which are members of the following associations  
Association of West of Scotland Motor Sport Clubs  
East of Scotland Association of Car Clubs  
Association of North East & Cumbria Car Clubs
2. Competitors are reminded of the MSA's requirements for Entrant's Licences as laid down on the Licence Declaration Form and in the current MSA Year Book.
3. Where the Entrant is a legal entity, or in any case not part of the crew, the named driver on the entry form will be held solely responsible for all liabilities and obligations of the entrant throughout the event.
4. **COMPETITION LICENCES CANNOT BE APPLIED FOR AT SIGNING ON.**  
**Drivers are reminded that they need a valid Rally Driver National B Licence or higher.**  
Non-Race National B Licences are no longer accepted for drivers.
5. Club Membership Cards, Competition and Entrants Licences will be inspected at Signing-on. Mull Car Club membership will be available on the day.
6. Competitors requiring an upgrading signature must leave their licences with the Secretary of the Meeting at Signing-On. Licences will be returned along with the Final Results.

### Article 5. Format

1. The programme for the meeting will be:  
Publication of ASR's \_\_\_\_\_ Entries Open  
17 January (Noon) \_\_\_\_\_ Entries Close  
18 January \_\_\_\_\_ Final Instructions Posted and/or e-mailed  
25 January 1800-2030 hours \_\_\_\_\_ Noise, Scrutineering & Documentation  
26 January 0800-0900 hours \_\_\_\_\_ Noise, Scrutineering & Documentation  
26 January 1000 hours \_\_\_\_\_ First Car Starts from Salen Hotel  
26 January 1425 hours approx. \_ First Car Returns to Finish at macGochan's  
26 January 1700 hours \_\_\_\_\_ Earliest time - Presentation of Awards

## Article 6. Classes

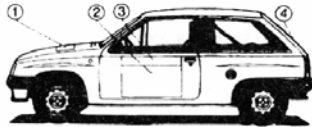
The event will have 4 classes as follows: -

<b>Class 1</b>	Cars with engines up to 1400cc
<b>Class 2</b>	Cars with engines between 1401 and 1600cc
<b>Class 3</b>	Cars with engines between 1601 and 2000cc
<b>Class 4</b>	Cars with over 2000cc

1. Cars with forced induction will have their capacity increased by 70% or a factor of 1.7 to establish their capacity class.
2. All cars must comply with current MSA Technical Regulations and where appropriate to the FIA Regulations (see also Article 12).
3. Competitors may enter only one class.

## Article 7. Identification

1. Competitors must make space available to the organisers, on both front doors, for event and, if applicable, Championship identification (E 2.24 and K 10.1.2).  
The official event logo/title (3)  
Space on the front and rear for Rally plates (1&4) Additional adjacent areas may be required.



2. Competitors will be identified by Rally Plates, which will be provided by the organisers, to be fixed to the front and rear of the car.
3. Competitors must display their rally competition numbers affixed to the door panel to comply with E 11.3.11  
These numbers **will not** be supplied by the Organisers but will be on sale at the Noise test.
4. Competitors are reminded that Competition Numbers must be removed after the event or immediately upon retirement.
5. All competitors are **REQUIRED** to affix Event and Championship decals in the prescribed positions prior to presenting their cars for Scrutineering. This includes competition numbers.

## Article 8. Entries

1. The Entry List opens on receipt of these regulations and closes for seeding **at Noon on Thursday 17th January 2008**. Entries received after this date may be accepted at the organisers' discretion and will be subject to a **£30 surcharge** and may be appropriately accommodated in the running order, but may find themselves omitted from Press Releases, the published Entry List and the Programme.
2. The maximum entry for the event is 80 and the minimum entry is 55. The minimum for each class is 3. Should the minimum figures not be reached, the Organisers reserve the right to cancel the meeting, amalgamate classes, reduce the stage mileage, or reduce awards list as is deemed appropriate.
3. Entrants are required to indicate on their entry form their eligibility for the various Awards.
4. The order of starting will be at the organisers' discretion. To assist seeding, entrants should note their previous results on their Entry Form. A list of scheduled starting times will be posted on the Official Notice Board prior to 0930 hours on Saturday 26th January 2008.

5. Competitors are advised that the information they provide will be stored in a computer retrieval system and may be used for organisational purposes.

The Standard Entry Fee, which shall include one Service Pack is **£395**. The club will accept two cheques for this amount. The first for half of the amount is to be dated as per the date of completion of the entry form, the second post dated for January 16th. The Road Books will be available at signing on (as in Article 11.3)

A Management Pack, consisting of a Tulip Management Route Book and a Programme, may be purchased using the Entry Form at a cost of **£25**

***Subjective Route Notes will not be supplied as part of the organisers documentation and must be purchased directly from Scotmaps .***

***Bill Sturrock, Scotmaps can be contacted on 01356 625080 if you have any questions on route note type.***

7. All entries must be made on the Official Entry Form, accompanied by the appropriate fees, and sent to:  
**Tula Rowley, Dunora, Salen, Isle of Mull, PA72 6JF**  
**Tel. 01680 300326. info@mullcarclub.co.uk**  
Entries will not be accepted or received verbally. The Organisers reserve the right to accept or refuse entries at their discretion. All entries will be acknowledged but will not be accepted until after the closing date for entries.
8. Entries must be withdrawn in writing. Withdrawals should be addressed to the Entries Secretary. Entries may be refunded, less an administrative charge of £30, up to 24th January 2008. Entry Fees will not be refunded after this date.
9. The Entries Secretary must be advised, in writing, of any modifications to entries. Changes will only be accepted up to one hour before the competition starts.

#### **Article 9. Officials**

Club Stewards Iain Campbell ,TBA  
Chief Timekeeper Jon Cordery  
Chief Medical Officer Dr. Neil Bowring  
Entries Secretary Tula Rowley (01680 300326)  
Chief Safety Officer Allan Cameron (01680300422)  
Clerk of the Course Steve Davies (01688400303)  
Chief Scrutineer Donnie Ross  
Secretary of the Meeting Tula Rowley  
Chief Marshal John Clayton (0168300302)  
Results Official Lesley Hastie

*Please do not contact officials on the above telephone numbers after 21:30 hours.*

#### **Article 10. Results**

1. Provisional Results will be published as soon as possible after the last car finishing the event. Any protest must be lodged in accordance with O 5. Appeals must be made in accordance with O 6.
2. Competitors shall ensure that they and their cars are available for inspection, should protest be submitted in accordance with O 5.2.2. If the protested vehicle is not available for inspection the competitor will be EXCLUDED from the results.
3. The period of protest regarding the eligibility of any vehicle, or part of a vehicle (O 5.2.2), shall be 30 minutes from the time recorded at the Final Control by the last competitor to complete the rally. This time will be obtained by the organisers from the final control check sheet and displayed on the Official Notice Board in Rally HQ if required.  
In addition, to paragraph 1 and 2 above all crews shall make themselves available at Rally HQ, until the period of protest has expired. The period of appeal concerning the results shall be as (O6.2.6). within thirty minutes of publication of provisional results and any amendments thereto.

## Article 11. Route/Road Book/ Documentation

1. The rally will start from Salen Hotel. Cars will start at one minute intervals. Any competitor not signed on thirty minutes before his due start time may not be allowed to start. The rally will finish at macGochan's, Tobermory.
2. The event will contain 13 (THIRTEEN) Special Stages with a mileage of approximately 42.3 linked together by road sections totalling approximately 51 miles on public and private roads. Stages will be timed to an accuracy of less than one minute.  
An outline of the route giving Grid Map References of Special Stages and Service Areas, Stage Mileages and a Time Schedule, will be issued with the Final Instructions. These will be posted **and/or e-mailed** to the addresses indicated on the entry form on Friday 18th January.
3. Entrants will be supplied with a detailed 'Tulip' Route Book and Time Cards which will be issued at Signing-on. Time Cards will only be issued on production of a Scrutineer's pass. These documents will contain all the necessary information to enable competitors to comply with (K 3.3.1) and (K 32.1).
4. The Rally route will be contained on the following Ordnance Survey map sheets:  
Landranger - 1:50,000 Sheet Numbers 47 & 49
5. Servicing will only be permitted in specified areas.
6. The Event Organisers may establish checks along the route in accordance with (K 3.3.2).

## Article 12. Scrutineering and Signing-On.

1. SCRUTINEERING
  - 1.1 Scrutineering will be held at BLACKS garage behind ROWELY'S petrol pumps Salen Friday 25th Jan between 1800-2015 hours and Saturday 26th January between 0800-0900 hours. Before proceeding to Scrutineering, competitors must first report to the Sound Test Control at the Forestry Offices and then proceed to the Holding area. Full Details of Noise Test and scrutineering arrangements will be published in the Final Instructions.
  - 1.2 At Scrutineering, cars will be examined for compliance with the current MSA Tyre, Technical and Safety Regulations as well as for class and Award eligibility. 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.
  - 1.3. A validated MSA Rally Special Stage Vehicle Log Book must be made 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 (K 37.2).
  - 1.4 A valid MOT Test Certificate must be produced at Scrutineering for any car required by law to have such a certificate.  
Failure to produce this certificate will lead to a REFUSED START (K37.9.1).
  - 1.5 All cars shall have Fire Extinguishing systems as per the 2008 MSA requirements (Q 3)
  - 1.6 Safety Helmets will be examined for conformity with current regulations (Q 10) and must be worn on Special Stages (K 25.3).
  - 1.7 Cars shall have fitted, and the Driver and Co-driver shall use, seat belts in conformity with (Q 2) and (K 25.3.1).  
**PLEASE NOTE THAT AS FROM JAN 2006 SEATS BELTS MUST COMFORM TO FIA STANDARDS.**
  - 1.8 Drivers and Co-drivers must wear flame-resistant overalls on all Special Stage Rallies (Q 9) and (K 25.3.2).

**NOTE - Jaybrand – 01.004.RAC.86 or RRS – 01.038.RAC.87 or Stand 21- 01.030.FFSA are not permitted.**

- 1.9 Competitors requiring to carry Video Cameras must have written permission from the Clerk of the Course and present the written authorisation to the Chief Scrutineer at Scrutineering (K 37.9.9). Failure to produce the written authorisation will lead to a REFUSED START. **The competitor will be issued with a Sponsor's logo which must be located on the dashboard of the car centrally in clear view of the camera.** Failure to comply will be penalised under Article 18 (h). Mull Car Club must be given a copy of any footage and will use it as it sees fit.

## 2. DOCUMENTATION

- 2.1 Documentation will take place on Friday 25th January between 1800-2030 hours and Saturday 26th January between 0800-0900 hours at the SALEN HOTEL, Salen.
- 2.2 Rally HQ is at the Sea Life Surveys office (next door to MacGochan's, Tobermory ) where the Official Notice Board will be situated for the duration of the event after removal from signing on at the Salen Hotel at 9.30.  
The pre-start information may be viewed up to 30 minutes before the due start time of the first competitor.

## Article 13. Damage Declaration

1. Competitors will be required to complete and sign a report declaring whether they have been involved in any incidents resulting in damage to private property and/or injury to persons or animals, or alternatively giving details of any such incident where damage or injury has occurred
2. (K 35.4). Any information given will not incur a penalty, but failure to hand in a duly completed form will be penalised by EXCLUSION and will be reported to the MSA for further disciplinary action. The competitor is responsible for the first £250:00 of each or any such claim.
3. Competitors who do not report to the finish of the event are required to forward the report to the Secretary of the Meeting within 72 hours of the finish of the event (K 35.4). If competitors have been involved in an incident they must supply full details to the Organisers on the day of the rally. The competitor is responsible for the first £250:00 of each or any such claim. Competitors who fail to comply will be penalised in accordance with K 31(p), and will be reported to the MSA for further disciplinary action.  
The Secretary of the Meeting is: **Tula Rowley, Dunora, Salen, Isle of Mull, PA72 6JF**  
**Tel. 01680 300326. tula@globalnet.co.uk**

## Article 14. Driving Standards Observers/Judges of Fact

1. Named Judges of Fact, appointed by the Organisers, (K 24.2.11) and (K 24.2.16), will be on duty throughout the rally to observe and report upon of Competitors, management & service crews. Scrutineers appointed for the event are Judges of Fact in respect of vehicle eligibility and or measurements.
2. Start Officials on all Special Stages will be empowered to judge whether or not any Competitor has made a false start.

The Organisers will appoint Driving Standards Observers in accordance with (C 13) and (K 24.2.12).

4. Any notified offence, by a Competitor or by their Service/Management Crew, which involves speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of (O1.1.4). The Competitor concerned is liable to be penalised in accordance with (K 31(k)) (K 31(l)), (K 34.2) and (K 34.2.1) and to be called before an MSA Disciplinary Tribunal.

## Article 15. Controls and Timing

1. Target Timing as defined in (K 30.4) will be used on this event.
2. All clocks will be set to Greenwich Mean Time (GMT)/British Summer Time (BST) as appropriate, using BBC or Telecom time signals.
3. The Organiser's times and distances will be deemed to be correct. Controls and checks, including Special Stage Start Controls, will open 15 minutes prior to the due arrival time of the first car.
4. All Controls will close 30 minutes after the due arrival time of the last Competitor still running, having taken into account any delays (K 30.4(h)).
5. Competitors must be ready to start a Special Stage at the provisional Start time enter at the Special Stage Arrival Control and/or when instructed by the Start Marshal (K 25.12, K30.4 (k), K31 (d)).
6. 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.
7. To be classified as finishers, crews must present themselves with their cars at ALL CONTROLS within their permitted maximum lateness (Article 18.3).
8. Control and Stage Signs will comply with (K 28.8) and (K 28.11).
9. The Rally will consist of Road Sections and Special Stages.
10. **Road Timing** will be to the previous whole minute.
  - 10.1 Each road section will be allocated a Target time based on an average speed of 30mph or less, and a competitor can calculate his Due Time of arrival at any Time Control (TC) by adding this Target Time to his actual time of departure from the preceding TC.
  - 10.2 It is on this Target Time that lateness will be calculated. Therefore, if you exceed the Target Time for a road section, lateness will result. Each time a competitor exceeds a Target Time the lateness incurred will be added to his previous lateness.
11. **Special Stage Timing** will be to the previous whole second.
  - 11.1 All Special Stages will have a Bogey Time set at an average speed of 65 mph and a Target Time set at 30 mph (or less on short stages). Bogey Times and Target Times will be indicated in the road book.
  - 11.2 Competitors will receive penalties on Special Stages as follows:

Under Bogey .....	Bogey Time
Over Bogey but under Target .....	Actual Time Taken
Over Target by up to 15 minutes .....	Actual Time Taken
More than 15 minutes over Target .....	EXCLUSION

Time in excess of Target Time on a Special Stage will count towards competitor's Cumulative Lateness.
  - 11.3 Competitors are reminded of (K 24.2.8) for details of computation of penalties in the event of a Special Stage being stopped. Should any Special Stage be cancelled during the event or deducted 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.
12. **Time Controls**

The following titles shall describe the various types of Time Controls.

## **A MAIN TIME CONTROL (MTC)**

The MTC at the Start, or after any other specified point, will be designated as a MTC (OUT). The MTC at the Finish, or before any other specified point, will be designated as a MTC (IN). At a MTC (OUT) Competitors will start, or restart, at one minute intervals either in numeric order, or in order of their arrival at the preceding MTC (IN) or as may be determined by the Organisers. Each Competitor will be given a due starting time from any MTC (OUT) and any difference between this time and their actual starting time will be counted towards cumulative lateness. A time penalty will also be applied.

Competitors arriving at any MTC (IN) within their maximum permitted lateness will, subject to Article 15 above, restart from the associated MTC (OUT) with Zero lateness. Lateness is only accumulated between two successive MTC's.

## **B SPECIAL STAGE ARRIVAL CONTROL (SSA)**

On arrival at a SSA Competitors will receive an arrival time and a provisional Start Time for the Special Stage, this will not be less than 3 minutes from the arrival time. The area between the SSA and SSS is 'Parc Ferme'. But should the crew need to change a flat tyre a maximum of five minutes extra will be allowed without penalty and the provisional start time will be amended accordingly. Competitors who are early may wait for their Due Time outside the control area (K 29.3).

After clocking in at a SSA Competitors must start the Stage within the time stated.

## **C SPECIAL STAGE START CONTROL (SSS)**

At the SSS a Competitor will be given a start time for the Stage in hours and minutes this will normally correspond with the provisional start time issued at the SSA. Once Competitors have clocked in at a SSA, the crew must be ready to start the Stage before the provisional start time entered, a Start Time will be entered as soon as the Start Line is clear, whether Competitors are ready or not.

If for any reason whatsoever the time taken from SSA to SSS (the provisional start time) is extended by the organisers this will be considered 'Dead Time' and delays will automatically be allowed for.

## **D SPECIAL STAGE FINISH CONTROL (SSF)**

At the SSF Competitors will receive their Finish Time in hours, minutes and seconds. This time in hours and minutes constitutes a Competitor's Start Time for the following Road Section. Any Competitors who fail to stop at the Stop Line must return on foot. Reversing the car is prohibited and subject to the penalty of EXCLUSION (K 25.9.1 and K 31(p)).

## **E SERVICE AREA**

Service Areas will have MTC (IN) and MTC (OUT) Time Controls. There will be no penalty free lateness at MTC (OUT) controls. At Service Areas not designated as Main Time Controls, a service allowance will be included in the road section. Service in Dervaig 10 minutes extra. The section between MTC (IN) and MTC (OUT) will be marked as a Road Section.

## **13. Other Controls**

The following titles shall describe the various types of control other than Time Controls.

### **A PASSAGE CONTROL (PC)**

At certain points indicated in the Road Book, the Organisers may establish a PC in order to collect Time Cards from Competitors, or for other purposes. Competitors failing to provide the necessary documents at any PC will be deemed not to have reported there and may be EXCLUDED (K 31(a) and Articles 15.5 and 15.6). Any times recorded at a PC will be used only to ensure that competitors have followed the requirements of the Road Book, and not to calculate Cumulative Lateness.

## B ROUTE CHECK (RC)

The Organisers may also establish checks along the route in accordance with (K 3.3.2).

### Article 16. Pace Notes

1. The possession of pace notes is as defined in (K 25.13). This does not preclude the use of Ordnance Survey Maps specified in the regulations as being necessary to complete the route.
2. Subjective Route Notes, purchased from Scotmaps may be used. These instructions will not be defined as Pace Notes. Information from the Road Book or the official bulletins may be transferred to and from the authorised maps listed in these Regulations.
3. Competitors may only use Route Notes purchased from Scotmaps. In all instances, competitors are advised that, the Organisers accept no liability or responsibility whatsoever in the use of the Stage Route Notes.
4. The Organisers may set up checks at certain locations where Competitors and competing cars will be searched. The penalty for being found in possession of pace notes other than as stated in Article 16.2 & 16.3, or refusing to allow a search to be made is EXCLUSION, in accordance with Article 18.4(o) of these regulations. The Organisers request the co-operation of all Competitors in order to reduce any delay.
5. From the date of publication of these regulations - where it is established that a Competitor or Entrant, their agent, representative or any other person or persons connected with a competitor or entrant, have caused, arranged, directed, carried out reconnaissance, inspection or noted in any form, any sections within the area covered by maps listed in these regulations, before all Competitors have covered the stages, they will be **EXCLUDED FROM THE RESULTS or REFUSED PERMISSION TO START**, as appropriate to the case. All such occurrences will be reported to the Motor Sports Association (K 6.2) and (K26.6). The only exception to this regulation will be for persons who live on, or whose employment causes them to travel along a road used on the event.

### Article 17. Servicing

1. Servicing is defined as work being carried out on the car by any person other than the Competing crew, or the use of any part or tool not carried in the competing car (K 34). Servicing will only be permitted by official service and management vehicles, identified by official plates, in areas set aside for this purpose by the Organisers. Service and management vehicles MUST follow the given prescribed routes. One service vehicle and one management car will be permitted per competing car.
3. Any person travelling in a Service Vehicle is 'Service Crew' and any person travelling in a Management vehicle is 'Management Personnel'.
4. Each Service and/or Management vehicle must be registered with the Organisers by giving its vehicle registration number and for which an official plate will be issued. The use of a Service or Management Plate on a vehicle not previously registered with the Organisers is an offence for which a penalty of EXCLUSION will be applied.
5. There will be Service Areas at strategic points where work may be carried out by the Service Crew on the competing car. These will only be accessible to Competitors and Service and/or Management vehicles wearing Official Plates.

Servicing may also be permitted on certain parts of specified Road Sections. In this case there will not be any SV(IN) or SV(OUT) controls, but the Target Time for such Road Sections will be increased. Competitors will be advised in the Route Book when this applies, and these sections will also be included in the Service Route.

All other areas will be 'out of bounds' to Service Crews and their vehicles. If a Service Vehicle is observed in any such area, the associated competing car will be EXCLUDED in accordance with Article 18.4(n) of these Regulations. Servicing off route is strictly forbidden.

6. Emergency servicing will be permitted in designated areas after certain Special Stages, from Management Vehicles displaying the appropriate Management Plate. These plates may only be used on conventional saloon cars, hatchbacks or their estate car derivatives. The use of roof racks is not permitted. These vehicles must follow the instructions supplied by the organisers, in the Management Vehicle Pack, which will specify sections of the rally route which are out of bounds to Management Vehicles.
7. Crews may work unassisted on their own cars, using only tools and spare parts carried in their car, in 'No Service' Areas, except: within 100 metres of any Control between a Special Stage Arrival Control and a Special Stage Start Control  
The only work permitted in these areas is to carry out the following unassisted: replace a wheel with a flat tyre with a wheel carried in the car. Clean number plates, lamp glasses, windscreen and windows.
8. Service Crews and Management Personnel will be subject to the same regulations as Competitors regarding noise, driving manners, etc., and Judges of Fact and Driving Standards Observers will be instructed to note any infringements.  
Competitors are responsible for ensuring that their Service Crews and Management Personnel understand and comply with this Regulation.
9. Management vehicles are advised to carry an oil spill kit.

### **Article 18 Penalties**

1. Competitors will start with Zero minutes. Classification for the results will be determined by total time penalties, the winner being the Competitors with the least total time penalties.
2. In the event of a tie the winner will be the Competitors who have completed the greatest distance from the start with the least Stage Penalties.
3. To be classified as a finisher, competitors must complete all special stages and report to all controls without accumulating over 15 minutes of lateness, or incurring the penalty of **EXCLUSION**.
4. Penalties will be applied in accordance with (K 31) as amended below:
  - a) **Main Time Control - Out (Start)**

For every minute late	<b>1 minute</b>
For every minute early	<b>2 minutes</b>
  - Main Time Control - In**

Arriving with up to and including 15 minutes accumulated lateness	<b>No Penalty</b>
Arriving with over 15 minutes accumulated lateness	<b>EXCLUSION</b>
  - b) Competitors recording less than the Bogey Time for a special stage will be debited with the Bogey Time for that stage.
  - c) Competitors exceeding the Bogey Time for a special stage will be debited with the actual time recorded for that stage.
  - d) Competitors exceeding the Target Time for a special stage by up to 15 minutes will be debited with the actual time recorded for that stage. The difference between the actual time and the Target Time will count towards maximum lateness.
  - e) If the time taken on a special stage exceeds the Target Time plus 15 minutes the penalty is **EXCLUSION**
  - f) For each minute under the Target Time for a Road Section **2 minutes**
  - g) Taking an incorrect route on a special stage **EXCLUSION**

- h) Not complying with a requirement of the Road Book or these Regulations for which no penalty has been specified **30 minutes**
- i) Not complying with an instruction of an official provided that warning is given that a penalty will be applied **30 minutes**
- j) Breach of statutory requirements concerning the driving of a motor vehicle:
  - 1st Offence **30 minutes**
  - 2nd Offence **EXCLUSION**
- k) Excessive noise or damaged or ineffective silencing system. This will be measured in accordance with the test specification detailed in the RACMSA Technical Regulations.
  - 1st Offence **30 minutes**
  - 2nd Offence **EXCLUSION**
- l) Causing an obstruction on an access road to a special stage or on a special stage **EXCLUSION**
- m) Not reporting at or providing proof of visiting a check or control **EXCLUSION**
- n) Servicing in an area not specifically designated for this purpose **EXCLUSION**
- o) Any alteration to the specification of a Group A or Group N car **EXCLUSION**
- p) Contravention of Article 16 or Article 17 of these Regulations **EXCLUSION**
- q) Plumbed-in fire extinguisher systems must be armed at all times throughout the competition when it is mandatory for both crew members to wear crash helmets. Refer to K 37.13.3 and Q3.3.1. Failure to comply with this Regulation will be penalised by **EXCLUSION**

## Article 19 Awards

### 1. Overall Awards

1 <sup>st</sup>	-	Trophy, Driver and Co-driver Awards
2 <sup>nd</sup>	-	Trophy, Driver and Co-driver Awards
3 <sup>rd</sup>	-	Trophy, Driver and Co-driver Awards

### 2. Class Awards

1 <sup>st</sup>	-	Driver and Co-driver Awards
2 <sup>nd</sup>	-	Driver and Co-driver Awards
3 <sup>rd</sup>	-	Driver and Co-driver Awards

Prize Winners in the Overall Classification are not eligible for Class Awards.

### 3. Additional Awards as follows:

Presented to the highest placed crew driving a conventional car (2 Wheel Drive).

Presented to the highest placed all female crew. *(If a female crew does not finish the award will be presented to the highest placed Mixed crew.*

Presented to best Mull Resident Crew

DUFFY TROPHY (Kindly donated by the Duffy family) Presented to best entertainer.

- 4. Perpetual trophies will be held for eleven months. All perpetual trophies remain the property of the organising clubs and must be returned when so requested.

5. It is a competitor's responsibility to attend the Presentation of Awards. **Any awards not collected may be forfeit.**
6. The Presentation of Awards will take place at, but not before, 1700 hours on Saturday 26th January or as soon thereafter as the Results are made final and the Award Schedule can be compiled.

## **Article 20 Insurance**

1. Competitors must produce, at signing on, their own Insurance Documents, showing that they have Extended their own Private Motor Insurance, or sign and pay for cover under the MOTOR SPORTS CLUB SCHEME; failure to do so will result in the refusal of a start.
2. The Organisers have applied to Lockton for a Blanket cover note under the MOTOR SPORTS CLUB SCHEME. This will provide Competitors who need to use the scheme with Third Party Cover necessary to meet the Road Traffic Act requirements on the Road Sections of the Event.  
The Lockton scheme not only covers competitors who hold a Lockton Letter of Acceptance but also covers anyone who holds a **valid** NES Letter of Acceptance with no premium loading.
3. The Basic Rate for this Event (before any loadings) will be £26 inclusive of Insurance Premium Tax.
4. To take advantage of the scheme each competitor must either:
  - a) Have a valid NES letter in force with no loading applicable, or
  - b) Comply with the lockton declaration (see 6 below), or
  - c) Complete a Lockton Proposal Form and present the acceptance letter at signing on.
5. Competitors who can comply with 4(a) or 4(b) above simply pay the required premium, sign on the insurance form and initial as appropriate. If a competitor can comply with Lockton Declaration they do not need to complete the actual Declaration form itself. Existing holders of NES Letters of Acceptance **MUST PRODUCE** their Letter of Acceptance at Documentation. Ensure that your address on the Letter of Acceptance is up to date.
6. Competitors wishing to use the Scheme who cannot sign the declaration below should apply to the Entries Secretary for a proposal form when submitting their entry and ensure that this is returned to:-  
Lockton  
Hanover House 30/32 Charlotte Street  
MANCHESTER M1 4FD  
FULLY COMPLETED not later than 14 days before the event (21 days if the driver is not resident in the UK).

## **The Lockton declaration: -**

- 1. Am over 21 years old and have held a full licence for at least six months**
- 2. Have had no more than one fault accident in the last three years**
- 3. Have no convictions other than a maximum of six speeding points**
- 4. Have no physical or mental disabilities**
- 5. Have no other material facts to disclose**

(All material facts must be disclosed. Material facts are those likely to influence the acceptance or assessment of your risk. Failure to disclose material risk may lead the Insurer declaring the resultant cover to be null and void.

If you are in any doubt about facts that may be considered material these should be disclosed for your own protection).

If you cannot sign this declaration, your terms for the event may be loaded above normal. You should complete the proposal form fully so that you can return it to Lockton. It will then be possible to consider your individual position and possibly reduce the loading for future events. Lockton will issue a letter for you to produce to Event Secretaries if that is agreed.

## Article 21 Additional Information

### 1. ENTRY FORM

Please ensure that the Entry Form is fully and accurately completed. Failure to comply with this requirement may prejudice your entitlement to Awards. Furthermore, Entrants will only be acknowledged on the Entry List if the appropriate section of the Entry Form is FULLY completed.

### 2. EVENT DETAILS

Those with access to the Internet can obtain pre and post-event information and further electronic copies of these Regulations and Official Entry Forms from the following address: [www.mullcarclub.co.uk](http://www.mullcarclub.co.uk)

In the event of any discrepancy, the bound paper version of the Regulations and Entry Form will take precedence over those published on the Web.

### 3. ACCOMMODATION

Competitors wishing to obtain local accommodation can contact the Craignure Tourist Information Centre on 01680 812377 or visit [www.mullcarclub.co.uk](http://www.mullcarclub.co.uk) for a list of Accommodation

## Article 23 Medical Assistance

1. All competing cars must carry an A4 sized red 'SOS' Board and a black 'OK' Board. If, following an accident, URGENT medical aid is required; the 'SOS' Board must be prominently displayed to passing competitors. Competitors seeing an 'SOS' Board should stop at the scene of the accident to try to ascertain what assistance is required. They then should report the incident to either the next Radio Point or to the Stage Finish Marshal, giving as much information as possible. Any competitor delayed due to assisting at the scene of the accident should report the fact to the Clerk of the Course at the earliest opportunity. The Organisers reserve the right to use any means at their disposal to resolve the situation.

2. The penalty for displaying an 'SOS' Board when urgent medical assistance is not required is **EXCLUSION** with a report being submitted to the MSA.

3. The penalty for not stopping at an 'SOS' Board is **EXCLUSION**.

4. If NO medical assistance is required after an accident the 'OK' Board must be prominently displayed.

5. This system does not exempt competitors from the responsibility of advising officials if they are aware of a fellow competitor being off the road or in some difficulty.

6. Competitors are required to note the procedures for the use of Red Flags on Special Stages (K 24.2.7 (b) and K 25.10). Competitors are informed that the Red Flag system will be operated on SS7 and SS8 and SS12 Quinish.

## Article 23 Seeding

1. Would competitors please list their drivers best six results on forest stage events after 1<sup>st</sup> January 2004 on the entry form to assist with seeding. The organisers may use seeding information from other sources, in addition to the information supplied on the entry form; to verify competitors seeded position. See 23.3

2. The order of starting all first time forest competitors will be strictly in order of **receipt** of entry.

3. PLEASE NOTE - The organisers will not enter into any correspondence or discussions, regarding seeding, once the entry list has been published. Re-seeding will only be permitted on safety grounds.

## **Article 25 Fuel**

Mull Car Club will be making application to the MSA to modify G.C.R. E12.13.3 to allow the use of fuels of an octane rating of up to 102.

Competitors are advised that should they use a fuel of over 100 octane then they must display a 3" Orange Dayglo circle next to their competition numbers.

Competitors should also be aware that if they are using a fuel of over 100 octane it could affect their ability to claim championship points. Please check with your championship organisers.

Competitors wishing to use fuel of over 100 octane must indicate this in the relevant position on the entry form.

## **Article 26 Acknowledgements**

RALLOY Engineering  
TSL Contractors Limited  
Elaine Jamieson and Stewart Maidment Forestry Commission Scotland  
Scottish Natural Heritage  
Dave Sexton and RSPB  
Mishnish Hotel  
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MacGochan's Tobermory  
RCF Distribution  
Salen Hotel  
Don Construction  
MacDonald Arms, Tobermory  
Bellachroy Hotel  
Mull Hire Salen  
Rowley's Filling Station  
Glen MacKellar  
Craignure Inn  
Gleaner Oils  
Malcolm Elliot  
Derek Machin  
Castle Croft B&B  
J. R. Parkin Ltd  
Motor Sports Association  
Jonathan Lord (RSAC)  
Sea Life Surveys Tobermory  
Tom Nelson, Glen Gorm Estate  
Blacks Garage. Mr Allan Black  
Dr Neil Bowring, All Medical Personnel,  
Scottish Motorsport Marshals Club  
Strathclyde Police  
Argyll & Bute Council  
All advertisers  
All sponsors & supporters  
All Marshals & Officials  
And all local residents & farmers along the rally route