



BUILDING SUPPLIES

Beatson's Building Supplies Mornish Time Trial

SUPPLEMENTARY REGULATIONS

Mull Car Club along with the Guardians of Mull Rally and Beatson's Building Supplies, have great pleasure in presenting to you the Regulations for the 2017 Beatson's Building Supplies Mornish Rally Time Trial.

Mull Car Club would like to take this opportunity to thank Beatson's for their support, as without their continued support the event wouldn't be the success it will hopefully be.

Our thanks also go to all the competitors from near and far and to all the officials and marshalls who assist in putting the event on.

As I'm sure you are aware this is one of a number of interim events to replace the Mull Rally which will hopefully return next year as the best rally in the world.

If you know of anyone who would like to assist in any way, then please contact the club via info@mullcarclub.co.uk

We wish you all a safe and successful event.

Fred Maclean

Chairman Mull Car Club

1. Announcement

Mull Car Club Ltd will organise a National B Rally Time Trial with Co drivers in Mornish Forest, Isle of Mull on Saturday 14th October 2017

2. Jurisdiction

The meeting will be governed by the 2017 general regulations of the Motor Sports Association, (incorporating the provisions of the International Sporting Code of the FIA), these supplementary regulations and any other written instructions that the organising club may issue for the event. The Official Notice Board will be found in the Signing On office throughout the event.

3. Authorisation

MSA Permit Number: 103453

4. Eligibility

The event is not a round of any championship.

The event is open to all fully elected members of the organising club and members of Saltire Rally Club along with members of the clubs within the Scottish Association of Car Clubs, the Association of North East and Northern Car Clubs & the Association of North Western Car Clubs.

All competitors **must** produce a valid Competition Licence of Stage Rally National B or higher grade issued by the MSA, Club Membership Card and where applicable any relevant entrants licence. Where the entrant is a legal entity, or in any case not the driver, the named driver on the Entry Form will be held responsible for all liabilities and obligations of the entrant throughout the event. Such competitors must provide a photocopy of the Entrants Licence with their Entry Form.

5. Timetable

Friday 8th September	Entries Open 19.30hrs, Publication of these Supplementary Regulations.
Saturday 7 th October	Entries close for seeding purposes.
Monday 9 th October	Final Instructions emailed.
Friday 13 th October	18.00-20.00 hrs Scrutineering & Noise Test, in Tobermory.
Friday 13 th October	18.00-20.00 hrs Documentation, in Tobermory.
<i>Saturday 14th October</i>	08.00-09.00 hrs Scrutineering, Noise and Documentation at Service Area. 09.15 hrs DRIVERS BRIEFING 09.30 hrs Recce Run. 10.30 hrs Official runs start. There will be a lunch break midway through the day. 16.30 hrs Approx. Results declared Provisional.

A minimum of 4 timed runs will be given, an additional 2 runs may be performed if timing and stage conditions permit.

These timings are provisional and may be varied on the day to suit prevailing conditions.

6. Entries

The maximum entry for this event is 30; the minimum is 20. The minimum entry for each class is 3. Should the above minimum figures not be reached the organisers have the right to cancel the event or amalgamate classes as required.

All entries must be made on the online entry system which can be found at www.mullrally.org when entries open. Anybody who has difficulty using the online entry system should contact the entries secretary. The entry fee in full must follow the online entry. If the entry fee is not received by the organisers in full seven days after the completion of the online entry, the entry will be deleted from the system.

The entry fee may be paid by cheque or bank transfer. If paying by bank transfer you must include the receipt number and your surname with your payment. Please make cheques payable to Mull Rally.

Bank details:

Clydesdale Bank, Tobermory, Isle of Mull

Sort Code: 82-68-18

Account No: 80321367

Account Name: Mull Rally

The entry fee is £260.00 per crew.

Entry fees will be refunded if withdrawal is notified in writing to the Entries Secretary before the closing date, less a £15 administration fee. Entries withdrawn after the closing date may be refunded, less a £15 administration fee entirely at the discretion of the organising club, provided that the place has been filled by a reserve.

In the event of a cheque being returned by the bank, the entry will be deemed not to have been received. The organisers reserve the right to refuse any entry.

It is permitted for two competitors to share one vehicle.

Entries Secretary:

Cathanne Maclean 7 Bentalla Crescent, Salen, Isle of Mull PA72 6JH

01680 300236 or 07796281379

maclea236@btinternet.com

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

The club will use REIS Insurance for any competitor who requires road insurance extension for the event at a cost of £15.00. Subject to normal REIS restrictions. If you can not comply with their declaration or have a loading letter please contact them direct to arrange suitable loading letter.

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. ALL ENTRIES WILL BE ACCEPTED ON A FIRST COME FIRST SERVED BASIS.

A reserve list of 5 entries will be kept and entrants on this list may be notified of an entry up to 2100 hrs on Sunday 8th October. Our preferred method of communication is by e-mail, if you do not have e-mail and would prefer Final Instructions by post please indicate on the Entry Form.

The order of starting will be at the Organisers discretion based upon information provided on the entry form. Once the entry list is published no communication will be entered into regarding it. A Starting Order will be posted on the Official Notice Board on Saturday morning.

7. Double Entries

It is permitted for two drivers to share a car. No competitor may drive more than one car. A competitor may not change vehicle after 0900 on Saturday 14th October. Competitors are to demonstrate to the Chief Scrutineer that **BOTH** drivers fit the seat and that the seatbelts can be adjusted to provide safe restraint in accordance with the Blue Book requirements.

8. Route Information

The event will consist of one special stage of approximately 3.1 miles on a gravel surface. Cars will start the stage at 1-minute intervals. Competitors will have the opportunity to have a convoy familiarisation run through the stage in the morning of the event. Details will be provided in the final instructions. Competitors will have a minimum of 4 competition runs with their fastest time to count for results.

If time and stage conditions allow competitors may be allowed a further 2 runs to count towards results.

9. Classes

The event will consist of classes as follows: -.

Class 1 2WD Stage rally cars up to 1400cc

Class 2 2WD Stage rally cars up to 1600cc 8 valve

Class 3 2WD Stage rally cars up to 1600cc 16 valve

Class 4 2WD Stage rally cars up to 2000cc

Class 5 2WD Stage Rally cars over 2000cc Class 6 All four wheel drive stage rally cars.

Competitors may only enter one class.

Any alteration to class must be notified to the Clerk of the Course before 0900 on

Saturday 25th March. Any alterations will be displayed on the official notice board.

Vehicles with forced induction will have their capacity multiplied by 1.7 to define the class they are to run in.

All vehicles must comply with the MSA Technical Regulations, R46 – R49.

10.Noise Test

All cars will be subject to a pre-event noise test, as per J.5.18 Section 'C' at 0.5m. Any car failing the noise test will be refused a start.

Competitors are reminded that any sound reducing device fitted to the competing vehicle for noise test must be made a permanent fixture or it will be removed before the noise test is carried out. The noise test will be carried out at scrutineering on Friday evening then in the paddock on Saturday morning. Competitors are to report to the noise check first before proceeding to scrutineering and then signing on. Competition

numbers and advertising decals provided by the Organisers (if any) are to be applied before noise check.

11.Officials

MSA Steward TBA

Club Stewards Ron Cowan, John Harden

Clerk of the Course Chris Woodcock 07973 830695

Deputy Clerk of the Course Neil Bowring

Assistant Clerk of the Course Adrian Fitness

Event Safety Officer Neil Bowring

Spectator Safety Officer Fred Maclean

Chief Medical Officer Dr Ben Shippey

Entries Secretary Cathanne Maclean 07796281379

Chief Marshal Lock Horsbrugh

Service Area Controller Adrian Fitness

MSA Scrutineers Roger Whittaker (Chief), Jim McDowall, Chris Woodcock

Environmental Heidi Woodcock

Chief Timekeeper Ian Smith

Event Radio Controller John Clayton

NO PHONE CALLS TO OFFICIALS AFTER 9PM, THANK YOU.

12.Scrutineering

All cars will be subject to pre event scrutineering.

At scrutineering cars will be examined for compliance with the 2017 MSA Tyre, Technical and Safety regulations specific to Special Stage Rallies, as well as for class eligibility.

Your attention is drawn to Sections J, K and R.46 – 49 inclusive.

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.

A validated MSA Rally Special Stage Vehicle Log Book J.2.1, R.25.2, R.46.1.3 must be made available at scrutineering and on demand throughout the event for vehicles entered in all classes.

All cars shall have fire extinguisher systems as per 2017 MSA requirements K. 3.

Safety helmets will be examined for conformity with current regulations K.10, and must be worn on the course at all times. (Note that helmets to BS6658-85 Type A are no longer valid for competition use, only Type A/FR. All valid helmet specifications are in K.10)

Cars shall have fitted and the crew shall use seat belts in conformity with K.2.1. **(See Article 7 above)** Competitors must wear flame resistant overalls on the course in conformity with K. 9.

The event will be making an application to The Motor Sports Association to modify J.5.13.4 to allow fuels of an octane rating up to 102. Competitors wishing to carry video cameras must have the camera fitted for scrutineering and receive written authorisation from the Chief Scrutineer.

13.Official Notice Board

The Official Notice Board will be located at the signing on office on Friday and in the service area office on Saturday.

14.Documentation

Documentation location will be advised in the final instructions A Documentation Card will be issued at noise check for each competitor.

Double entries must ensure that each driver has a complete documentation card from noise check and scrutineering.

All competitors must complete documentation by 0900 on Saturday 14th October otherwise they will be deemed a non starter and their place allocated to a reserve. At documentation valid MSA Competition Licences and valid Club Membership cards will be inspected.

15.Format

Only a driver & one codriver will be allowed in the car during the official runs, no other passengers will be permitted.

The event will consist of timed runs, a lunch break and further timed runs to a maximum of

6. The fastest time from the timed runs of each competitor will be used to decide the results. The running order of the day will be as follows:-

The second driver of ALL double entries, in Class order, will run first Then class order, with Class 1 first.

All drivers MUST attend the drivers briefing. This will be held in the Paddock area at 09:30 on Saturday 14th October. Failure to attend will result in exclusion from the event. When the stage is deemed ready by the organisers competitors will be called forward by the paddock controllers.

During lunch break competitors' vehicles must remain in the Paddock area.

Any driver who feels he or she has been baulked by another competitor during a competitive run should report the fact to the stop line crew. Under no circumstances should an attempt be made to overtake another car. In the event of this report being upheld by the Clerk of the Course, your time card will be altered accordingly and you will be instructed to proceed directly to the start line for a re-run.

Cars not finishing any run may not be recovered until the run is completed.

16.Identification

Competitors cars will be identified by regulation size black numbers on a white background on both sides of the car J.4. All identifying materials will be supplied by the organisers.

Where a car is being shared by two competitors, the second driver's number will have an additional prefix or suffix. **It is the responsibility of the driver and service crew** to ensure that this prefix/suffix is masked when the first driver is competing.

Competitors must make available to the event organisers space above the competition numbers on each door for the organisers advertising.

Competitors who do not provide the space required by this article will either be refused a start or be excluded from the results as appropriate to the case.

17. The Course

The start will be 47/396516 and service area will be 47/ 397516 Both are accessed via 47/ 399516 from the public road. The length of the course is approximately 3.1 miles and consists of unsurfaced forest track.

Cars will start singly at one minute intervals. A minimum of four official runs will take place.

Start, Finish and junction signage will be as for special stage rallies R.29.1. Competitors will be issued with a map of the course at signing on in order to assist with familiarisation with the course and are permitted to walk or cycle the course until 9:30am. PLEASE TAKE NOTE THIS ROAD IS PRIVATE, any competitor found driving on this road prior to the event without a legitimate reason will be excluded from the event & reported to the MSA

18. Timing and Start Procedure

Timing of the event will be by digital clocks under the control of the timekeeper. All clocks will be set to Greenwich Mean Time using BBC or Telecom time signals. Drivers will start the stage at 1 minute intervals.

Timing will be to the previous 1/10th second.

The Stage Start will have an electronic system of lights and digital countdown supported by a manual back up system.

The Stage Finish will have a timing beam supported by a manual back-up system.

Drivers will be issued with a Time card for each run, which will have space for Officials to enter the stage start time and stage finish time. On completion of each official run these should be handed in at the card collection control.

It is the driver's responsibility to ensure that at all times are correctly recorded and handed in when and where instructed. Should any recorded time not be legible or not seem authentic, the Organisers may use any means at their disposal to establish a time. Competitors will be called from the service area to the start line area by the Service Area Controller or his assistants in programme running order and should be ready to start the course at that time. (i.e. Helmets on, seat belts fastened and fire extinguishers armed.) 10 minutes before the start of each run there will be a siren sounded in the paddock to allow competitors to prepare. When called, competitors must proceed to the start as instructed by the service area controller or his assistant.

From time of being called from the service area to the start line area, a competitor will be deemed to be under starters orders. If a competitor takes undue time to comply, the Clerk of the Course may specify that he comes forward in the next 2 minutes or he will forfeit his run. The procedure for starting will be as follows; drivers will be called to the line and handed their time card with a Start Time in Hours and Minutes. The Start procedure will be automatic timing in accordance with R. 25.7.2.

A competitor's time will only be recorded if:-

All four wheels of the car are on the track when it crosses the finish line.

The run is made during the period provided for cars in the appropriate class and not more than the appropriate number of timed runs have been made.

The competitor has correctly complied with the starting signal. The car completes the correct course without outside assistance.

In the event of a tie between two or more competitors, then the competitor with the fastest "second fastest" run will be deemed the winner of the tie-break position. If, through his own error a driver fails to record a time he shall not be entitled to re-run.

19. Yellow Flag Procedure and Re-run Procedure.

Control of the Course will be by active radio monitoring.

Yellow flags will be sited at strategic points along the course under the control of the Radio Controller.

In the event of an incident, which requires the displaying of a yellow flag, competitors should come to a standstill when practicable and await further instructions from the officials.

Once the incident has been cleared, competitors halted by yellow flag signals will normally, at the discretion of the Clerk of the Course, be permitted a re-run and should proceed through the course and go immediately to the start line area. They must be ready to restart when instructed to do so by the start line officials.

Access to the Service Area will not be permitted in any such circumstances; therefore it is advisable that a competitor carries sufficient fuel for more than one run.

The Clerk of the Course may order any penalties incurred in the initial run to be applied to the re-run (I.e. jump-starts). In other circumstances (e.g. baulking) a re-run may be granted by the Clerk of the Course who may order any penalties incurred in the initial run to be applied to the re-run. (i.e. jump-starts).

20. Penalties

Unless modified by or added to by these Supplementary Regulations, R.32.2 will apply. Deliberate baulking of another competitor - Exclusion. Taking an incorrect route on the stage - Exclusion

Not complying with a requirement of these supplementary regulations or subsequent instructions to which no penalty has been specified - 30 mins onto FTD.

Not complying with an instruction of an official provided warning is given that a penalty will be applied - 30 mins onto FTD.

Breach of statutory requirements concerning the driving of a motor vehicle: 1st offence - 30 mins onto FTD.

2nd offence - exclusion.

Excessive noise or damaged or ineffective silencing system, measured in accordance with test specification detailed in the RACMSA technical regulations:

1st offence - 30 mins onto FTD 2nd offence - exclusion

Causing an obstruction on an access road to a stage or on the stage - Exclusion

Servicing in an area not specifically designated for this purpose - Exclusion

Plumbed in fire extinguisher systems must be armed at all times throughout the competition when it is mandatory for the driver to wear a crash helmet R.48.10.5.

Failure to comply with this regulation will be penalised by exclusion.

21. Driving Standards Observers/Judges of Fact

Named Judges of Fact and driving standards observers, appointed by the Organisers will be on duty throughout the event to observe and report on contravention of those items listed in

R.24.7 & R.24.8. A list of named Judges of Fact will be on display on the Official Notice Board throughout the event.

The start line officials are empowered to judge whether or not a competitor has made a false start R.24.7.3.

The organisers will appoint judges of Fact to adjudicate on any instances of instantaneous factual occurrences or any other abnormal sound levels (including the back firing sound emissions created by some anti-lag devices). They will report their findings to the Chief Scrutineer who will advise the Clerk of the Course who may then apply penalties if appropriate.

Scrutineers appointed for the event are judges of fact in respect of vehicle eligibility. Vehicles must be taxed and insured for the public road.

Speed limit out with the competitive stage and in the paddock area will be 10mph maximum. 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 C.1.1.5. The Competitor concerned is liable to be penalised in accordance with R Appendix 1, Chart 32.2 and may be called before an MSA Disciplinary Tribunal.

All officials and all named judge of facts will be judges for driving standards on the public highway a maximum speed limit of 40 miles per hour is allowed by competitors during the event.

22. Damage Declarations

Competitors will be required to complete and sign a Damage Declaration at the finish of the competition, giving details of any incident in which they may have been involved causing damage to third party property.

In the event of retirement this must be posted to the Secretary of the Meeting within 72 hours of the finish of the event. Failure to do so will result in exclusion from the results and report to the MSA.

23. Results

Times for each run will be displayed at the Rally Office as soon as practicable after each run. To be classified as a finisher a competitor must complete one competitive run. Provisional results will be posted on the Official Notice Board as soon as practicable after the last competitor has completed their final run, and will be declared final in the absence of any protest after the expiry of 30 minutes.

24. Protests

Protests must be made in accordance with C.5.

Competitors shall ensure that they and their cars are available for inspection should a protest be submitted in accordance with C.5.2.2. If the vehicle is not available for inspection the competitor may be excluded from the results.

25. Service Area Regulations

The service area is all gravel surface and competitors will be required to use a waterproof tarpaulin at all times. There will be a one way system working in this area during the event. **Only one support vehicle per competing vehicle will be allowed in the service area.** Two permits will be sent with the final instructions, one for the competing car and one for the support vehicle. These must be fixed to the top left hand side of the windscreens before entering the venue.

The service area is the only area where the support crew may work on the competing vehicle. Any support crew found working on a competing vehicle outside the service area will result in exclusion of the competitor.

The service area is a potentially dangerous place. Crews should take care with regard to good health and safety practice whilst working on competing vehicles.

Children must be supervised at all times by a responsible adult. The riding of bicycles or motorbikes in the service area is not permitted. Trailer parking will be made available.

26. General Information

The Organisers' time and mileage will be deemed correct.

Final Instructions with the same authority as these ASR's will be sent to competitors.

Any notice signed by the Clerk of the Course displayed during the event will have the same authority as these ASR's.

A maximum of 10mph will apply at all times within the confines of the venue and on all private roads leading to the venue, with the exception of cars on a live test.

Service Area speed limit is 10mph. Competitors should make themselves and their service crew fully aware of current Health and Safety Regulations regarding re-fuelling, carrying fuel etc. and all service vehicles must carry a suitable fire extinguisher.

There will be no petrol available at the venue.

No bonfires may be lit at the venue. See penalties G.5.3. End of Supplementary Regulations

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