



Mull Hire
Tools & Plant
01680 300422

Mornish Rally Time Trial

Saturday 7th April 2018



Regulations

Organised by Mull Car Club Ltd

SUPPLEMENTARY REGULATIONS

1. Announcement

Mull Car Club Ltd will organise a National B Rally Time Trial in Mornnish Forest, Isle of Mull on Saturday 7th April 2018
Map Reference 47/396519

2. Jurisdiction

The meeting will be governed by the 2018 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: 106507

4. Eligibility

The event is open to all fully elected members of the organising club and members of clubs within the Scottish Association of Car Clubs, the Associations of North East and Cumbria Car Clubs, Northern Car Clubs, North Western Car Clubs and SD34.

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

Saturday 3rd March Entries open, Publication of these Supplementary Regulations.

Saturday 31st March Entries close for seeding purposes.

Sunday 1st April Final Instructions emailed.

Friday 6th April 1800-2000 hrs Scrutineering & Noise Test, Bus Garage, Craignure.

Friday 6th April 1800-2000 hrs Documentation, Isle of Mull Hotel, Craignure.

Saturday 7th April

0830-0930 hrs Scrutineering, Noise and Documentation at Service Area.

0930 hrs DRIVERS BRIEFING

09.45 hrs Recce Run.

10.00 hrs Official runs start.

There will be a lunch break midway through the event.

16.30 hrs Awards Ceremony.

A minimum of 4 pairs of timed runs will be provided, an additional 2 pairs of runs may be possible 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 40; 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.

The entry list opens on publication of these Supplementary Regulations and finally closes at 17.00 hrs on Saturday 31st March. All entries must be made on the official entry form and accompanied by the appropriate entry fee; **an entry is not valid (and will not be taken into account when assessing the financial viability of the event) until the fee is received.**

Final instructions will be e-mailed to drivers unless otherwise requested.

The entry fee is £195.00 per driver, please make cheques payable to Mull Car Club Ltd.

Valid Entries will be accepted in order of receipt. 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. The organisers reserve the right to refuse any entry.

Entries are to be made on the official entry form, which can be downloaded from the Club web site www.mullcarclub.co.uk and may be posted to the Entries Secretary or can be e-mailed using the link on the form.

Entries submitted by e-mail will be held for five (5) days until payment has been received. **In the event of payment not being received in the stated period, or a cheque being returned by the bank, the entry will be deemed not to have been received.**

The Entry Secretary to whom all entries must be sent is as follows: -

Cathanne Maclean

7 Bentalla Crescent

Salen

Isle of Mull

PA72 6JH

01680 300236

07796281379

maclean236@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.

Since the Event does not use any "Public Highway", additional "RTA" Insurance is not required.

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. **THE FIRST 20 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 21.00 hrs on Sunday 1st April. 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 competitors to share one vehicle. However passengers are not permitted at any time during the competition and no competitor may drive more than one car.

A competitor may not change vehicle after 09.00 hrs on Saturday 7th April.

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 a special stage on a gravel surface. Competitive runs will take place in both directions on this stage, totaling approximately 3.1 miles per double run. Cars will start the stage at 1-minute intervals. Competitors will have a minimum of 4 double competition runs with their fastest aggregate time for a pair of runs to count for results.

If time and stage conditions allow competitors may be allowed a further 2 double 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 09.00 hrs on Saturday 1st April. 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.Officials

MSA Steward TBA

Club Stewards Donald Brown, Tony Wagstaff

Clerk of the Course John Clayton 01680 300302

Deputy Clerk of the Course (Safety) Neil Bowring

Deputy Clerk of the Course/Stage Commander Chris Woodcock

Deputy Clerk of the Course/Stage Commander Ian Parkin

Assistant Clerk of the Course Fred Maclean

Chief Marshal Adrian Fitness

Event Safety Officer Allan Cameron

Spectator Safety Officer Fred Maclean

Chief Medical Officer Dr John Harrington

Entries Secretary Cathanne Maclean 07796 281379

Service Area Controller Adrian Fitness

MSA Scrutineers Donnie Ross (Chief), Jim MacDowall

Chief Timekeeper TBA

Event Radio Controller Jenny Reddaway

Results Neil & Fiona Moir

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

11.Noise Test

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

The noise test will be carried out at the Bus Garage, Craignure on Friday evening and in the paddock on Saturday morning. Competitors should first report to the noise test before proceeding to scrutineering and then signing on.

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

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.

12.Scrutineering

All cars will be subject to pre event scrutineering.

At scrutineering cars will be examined for compliance with the 2018 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 2018 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 MSA 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 Rally Office (HQ) and will not be deemed complete until 15 minutes before the first competitive run.

14. Documentation

Documentation will be held from 1800hrs – 20.00 hrs on Friday 6th April (see 5 above). A Documentation Card will be issued at noise check for each competitor.

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

All competitors must complete documentation by 09.00 hrs on Saturday 7th April, 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 will be allowed in the car during the official runs, no navigators or passengers will be permitted.

The event will consist of pairs of timed runs, a lunch break and further timed runs to a maximum of 6 pairs. The fastest aggregate time from each pair of timed runs by each competitor will be used to decide the results.

All drivers MUST attend the drivers briefing. This will be held in the Paddock area at 09:30 hrs on Saturday 7th April. Failure to attend will result in exclusion from the event.

Each pair of stages will be run in two batches as follows:

Run 1 (uphill) – Approximately half the field (say 10 – 12 cars) with the second driver of all double entries, running first, in class order, followed by single entries, in class order.

Run 1 (downhill) – All of the above will run the return (downhill) stage in the above order.

Run 2 (uphill) & (downhill) – The rest of the field will run as above, in class order.

Runs 3 & 4, 5 & 6, 7 & 8 etc. will repeat the above procedure.

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

Any driver who feels he or she has been baulked by another competitor, or has been shown a Yellow Flag, 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 these circumstances the Clerk of the Course may grant a re-run. In this case the time card will be altered accordingly and the driver will be informed when his/her re-run will be facilitated.

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 space available 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 Event HQ, service area and stage are located in Mornnish Forest (Entry Map Ref 47/396519). Stage lengths will be approximately 1.6 miles (uphill) and 1.5 miles downhill.

Cars will undertake pairs of runs in batches of approximately 10 to 12 Cars, starting singly at one-minute intervals. See **15.Format** above for further information.

Start, Finish and stage 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 09.30 hrs.

Please note that access of any nature, on foot, bicycle or any form of motorized transport, to or from the stage via The Hill Road is prohibited. Any contravention of this prohibition will be dealt with severely. Continued use of this venue will be jeopardized.

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.

Stage Starts will have an electronic system of lights and digital countdown and Stage Flying Finishes will have a timing beam, both supported by manual back up systems.

Card Control (adjacent to HQ) will issue drivers with a Time Card for each pair of runs. The Time Card will have spaces for Officials to enter the stage start and stage finish times. On completion of each pair of official runs Time Cards should be handed in at Card 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 Card Control and the start line area by the Service Area Controller or his assistants in running order (see **15.Format** above) and should be ready to start the course at their due 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 flying 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 a 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. This may be later in the day. Officials will inform competitors of arrangements for any “re-runs”.

Access to the Service Area may not be permitted in any of these circumstances, therefore it is advisable that a competitor carries sufficient fuel for more than one pair of runs.

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-start).

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.

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 pair of runs will be displayed at the Rally Office (HQ) as soon as practicable. To be classified as a finisher a competitor must complete one pair of competitive runs. 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. All Competitor movements will be supervised by the Service Area Controller or his assistants.

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.

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

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.
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.