

BADMC Ballynahinch and District Motor Club

McGRADY
INSURANCE



McGRADY INSURANCE STAGES **2018**

Supplementary Regulations
Incorporating

NCSA ANICC JUNIOR 1000 RALLY
CHALLENGE IRELAND



NCSA
National Construction
Skills Academy

JUNIOR 1000
RALLY CHALLENGE | Ireland

Ballynahinch & District Motor Club Ltd

McGRADY INSURANCE STAGES 2018

@
BISHOPSCOURT RACING CIRCUIT

EVENT TIMETABLE

ENTRIES OPEN	On Publication of Regulations
ENTRIES CLOSED – STANDARD FEE	Saturday 24th February 2018
ENTRIES CLOSED – LATE FEE	Saturday 3 rd March 2018
PUBLICATION OF ENTRY LIST	Monday 5 th March 2018
MECHANICAL SCRUTINY & DOCUMENTATION	Saturday 10 th March 2018
FIRST CAR DUE AT START RAMP	Saturday 10 th March-09.30hrs
EVENT FINISH	Saturday 10 th March-17.00 hrs

EVENTS DETAILS

DATE	Saturday 10 th March 2018
RALLY HEADQUARTERS	Bishopscourt Racing Circuit
MECHANICAL SCRUTINY VENUE	Bishopscourt Racing Circuit
PAPER SCRUTINY	Bishopscourt Racing Circuit
EVENT FORMAT	6 Stages Juniors 6 stages
STAGE SURFACE	100% sealed surface
STAGE MILEAGE	39 Miles (Juniors 39 Miles)
ROAD MILEAGE	0 Miles
SERVICE AREA	Bishopscourt Racing Circuit
PLANNED SERVICES	Service after each stage
PRIZE GIVING	Bishopscourt Racing Circuit (17.30hrs approx)
PRIZE GIVING	Bishopscourt Racing Circuit (17.30hrs approx)

McGRADY INSURANCE STAGES 2018

SATURDAY 10TH MARCH 2018

DRAFT SUPPLEMENTARY REGULATIONS

PLEASE READ CAREFULLY

- 1 Promoting Club** Ballynahinch & District Motor Club Ltd (hereafter referred to as The Organisers), will promote a National B Permit Multi-Use Stage Rally at Bishopscourt Racing Circuit on Saturday 10th March 2018. The organisers will also promote a National B Permit Multi-Use Stage Rally at same venue and date for Junior 1000 Rally Challenge Ireland.
- 2 Governing Rules** The meeting will be held under the General Regulations of the Motor Sports Association Ltd (incorporating the provisions of the International Sporting Code of the F.I.A.), these Supplementary Regulations and any written instructions that the organising club may issue for the event.
- 3 M.S.A. Permit Number:** 105915 has been issued for this event.
Junior 1000 Rally Challenge Ireland Permit Number is: 105916
McGrady Insurance MSA ANICC Championship Permit Number is:
2018/009
NCSA ANICC Junior 1000 Rally Challenge Ireland Championship
Registration Number is : 40/2018
- 4 Championships** This event is a round of the following championships.
McGrady Insurance MSA ANICC Northern Ireland Rally
Championship.
Ballynahinch & District Motor Club Championship.
Junior 1000 Rally is a round of the NCSA ANICC Junior
1000 Rally Challenge Ireland.
- 5 Eligible entrants** This event is open to fully elected members of:
Ballynahinch & District Motor Club Ltd.
Member clubs of the Association of Northern Ireland
Car Clubs.
Members of Junior 1000 Rally Challenge Ireland.

All competitors MUST produce a valid Stage Rally National B or above competition licence issued by the MSA or MSI equivalent, a club membership card and where applicable an entrants licence. All Junior 1000 Rally Challenge Ireland competitors licence as per Junior 1000 Rally Challenge Ireland Regulations

6 Event location

Start	Bishopscourt Racing Circuit
Finish	Bishopscourt Racing Circuit
Prize giving	Bishopscourt Racing Circuit

7 The programme for the meeting will be:

ALL Mechanical Scrutiny and Documentation will be at Bishops court Racing Circuit on Saturday 10th March 2018 between 06:00hrs and 08:30hrs. All competitors must present their cars for scrutineering on the time and date specified in the final instructions. The scrutiny time will be allocated on date and time of entry basis. The earlier the fully completed entry is received the later the scrutiny time that will be allocated. Any competitors that do not attend scrutiny at the time/date specified in final instructions will be penalized. Any competitor who has not completed documentation scrutiny before 08:30 hrs on Saturday 10th March 2018 will be excluded – No exceptions. Their place will be taken by a competitor from the reserve entry list should one exist. At scrutiny, cars will be examined for compliance with tyre and vehicle safety regulations as well as for car eligibility. All vehicles must comply with MSA Technical Regulations J and R46-R48.

A noise test may be carried out prior to vehicle scrutiny or during the event as per J 5.18; maximum permitted limit 100dBa(A), R4.1.2 this will be strictly enforced.

Competitors Briefing will be Bishops court Racing Circuit (outside rally headquarters) at 09:00hrs. All competitors must attend as you may learn something that could save you or someone else's life!

Start times Cars will start at 30 second intervals. First car will leave no earlier than 09:30hrs on Saturday 10th March 2018.

8 Special stages The events will consist of six special stages with a mileage not more than 39 miles. The entire route will be within the confines of Bishops court Racing Circuit. An approved sketch will define special stage routes. These stages will be timed to an accuracy of less than one minute in accordance with R 2.7.2. The stage will take the form of 100% sealed surface.

USE OF YELLOW FLAG As per MSA regulation R 24.4.5, YELLOW FLAGS will be located at all radio points and will only be displayed on the specific instruction of the Clerk of Course or Stage Commander. Yellow flags will only be used when there is a possibility of non-competing vehicles and rescue services moving on a stage AHEAD of competing cars. On display of this flag you **MUST STOP IMMEDIATELY!** A marshal will then direct you to the service area. Times for a special stage stopped because of the yellow flag will be disregarded.

The use of tyre heating devices is prohibited.

Competition numbers will be supplied by the organisers. Space must be made available for the event sponsors decals, which must be displayed. Cars not displaying event sponsors decals will be excluded.

- 9 Classes** The event will be divided into the following classes: -
- Class 1** - Group N cars up to and including 2000cc (see SR 9(5) for definition).
 - Class 2** - Group N cars over 2000cc (see SR 9(5) for definition).
 - Class 3** - Cars up to and including 1450cc and cars from 1451cc up to and including 1650cc not having more than 2 valves per cylinder 2 wheel drive only
 - Class 4** - Cars from 1451cc up to and including 1650cc having more than 2 valves per cylinder - 2 wheel drive only including R2 cars (VR2C)
 - Class 5** - Cars from 1651cc up to and including 2100cc having not more than 2 valves per cylinder - 2 wheel drive only
 - Class 6** - Cars from 1651cc up to and including 2100cc having more than 2 valves per cylinder - 2 wheel drive only, including R3 cars (VR3C)
 - Class 7** - Cars over 2100cc – 2 wheel drive only.
 - Class 8** - Any 4 wheel drive car not classified in Classes 9 or 10.
 - Class 9** - S2000 rally 1.6T engine with a 30mm restrictor, S2000 - Rally 2.0 atmospheric, Group R5 (VR5) and Group R4 (VR4) and all current And previously homologated WRC Cars.
 - Class 10** - Historic rally cars registered before 31/12/90 (MSA Cat 1, 2, 3, 4a and 4b Ref: R49 - 2018 MSA Blue book.) and historic rally cars complying with FIA Appendix K (Ref: R49.4 of 2018 MSA Blue book.) (see article 5.14 NIRC Regulations 2018)

ANICC JUNIOR 1000 RALLY CHALLENGE IRELAND

- Class J** - All Junior 1000 Rally Challenge Cars as per Challenge Regulations. (Copy of the championship regulations may be downloaded)

The onus is on the competitor to enter the correct class.

- 9.1** All cars must comply with the current MSA vehicle regulations (including the requirement for all vehicles to produce a logbook) appropriate to the individual event entered.
- 9.2** Competitors are reminded of requirements under 2018 MSA Yearbook - Competitors: Vehicles; Regulation J5.13.7 where all cars must be equipped with the facility to enable a fuel sample to be taken.
- 9.3** All cars must have Mud Flaps fitted behind each wheel. The mud flap material must be flexible with a minimum thickness of 4mm. The mud flap must extend to a minimum of 4cm either side of the tyre tread. The bottom of the mud flap must be no more than 8 cm from the ground when the car is stopped with nobody on board.
- 9.4** All competitors must carry within their vehicle a self contained Spill Kit capable of effectively absorbing minor spillages of up to 1.5 litres of all vehicle fluids – oils, fuels, coolants, battery acid. Used Spill Kits are to be disposed of in accordance with local or National guidelines.
- 9.5** Turbo engined cars, class determined by capacity x 1.7; Rotary engined cars, class determined by capacity x 1.7.
- 9.6** Vehicle Regulations for Classes 1 & 2. (Note: ALL competitors take note of Art. 5.14 NIRC Regulations).
 - 9.6.1** Cars eligible for Classes 1 & 2 are those, which are, or have at any time been, homologated in Group N as defined in FIA Appendix J, also any series production car that is, or has been, available for general sale in Northern Ireland.
 - 9.6.2** The standard specification of any model shall be determined by FIA Homologation papers in the case of current and former Group N cars, and by manufacturers, or other, workshop manuals in the case of all other cars.
 - 9.6.3** In all cases the degree of modification from standard shall be as provided for under FIA 2018 regulations for Group N.
 - 9.6.4** The onus of proving eligibility for Classes 1 & 2 rests solely with the competitor.

10 Log book, Motor tax & MOT All cars must produce an MSA or MSI log book. All Northern Ireland and UK registered cars must also produce a valid MOT certificate if applicable. Republic of Ireland registered cars must produce a valid NCT certificate if applicable. Log books cannot be issued at the event and it is competitor's responsibility to obtain same prior to the event.

11 Awards will be presented as follows: -

1 st Overall - Two Awards	1 st Overall Junior - Two Awards
2 nd Overall - Two Awards	2 nd Overall Junior - Two Awards
3 rd Overall - Two Awards	3 rd Overall Junior - Two Awards
1st in Class - Two Awards	
2 nd in class - Two Awards	
3 rd in Class - Two Awards	

Awards not collected at the prizegiving will be forfeited.
(The 1st three overall forfeit class awards)
Additional awards may be presented at the organiser's discretion.

12 Maximum/Minimum Entry. The maximum entry for the meeting is 120. The minimum is 70. The minimum entry for each class is 5. Should any of the minimum figures not be reached the organisers have the right to cancel the meeting D29 or amalgamate classes as required.

13 Entry Fees.

- | | | |
|------------------------------|---|---|
| . Entry list opens. | - | On receipt of these regulations. |
| . Entry list closes. | - | Saturday 3 rd March 2018 |
| . Standard entry fee. | - | £240.00 up to Saturday 24 th February 2018 |
| . Late entry fee. | - | £260.00 up to Saturday 3 rd March 2018 |
| | | |
| . Standard entry fee Juniors | - | £240.00 up to Saturday 24 th February 2018 |
| . Late entry fee Juniors | - | £260.00 up to Saturday 3 rd March 2018 |

. **Entries** Entries and entry fees for the event should be competed and submitted online at **enter.rallyscore.net**, the submitted entry must include full payment of entry fees etc. Entries will not be confirmed as accepted until full payment for the event has been received. The organisers reserve the right to refuse any entry. Refusal of an entry will be notified via email.

If you wish to register for the McGrady Insurance MSA ANICC Northern Ireland Rally Championship this can also be done separately on RallyScore. There is no fee to register.

. **Refund Policy** Entries withdrawn in writing and received by the organisers, before 3rd March 2018, will be refunded in full less £10.00 to cover administration costs. Entry fees for entries withdrawn after this date will **not** be refunded. **No written notification to Secretary of Event, no refund.**

. **Seeding** will be based on results filled in on entry form. If you don't fill in the form we will presume you are a beginner. The order of starting will be at the organiser's discretion. Once the entry list has been published no discussion regarding it will be entered in to. Any competitor found falsifying their results will be reported to the MSA. Entries will be accepted on a first come first served basis up to the first one hundred entries. The following twenty cars will be selected at the clubs discretion from the remaining entries.

Competitors will be contacted by email upon the acceptance of their entry.

All the closing dates listed above are the date of receipt and not date of posting.

14 Priority places.

If more than 120 entries are received then D 14 will apply and a reserve list of up to 30 potential competitors may be assembled as per D 15

15 Secretary of the Meeting

DAVID MEEKE

Telephone Enquiries to 07884 386025

Enquires only between 8.00am and 10.00pm weekdays, 1.00pm and 6.00pm weekends

16 Other senior officials: -

MSA Steward	-	TBA
Club Stewards	-	Gary McDonald / John Erwin
Clerk of the Course	-	Paul Conlon
Deputy Clerk of the Course	-	Gerry Faloona
Chief Scrutineer	-	Paddy Haveron
Environmental Scrutineer	-	TBA
Chief Timekeeper	-	Declan McAleer
Chief Medical Officer	-	Eamon Ferguson
Event Safety Officer	-	Gavin Campbell
Competitor Liaison Officer	-	Ian Porter
Results	-	Patrick McCollum
Chief Marshal	-	Harry Coulter
Chief Rescue	-	Philp Bryans
Spectator Safety Officer	-	Gavin Campbell
Judges of Fact	-	List to be posted on the official notice board.

17 Provisional Results will be published as soon as possible after the event. Queries must be made with the Competitor Liaison Officer (CLO) up to and no later than 30 minutes after the posting of provisional results. Stage times will be posted on the official notice board during the event at regular intervals. Please note these times will be for information only.

All protests must be made through the CLO and must be in accordance with C 5.1 – 6.6. Competitors may apply to the Secretary of the Meeting for permission to remove their vehicle from final Parc Ferme before the declaration of final results on the understanding that they forfeit their right to defend any protest or irregularity regarding the eligibility of the crew in question.

18 Competitors will be supplied with a Road Book/Time Cards at signing on or at the Event Documentation.

19 Modified MSA Regulations

All other SSR's of the MSA apply as written except for the following which are modified: Servicing may only be carried out in specific area as indicated in the final instructions and Competitors Road Book. In the event of a tie a competitor who has a greater number of faster times will be the winner, failing which the fastest time on the last stage and so on until a result can be obtained.

20 Penalties

Jump Start - **ONE** MINUTE. Timing will be Electronic Beam Timing, timed to less than 1 second. On the GO command a flag or other signal will be used to start the competing car. Then and only then can a competitor enter the stage. *All penalties will be applied at the end of the event but the organisers will endeavour to inform the affected crew as soon as possible.*

20.1 Competitors are reminded of the following:

Named Judges of Fact will be appointed to observe facts in accordance with R 8.1 and named driving standards observers will be appointed to observe facts in accordance with R 8.1. These names will appear in Final Instructions.

20.2 The Damage Declaration form must be completed whether a finisher or not and must be received by the Secretary of the Meeting within 72 hours of the finish of the event.

20.3 Maximum Speed Limit in the Service area is 10 MPH.

21 Special Stages & road sections

21.1 Achieving a time which is less than the minimum time stated on the time card - MINIMUM TIME FOR STAGE.

21.2 Achieving a time which is greater than the maximum time stated on the time card - MAXIMUM TIME FOR STAGE plus 10 seconds penalty per minute over the stage maximum.

21.3 Achieving a time which is between 1 and 2 above - ACTUAL TIME IN MINUTES, SECONDS (AND TENTHS OF A SECOND).

21.4 Failure to attempt a special stage = Exclusion.

21.5 Failure to follow specified stage route = MAXIMUM TIME FOR STAGE.

21.6 Failure to start a special stage when instructed = 10 MINUTES.

21.7 Any competitor or any person acting on behalf of a competitor found on any stage, after the publication of the regulations, until the finish of the event will be excluded. The person or persons will be reported to the MSA/MSI for possible further penalties. This excludes any period of recce allowed by the organisers.

21.8 Reporting at any Control after due time = 10 SECONDS PER MINUTE.

21.9 Reporting at any Control before due time = 20 SECONDS PER MINUTE.

21.10 Not reporting at a Control = EXCLUSION.

21.11 Wrong approach or departure at a Control = 10 MINUTES.

21.12 Servicing outside designated service area(s) = EXCLUSION.

21.13 Reporting at a Control, 5 or more minutes after due time = EXCLUSION.

21.14 Absence of a recorded time on a time card = EXCLUSION.

21.15 Failure by a crewmember to fasten their Crash Helmets properly = EXCLUSION.

21.16 Failure to produce or surrender any Time Cards on request = EXCLUSION.

21.17 Misconduct by any member of a service crew or competing car = EXCLUSION.

21.18 Making a false start on a stage - ONE MINUTE.

- 21.19** Breach of Regulation – R5.4, R15.1.2, R15.1.4 or R25.= EXCLUSION.
- 21.20** Breach of statutory requirement concerning the driving of a motor vehicle = EXCLUSION.
- 21.21** Receiving assistance contrary to R38.1.1 – R39.3.3 = EXCLUSION.
- 21.22** Failure to report at a specified day for scrutiny = EXCLUSION.
- 21.23** Failure to attend Driver’s Briefing – A random roll call of drivers and co - drivers may take place – 5 MINUTES.
- 21.24** Not complying with a requirement of the road book – 10 MINUTES.
- 21.25** Excessive speed or conduct likely to bring motor sport into disrepute – 1st offence - 10 minutes – 2nd offence - EXCLUSION.
- 21.26** Excessive noise in breach of MSA limits = EXCLUSION.
- 21.27** Refuelling a competing vehicle in breach of the event regulations = EXCLUSION.
- 21.28** Use of tyre heating devices – Penalties for breach of this regulation are left to the discretion of the Clerk of the Course which may go as far as exclusion
- 21.29** - Not obeying the instructions of an official – 5 Minutes
- 21.30** – Refuelling without the permission of the Clerk of the Course – 5 Minutes

A copy of the Supplementary and any other relevant regulations will be posted on the Official Notice Board.

22 Recorded start and finish times will be issued to the competitor. Competitors must ensure that their competition number is entered on each card before it is handed to an event official. Failure to do so may result in a competitor being classified as a non-finisher.

23 Stage Starts will be done by means of a flag or other type of signal. After the signal the competitor will accelerate into the stage. All special stages have a flying finish. After crossing the finishing line the competitor will stop at the timekeepers control and have his or her time recorded. The onus is on the competitor to ensure that the officials mark the time card clearly and correctly. Instructions on how to use the beam timing system will be provided in Final Instructions 1.

24 Scrutiny and Signing on. Before being issued with the necessary documents to enable you to start the rally the following points should be noted.

- 1 That both driver and navigator are in possession of a Rally National B Stage MSA or equivalent MSI licence. Junior 1000 competitors as per Challenge Regulations.
- 2 That a red reflective triangle and MSA Approved SOS/OK Board is carried in the competing car.
- 3 Competitors are reminded that MSA Vehicle Technical Requirements for a special stage rally are mandatory.
- 4 Both crew members must provide a mobile phone number on which they can be contacted during the rally weekend. This will only be used by the organisers for information and accountability purposes.

25 Reconnaissance/Safety notes Safety notes are **NOT** permitted on this event. The organisers will appoint Judges of Fact whose duties may include carrying out searches for notes. Only the organisers map may be used. Competitors will only be permitted to examine the stages between 06.30hrs and 08.30hrs on Saturday 10th March 2018 on foot or bicycle. NO motorised forms of transport permitted. Any competitor who has been authorised by the Clerk of Course to work on a special stage will be exempt from exclusion.

26 Service/Service Area The service area will be located in the paddock area of Bishopscourt Racing Circuit. Competitors will only be allowed one service vehicle per competing car.

These vehicles will be identified by service plates which will be supplied by the organisers. All service vehicles must be in service park no later than 08.00hrs on the morning of the event. All competing cars must have a ground sheet for use in service park. If you do not adhere to this, you will not be allowed to service. The speed limit while in the service park is 10 MPH. Any competitors or member of a service crew belonging to a competitor, who is deemed to be in excess of the speed limit, or deemed to have committed an act of careless driving, or damages the surface or surroundings of the service area will be excluded. Mopeds or any motorised scooters etc will not be allowed in the service park. **ON ORDER OF THE VENUE OWNERS DOGS WILL NOT BE ALLOWED INTO THE CIRCUIT AND WILL BE REFUSED ENTRY AT THE GATE.**

Any competitors wishing to bring motorhomes/hospitality units etc into the service area must inform the Secretary of the Meeting. These vehicles will not be admitted without prior consultation with the Secretary of the Meeting before 3rd March 2018.

NO PERSON WILL BE PERMITTED TO USE ANY FORM OF MOTORISED OR PEDAL TRANSPORT IN OR AROUND THE SERVICE AREA AFTER 09.00HRS - THIS PARTICULAR APPLIES TO CHILDREN.

If any person ignoring this instruction is connected to a competitor he/she will BE EXCLUDED.

THIS IS FOR EVERYBODYS SAFETY AND WILL BE ENFORCED.

27 Interpretation of regulations It is not the duty of any marshal to interpret regulations or any written instructions to a competitor or to explain the meaning and/or effect thereof. It is the responsibility of the competitor to read and understand the regulations and other written instructions. When an entry has been received by the organisers it is understood that all competitors have read and understood these supplementary regulations.

28 Abuse of Officials ANY COMPETITOR OR TEAM MEMBER WHO ABUSES (VERBALLY OR OTHERWISE) A MARSHAL OR OFFICIAL WILL BE EXCLUDED FROM THE EVENT AND REPORTED TO THE MSA. (A 10.2)

29 All reference numbers relate to the 2018 MSA Competitors Year Book.

30 Organisers liability The Organisers decline liability in any accident caused by or to competitors, drivers and competing cars during the whole of the event. The Organisers also decline any liability for breach of the laws and regulations of Northern Ireland and the Republic of Ireland covered by the itinerary. Competitors shall be held responsible for any accident or breach of laws in which they may be involved and shall declare to the organiser's particulars of any incident from which liability may arise and shall have no claim against the Organisers arising out of any action of the Organisers, their servants or officials, during the course of the rally.

31 Sponsor advertising Competitors must provide a space of 12" x 6" on each side of the two front doors of the competing car for additional sponsor advertising.

32 NOISE RESTRICTIONS Due to Planning Permission at Bishops court Racing Circuit, the owners and management of the circuit require us the organisers to keep noise levels to an absolute minimum up until 09.00hrs. Therefore all unloading of competing cars will take place in the service area, with the minimum amount of noise. When competing cars have been unloaded from trailers, service vehicles will be required to take trailers to the trailer park which is located in the service area. Any excessive noise from competition vehicles, service vehicles or otherwise before 09.00hrs will be a breach of planning regulations and could seriously jeopardise this excellent venue for further use for everybody. We the organisers would ask that all competitors and service crews take this into consideration.

Further details will be in the Final Instructions.

33 REFUELLING There will be **NO REFUELLING PERMITTED** during the event for safety reasons, unless in extreme circumstances and only with the prior approval of the Clerk of the Course. Any request should be referred to the CLO and if granted a segregated refuel area will be provided and is the only area that may be used for refuelling. As the total event is less than 40 miles, there is no reason why 1 tank of fuel will not suffice. **YOU MUST ARRIVE WITH THE FUEL ALREADY IN THE CAR,** otherwise SR 21.30 will apply.

34 Rules for accredited media using drones: The accreditation conditions state: 'The holder of an MSA Media Pass or Tabard will not use advanced technology, such as drones, without the specific prior written authorisation of both the MSA and the event organiser.' Only commercial use by an operator who is both an MSA Accredited Media and who is approved by the CAA can be considered for possible inclusion. All other use of drones is prohibited.

35 Accommodation Accommodation information is available from the Bishops court Racing circuit web page. www.bishopscourt.org

