



DRUIDALE MOTOR CLUB SUMMER STAGES 2018 REGULATIONS

Photo Supplied By Will Brown

INTRODUCTION

Summer Stages Rally 2018 - Saturday 4th Aug, 2018

Welcome to the Druidale Motor Club Summer Stages Rally 2018.

We're back for more! Following on from the success of the Summer Stages 2017 we're back for another go!

This year's event will be made up entirely of plantation tracks. With approximately 25 stage miles.

Our thanks also go to all the competitors, those who travel to the island and our local competitors, and to all the officials who assist in putting the event on. If you know of anyone who would like to assist in any way, then please contact the club.

We look forward to seeing everyone at this event which we hope will provide an excellent part to the Isle of Man Championship. Enjoy!

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1. ANNOUNCEMENT

Druidale Motor Club Ltd will organise a National “B” Permit Special Stage Rally on

Saturday 4th August, 2018 and will be known as the Summer Stages Rally.

The event is a qualifying round of the: Motor-Mall (IOM) Manx Rally Championship.

Type of road surface: Gravel/Dirt.

2: JURISDICTION

The event will be held under:

The 2018 General Regulations of the Royal Automobile Club Motor Sports Association Limited (MSA) incorporating the provisions of the International Sporting Code of the FIA. Regulations issued by various Championships, Series and Challenges of which this event forms part.

These Supplementary Regulations.

Any written instructions the promoter may issue for the event.

3: AUTHORISATION

MSA Permit Number - TBA

Motor-Mall (IOM) Manx Rally Championship - TBC

4: ELIGIBILITY

The event is open to competitors (whether Entrant, Driver or Co-Driver) holding a valid National “B” or higher grade license issued by the Motor Sports Association Limited, or a license of equivalent grade issued by another ASN and bearing the EU Flag. Such competitors will be subject to MSA Regulations whilst taking part in the event.

Note MSA GR H.26.2.1. Competitors must be either:

- Fully elected members of the organising club or,
- Fully elected members of any Club in the ANNCC.
- Competitors are reminded of the MSA’s requirements for entrants’ licenses as laid down on the License Declaration Form and in the 2018 MSA Yearbook.

5: FORMAT

The program of the meeting will be:

Publication of the Regulations - 14th June 2018

Entries Open on publication of these regulations.

Minimum Number of Entries is 20, if over 20 **fully paid** entries are received the entry fee may be reduced.

Entries Close - **Saturday 7th July**

Scrutineering and Documentation will take place at Motor Mall, Cooil Road, Braddan from 18:00 hrs on **Friday 3rd August**.

Final Instructions will be issued at Documentation.

6: CLASSES

- Class A: 2WD up to and including 1400cc
- Class B: 2WD over 1400cc, up to and including 1600cc
- Class C: 2WD over 1600cc, up to and including 2000cc
- Class D: 2WD over 2000cc, up to and including 3000cc
- Class E: 2WD over 3000 cc and ALL 4WD
- Historic and Post Historic

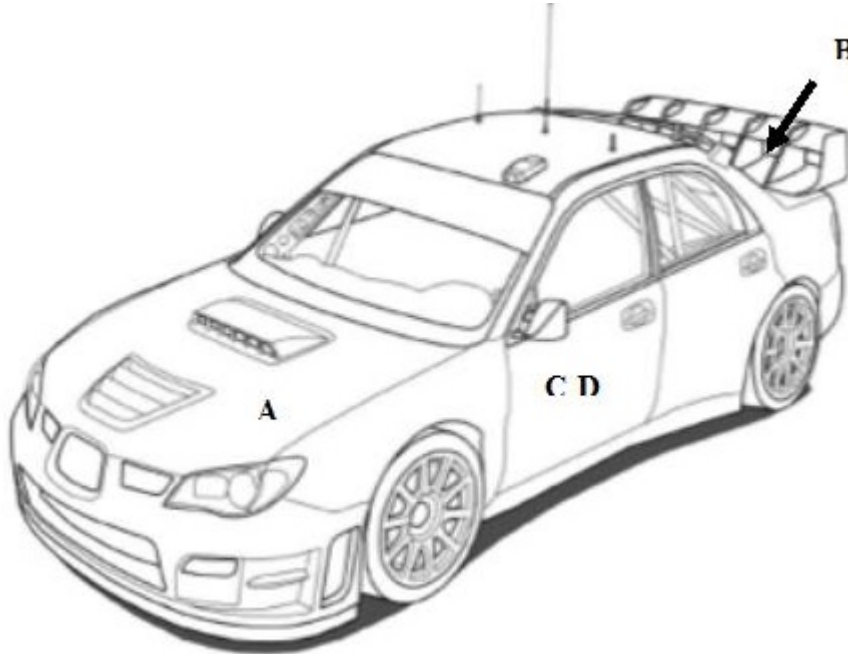
Capacity class includes forced induction coefficient (turbo coefficient 1.7)

Should any class have less than 5 entries the organisers reserve the right to amalgamate two or more classes or reduce the awards list as deemed appropriate.

Championships – were classes in various championships differ from those for the event, the relevant coordinator will be responsible for the allocation of points.

7: IDENTIFICATION

Competitors must make available to the organisers of the event and promoters of the championships, specific areas (H29) on the vehicle as shown on the diagram (below):



A Rally Front Plate (on bonnet)*

B Rally Rear Plate (on rear window)*

C Competition Numbers, 250mm(min) high on a white background (both sides)*

D Event Panel, 500mm x 150mm (both sides)*

Competitors will be provided with all rally plates and numbers, which must not be cut or mutilated. This includes rally plates to be affixed to the front and rear of the car and high visibility numbers, to be affixed on the inside of both rear side windows.

Competitors may be requested, but will not be obliged to carry further advertisements in

areas other than those specified above.

Competitors who do not provide the space required as stated above will be either REFUSED A START or EXCLUDED from the results as appropriate to the case.

8.ENTRIES

Entry fees for the event are as follows:

The organisers require a minimum of 20 entries by 20:00 on the 7th July 2018 in order to proceed with preparing the event. If 20 entries are not received by this time the event may be cancelled and any entries taken up to that point will be refunded.

The full entry fee is **£275.00**

Entries close finally at **20:00 on the 7th July 2018**. If at that point 20+ fully paid entries have been received competitors may receive a discount, paid on or after the day of the rally at the organiser's discretion.

Travel packages can be put together by Isle of Man Event Service Ltd, please contact info@iomevents.com

Entrants are required to indicate on their Entry Form their eligibility for the various Awards and Championships.

The order of starting will be at the organisers' discretion but, to assist seeding entrants should provide previous results on the entry form. **The organisers are minded to consider seeding in the order entries are received. Get your entry in quick!**

Once the entry list has been published, no communication will be entered into regarding it.

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

N.B Failure to honor payment to the organisers will render the entry null and void and the MSA will be informed. Your entry isn't accepted or counted to the total required until the organisers are in receipt of the full payment.

The maximum number of entries for the event is 35 plus reserves, to be run at the discretion of the Clerk of the Course. The organisers reserve the right to cancel the event if less than 20 entries are received by the closing date. If the number of entries reaches maximum, the first 35 entries will be taken based upon these who have submitted and fully paid their entry.

Entries can be made by contacting the entry secretary; Rosalie Beaumont.

All entries must be made on an official Entry Form, accompanied by the full entry fee.

Cheque entry fees should be sent to:

Rosalie Beaumont at Hyfrydle, The Eairy, Foxdale, IM4 3HU

In the event of the rally being abandoned or postponed, entrants will have their entry refunded less an administration charge of £50.00 (H31.1.2 (a)).

This does not apply to any travel or accommodation costs, which are subject to a separate contract with the carrier/ agent.

Withdrawn entries must be advised in writing by post or email to the entries secretary at

Hyfrydle, The Eairy, Foxdale, IM4 3HU

The date of withdrawal will be the date of receipt by the organisers. In the event of cancellation by the organisers, entry fees will be refunded but may be less administration fees.

9: OFFICIALS

MSA Steward – TBA
MSA Safety Delegate – TBA
Clerk of the Course – TBC
Assistant Clerk of the Course – Richard Beaumont
Secretary of the Meeting – Jess Quirk
Chief Marshal – Mark Ellison
Chief Medical Officer - TBC
Event Safety Officer – Chris Heyes
Spectator Safety Officer – Kris Killip
Chief Scrutineer – Dave Kennish
Environmental Scrutineer – TBC
Chief Timekeeper – Mark Wrigley
Timekeeper liaison officer – Alison Monnier
Communications Controller – Carola James
Results – Andrew Holmes
Clerk of Works – Colin Whitelegg & Kevin Goldsmith
Club Stewards – Glenn Leece and John Tarrant

10: RESULTS

Provisional Results will be published within two hours of the finish of the event, on the Official Notice Board in the Rally Office at TBC. Protests must be made in

accordance with C5 and Appeals in accordance with C6 and C7.

Competitors shall ensure that they and their cars are available for inspection, should a protest be submitted in accordance with the GCR's of the MSA. If the protested vehicle is not available for inspection the competitor may be penalised as under the MSA GCR's.

11. ROUTE / ROAD BOOK

The event will contain approximately 25 miles of NON-TARMAC, joined by public highway road sections. Cars will start at one-minute intervals, but with MSA approval will start certain stages at thirty-second intervals if required. The route will be defined by six-figure national grid references and by a tulip road book.

Full details of the Route and Special Stages will be given in the Road Book issued to Competitors. This document will contain all the necessary information to comply with R2.3.2 & 2.3.3

The route will be contained on Ordnance Survey 1:50,000 Landranger Series, map number 95. The route will be consisting of 25 non- tarmac stage miles in plantations.

12. SCRUTINEERING, DOCUMENTATION AND SIGN ON

Scrutineering and Documentation will take place at Motor Mall, Cooil Road, Braddan from 18:00hrs and no later than 20:00hrs on Friday 3rd August.

At scrutineering cars will be examined for compliance with the 2018 MSA Tyre Technical and Safety Regulations as well as for class eligibility. Each driver and co-driver will be assumed to have full knowledge of the car and it's eligibility for the class entered.

Cars must be presented in the same condition as they intend to compete.

Validated MSA Rally Special Stage Vehicle Log Books 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.

A valid MOT Test Certificate must be produced at scrutineering for any car required to have such a certificate. Failure to produce this document will lead to a Refused Start. At the discretion of the Eligibility Scrutineer and the Clerk of the Course certain competitors' vehicles will be selected for Post Event Scrutiny. Failure to present the vehicle at the nominated place and at the time designated will be a breach of MSA GCR's.

No studs or chains are permitted.

All cars must be taxed and insured for Public Highway.

Competitors Tyres will conform to (L3.) and relevant sections of the Isle of Man Highways Act.

Noise: The organisers will appoint Judges of Fact to adjudicate on any Instantaneous factual occurrence of any other abnormal sound levels. They will report their findings to the Chief Scrutineer who will advise the Clerk of the Course who may then apply penalties if appropriate. Competitors should also be aware of R24.7 – 24.11.1.

Any crew requiring their turbo sealed must pre arrange a time with the Chief Scrutineer as this cannot be done during scrutineering. If turbo sealing is required then please notify the Entries Secretary with your entry. Please note a charge may be applicable at the discretion of the Chief Scrutineer.

Competitors are reminded that all competition vehicles and service vehicles must carry a medium spill kit as per MSA GCR J5.20.13.

13. DAMAGE DECLARATION/ RESTARTS

Competitors will be required to complete and sign a report confirming that they have not been involved in any incident resulting in damage to private property or injury to persons or animals or alternatively give details of any such incident where damage or injury has occurred (R40.1.3). Information given will not incur a penalty, but failure to disclose details of any such incident, or failure to hand in a duly completed form will be penalised in accordance with R32.2 Appendix 1, chart 32.2 and may be reported to the MSA for disciplinary action.

A crew that retires before MC2 may restart the rally at MC3 subject to being re-scrutineered. This must be arranged with the Chief Scrutineer or Competitor Liaison Officer. Both crew and the vehicle must be as the original entry. The crew will be responsible for arranging the scrutineering of their car prior to re-starting.

Re-starting crews will be reseeded as per performance at the discretion of the Clerk of the Course.

14:DRIVING STANDARDS/OBSERVERS/ JUDGES OF FACT

DRIVING STANDARDS: Competitors reported to the Clerk of the Course or driving in an erratic manner prior to entering a Special Stage from open roads (e.g. tyre warming/scrubbing) will be penalised in accordance with (R32.2 Penalties (I)) and may be reported to the Police for further action.

Named Judges of Fact, appointed by the organisers, will be on duty throughout the event to observe and report on any competitor considered to be in contravention of R24.7

The Chief Scrutineer appointed for the event is a Judge of Fact in respect of Vehicle Eligibility.

All start officials on a special stage are appointed Judge of Fact for false starts.

The organisers will appoint Driving Standards Observers in accordance with G11 and R24.8-R24.9.1.

Any notified offence by a competitor or the service crew which involves speeding, reckless driving or failing to observe road signs will automatically be considered as possible contravention (any proceeding or act prejudicial to the interests of the Motor Sports Council or of Motorsport generally). The competitor concerned is liable to be penalised in accordance with R32.2(k), R32.2(i) and C2 and be called before the MSA Disciplinary Tribunal.

For an offence by the competitors' service crew, the competitor will be penalised in accordance with R38.3.1

Competitors who do not report at the finish of the even are required to forward the report to the Rally Secretary within 72 hours of the finish of the event (R40.1.4). Competitors who fail to comply may be penalised by a fine of up to £100. If they have been involved in an accident details must be given to the organisers the same day.

Sound Control: The organisers will appoint Judges of Fact and/or Driving Standard Observers, one of whom will be the MSA Environmental Inspector, to report on sound levels. Excessive sound will include instantaneous occurrences of noise such as that produced by backfiring caused by anti-lag systems. The penalty for excessive sound may go as far as exclusion.

Modified road junctions/chicanes: The officials at these junctions are appointed to be Judges of Fact for competitors to take the correct route

15. CONTROLS AND TIMING

Timing of the event will use Target Timing Regulations, using digital clocks operated by Officials under the control of a Regional Approved Timekeeper.

All clocks will be set to Greenwich Mean Time.

All controls will open 15 minutes before the Due Time of Car '0' and close 15 minutes after the Due Time of the last competitor still running (R30.1), having taken into account any delays.

Timing Controls: All controls other than Passage Controls (PC's) will be Timing Controls.

In the event of unforeseen circumstances arising affecting the Event, the organisers are seeking approval from the Motor Sports Association Ltd to use (30) thirty-second interval starts. This will only be implemented in an emergency situation to prevent the cancellation of a "Special Stage".

16: RECONNAISSANCE/ PACE NOTES

Pace Notes/Subjective Route Notes are allowed on this event but these will not be supplied by the organisers, however, competitors are permitted to make and use their own.

In all instances, competitors are advised to carry out their own reconnaissance **on foot** and are advised that the organisers accept NO liability or responsibility in the use of the Subjective

Route Notes provided by any third party. **PRACTICING IS STRICTLY FORBIDDEN**

17: SERVICING

Servicing is defined as in R38.

Servicing for the event will take place at TBA, servicing can only take place in this area. The organisers may set up auxiliary service areas if deemed necessary, as well as other

service areas along the route at their discretion. Organised assistance anywhere other than in a Permitted areas identified above is forbidden.

Competitors may work unassisted on their own cars using equipment carried in the car in 'No Service Areas' except: -

- a) Within 100 meters of any Control,
- b) Between the Special Stage Arrival and the Special Stage Start Controls,
- c) In any Parc Fermé.

The only work permitted in these areas is to carry out the following work unassisted:

- a. Clean lamp glasses, windscreen, windows, identification markings and vehicle registration numbers.

Service crews are subject to the same regulations as competitors regarding noise, bad driving manners, etc. Officials and Marshals have been instructed to note any infringement of these rules.

Competitors are responsible for ensuring that their service crews understand and comply with these regulations.

In any area where service is not permitted, the presence of a service vehicle, or any vehicle from which equipment or parts are supplied or obtained, or the setting up, or the collection or the use of equipment previously deposited, will be considered servicing.

A competitor receiving assistance contrary to these SR's will be penalised in accordance with R32.3 Appendix 1, Chart 32.2 (n).

When being worked upon in the service area, an oil and fuel resistant ground sheet MUST be placed under the competition vehicle. Failure to comply may be penalised in accordance with R32.2 Appendix 1, Chart 32.2 (cc).

18: PENALTIES

Competitors will start with zero time penalties. The results will be established by adding together the times taken during the Special Stages and the time penalties incurred on the road sections together with all other penalties expressed in time. The competitor with the lowest total will be the winner and so on.

Competitors will start with 15 minutes penalty free lateness.

If there is a tie the competitor who accomplished the best time for the first special stage will be proclaimed the winner. If this is not sufficient to be able to decide between the tired competitors, the time times of the second, third, fourth, etc, special stages will be taken into consideration.

Penalty Free Lateness is 15 minutes.

1. a) It is at the discretion of an Environmental Scrutineer, a Judge of Fact, a Driving Standards Observer or the Organisers whether a car which causes excessive sound is REFUSED A START/REFUSED PERMISSION TO PROCEED/OR EXCLUDED at any time (R4.1-R4.1.7).
- b) A Driving Standards Observer's Report, which results in the imposition of a penalty for excessive speed or bringing the sport into disrepute, shall also be reported to the Stewards of the Meetings (R32.2 Penalties (I)).

Competitors are reminded of R24.5 for details of computation of penalties in the event that the normal running of a stage being stopped. Should any special stage be cancelled during the event, or deleted 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 the Stage Maximum Time and will in every other respect be treated as a Road Section.

Causing an obstruction on an access road to or from a Special Stage will be penalised by EXCLUSION from the results.

Failure to attend Post Event Scrutiny within the time limit specified for those competitors selected will result in EXCLUSION from the results.

No open fires or barbecues will be permitted in the service area.

19. AWARDS

General Classification (1st, 2nd & 3rd Overall):

1st Overall	Award to Driver and Co Driver
2nd Overall	Award to Driver and Co Driver
3rd Overall	Award to Driver and Co Driver

Class Awards*

1st in class	Award to Driver and Co Driver
2nd in class	Award to Driver and Co Driver
3rd in class	Award to Driver and Co Driver

Best Mixed Crew
Newcomers Award
Novice Award

Spirit of the Rally - Chosen by a committee consisting of the Clerk of the Course, Deputy Clerk of the Course(s), Chief Marshal; presented to a person (whether a competitor or not)

whose outstanding efforts or achievements are deemed to merit some recognition.

Should any class have less than 5 entries the organisers reserve the right to amalgamate two or more classes or reduce the awards list as deemed appropriate, this will be advised in the Final Instructions.

20.FUEL

The organisers will provide a re-fuel zone. This will comprise of an area for “own fuel supply”. Competitors may either use fuel supplied from an official supplier operating from the re-fuel zone or their own fuel from the re-fuel zone, or from filling stations on the rally route. The location of the re-fuel zone will be shown on the service area maps as RZ.

Crews are responsible for keeping track of their own fuel supply and should label drums with their relevant number.

Except as detailed for the changing of a fuel tank, crews may refuel only in the designated re-fuel zone or at commercial filling stations on the rally route. Competitors are not permitted to refuel in the Service Area from cans, drums or other containers.

The responsibility for refuelling is incumbent on the competitor alone. Only two team members in addition to the crew may enter the refuelling zone for the purposes for refuelling the car. The relevant personnel must be wearing clothing which will provide adequate protection against fire.

When necessary as part of service, changing of a fuel tank or any item of the fuel circuit, emptying and/or refuelling is permitted in the designated service area provided that:

- the work is carried out under the knowledge of the organiser;
- no other work is carried out on the car while the fuel circuit is open and/or empty and/or refilling;
- a suitable safety perimeter is established around the car; - only sufficient fuel is added to reach the next refuel zone

Any competitor found storing fuel or refuelling within the service area will be penalised as follows:

First offence – a 10-minute penalty

Second offence – exclusion

Competitors are reminded that Manx law prohibits the transport of more than 10 litres in loose storage containers without a license to do so. When refueling in the management areas a ground sheet must be placed under the vehicle.

21: INSURANCE

The Entrant/Driver are required to supply the name of his insurers on the Entry Form.

The organisers have applied to Jelf Insurance Partnership for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the scheme. All applicants wishing to use the scheme must be able to comply with all points of the Jelf Insurance Partnership

Declaration;

- A. I do not have Third Party Road Section Extension on my current Motor Insurance
- B. I am aged 20 years or over.
- C. I have no more than 1 fault claim in the last 3 years.
- D. I have no more the maximum of 6 conviction points on my UK Driving Licence.
- E. I have the appropriate competition/club membership licence as well as a UK/EU driving licence and if my licence is provisional I will be supervised by an adult over 25 with a full licence.
- F. I have no physical or mental disabilities.
- G. I have no other material facts to disclose
- H. Anyone aged less than 20 years will also be accepted at the same price should their co-driver be a more senior member of their family or over 25.

If you comply with all the points above no Letter of Acceptance will be required. If unable to comply with any of the above points you will be required to complete the Declaration Form (the form can be obtained by contacting the Event Secretary or Jelf Insurance Partnership) which should be forwarded either to the organisers or direct to Jelf Insurance Partnership prior to the event to allow sufficient time for a letter of acceptance to be issued.

***Jelf Insurance Partnership
Partnership House
Priory Park
East Kingston Upon Hull
HU4 7DY
Tel: +44(0)1482213215
Email: info@jelfmotorsport.com***

Competitors with their own insurance must name and address of their insurance company together with their policy number on the entry form.

In the event of a claim having to be made for damage caused to third party property by a competitor, the organisers and the promoters of the event reserve the right to pass on the insurance excess under the MSA Master Policies (Currently £425.00) to the competitor(s) involved.

22. ADDITIONAL INFORMATION

Competitors are reminded that it is **STRONGLY** recommended to carry a First Aid Kit. All vehicles must carry a small spill kit complying with MSA GR J.5.20.13

Photography:

- a) "In-car" video cameras may only be fitted with the permission of the Clerk of the Course J5.20.5. Any such cameras must be installed prior to scrutineering and mounted to the satisfaction of the Scrutineers, who may refuse to carry out scrutineering or order the removal of any such camera if the necessary approval cannot be produced upon request.
- b) It is conditional that a copy of any video images or compilation video of which this event forms a part is supplied free of charge to the organisers within six months of the event by the Entrant/Competitor otherwise a fee of £250.00 may be imposed.

Crews will be required to register the telephone numbers of any mobile phones they will have with them during the event, at documentation. These must be switched on throughout the event in case the organisers need to contact them urgently.

23. PROVISION OF MARSHAL, TIMEKEEPER OR RADIO OPERATOR

Each competing crew who submit an entry shall be required to provide as least one marshal, timekeeper or radio operator (hereinafter referred to as a "nominated official") for the duration of the event.

The same nominated official can be nominated for all legs of the event and for this purpose, the nominated official shall not be a named senior official or club steward.

Entries from crews required to provide a nominated official will not be deemed to be accepted until such time as the details required on the entry form are provided. Where a

competing crew is unable to supply a nominated official before the collection of final documentation, the competitor's entry in the event shall be withdrawn by the Event

Secretary, unless exempt with the permission of the Clerk of the Course.

Competing crews shall ensure their nominated official attends the designated Marshal and Official Signing on session as contained in these regulations. Where a nominated official is unable to attend a signing on session, the competing crew shall inform the Chief Marshal and agree alternative signing on arrangements before the collection of final documentation.

Where the nominated official fails to attend a signing on session with prior notification to the Chief Marshal and the competing crew are unable to supply an alternative nominated marshal, the competitor's entry shall be held by the Event Secretary until a nominated official is given. Failure to provide a nominated official shall result in a refused start unless exempt with the permission of the Clerk of the Course.

The nominated official will be assigned a role and duties by the Chief Marshal, Chief Timekeeper or Radio Controller, and their role will continue until the event is completed, or until their services are no longer required by the organisers, even if the crew nominating them should retire.