

SALISBURY & SHAFTESBURY CAR CLUB



THE BUSTARD RALLY 22ND JULY 2018

SUPPLEMENTARY REGULATIONS



A ROUND OF THE 2018 ASWMC TARGA ROAD RALLY CHAMPIONSHIP

WITH SUPPORT FROM DEVIZES & DISTRICT MOTOR CLUB

INTRODUCTION

Welcome to the first running of the Bustard Rally organised by Salisbury & Shaftesbury Car Club with great assistance from our friends in Devizes & District Motor Club. We are also pleased to be a round of the inaugural ASWMC Targa Road Rally Championship.

The Bustard Rally is the natural successor to the Great Bustard Endurance Rally. There will be up to 32 miles of tests and 85 road miles and we will of course be using the famous Worthy Farm, Slait Barn and the Frome Showground plus a number of other test venues all of which are of a gravel or concrete nature. Tests will be defined by tulips except for the shorter ones which will have test diagrams.

Included in the entry fee is a dinner for the driver and navigator at the finish venue.

Car zero will start at 11.30 and finish at about 16.30 with a 45 minute fuel and coffee break after some 60 miles.

In order to keep the landowners on side, cars will require safety items to include a rear roll cage and four point harnesses. Tyres of a knobbly nature will not be allowed as if too much damage is done to the venues then they will be lost. Please note the tyre requirements outlined in the SR's when entering.

Again, in order to minimise damage to the roads, we will be limiting the entry to a maximum of 50 cars.

We look forward to seeing you on the 22nd July.

The Organising Team

Supplementary Regulations

1. Announcement

Salisbury and Shaftesbury Car Club Ltd will organise the Bustard Rally in association with Devizes and District Motor Club:

- A National B status Targa Road Rally to be held on 22 July 2018
- A Clubman status Targa Road Rally open to any member of Salisbury and Shaftesbury Car Club and Devizes & District Motor Club to be held on 22 July 2018

The national B status event will be a round of the 2018 ASWMC Targa Road Rally championship.

2. Jurisdiction

The rally will be held under the General Regulations of the Motor Sport Association (incorporating the provisions of the International Sporting Code of the F.I.A) and these Supplementary Regulations and any other instructions that the organisers may issue.

3. Authorisation

M.S.A. Permit Number	National B	107252
	Clubman	107254
D.O.E. Authorisation		TBN
A.S.W.M.C. No.		58/2018

4. Eligibility – Competitors

The **National B** Event is open to:

- All members of the organising club
- All fully elected members of a motor club who are members of the ASWMC, ACSMC, WAMC and AWMMC.

All crew members must produce a valid MSA Competition Licence at signing- on.

The **Clubman's** Event is open to fully elected members of Salisbury and Shaftesbury CC (membership can be applied for with your entry form) at £5 per crew member valid until 30th September 2018 and Devizes & District Motor Club.

Only the nominated driver may drive the car on the event. Cars may not be entered twice.

5. Eligibility – cars

All cars must comply with the MSA Technical Regulations R18 (Road Rally) or R19 (Historic Road Rally) and additionally with R20.1.11 and use tyres conforming to the following;

- Tyres appearing on MSA Tyre Lists 5 & 6 will **not** be allowed nor tyres marked M&S, M+S or Mud and Snow on the sidewall except if they appear on List 4 or the list below:
- Sportway R1/R1+, Nankang Snow SV-2, Maxxis All Season, Kumho KW23, Vredestein Quatrac, General Altimax A/S, Inga Profil, Avon WT7, Firestone Winterhawk 3, Continental Winter Contact TS-850, Dunlop Winter Response 2, Dunlop SP Wintersport, Michelin X-Ice 3, Yokohama W Drive, Westlake Sport RS,/SA57/SA07/SA37, Maxsport Alaska,Sarek Miva/Alaska.

If you wish to use a tyre not conforming to the above you must email photos (at the time of entry) showing the markings on the side wall and the tread with details of the tyre to the Clerk of the Course worth.birkill@btconnect.com for validation and addition to the list. Any spare tyre carried must also comply with the above.

You must declare the type of tyre to be used on the entry form. Entries will not be accepted without this declaration and (if appropriate) agreement to tyre choice (see above) is reached with the organisers.

Waivers are available for Historic Road Rally cars (i.e. cars registered on or before 31 December 1985) in respect of number of cylinders, number of carburettor chokes or number of camshafts (see R19.5.1) Waivers must be applied for by selecting the box on the entry form.

6. Scrutineering Requirements

At scrutineering competitors will be required to present:

- A current MOT certificate if required.
- The registration document for the vehicle.

It is the competitor's responsibility to ensure the vehicle is taxed.

An SOS/OK board, warning triangle, small spill kit (J5.20.13) and groundsheet (as below) must be carried.

A first aid kit is recommended.

All cars must also comply with all of R20.1.11:

Vehicles must be fitted with rollover protection to a minimum of section K, appendix 2, Drawing 1 (rear Hoop)

Seat belts to K2.1.2 (Four point harness – this means 4 separate straps with 4 separate attachment points to the car). Sun roofs must either be fitted with safety film to J 5.20.8 or comply with Q19.14.6 (Sun roofs may be of a non-shattering solid material other than glass, or the sunroof aperture may be closed by solid material permanently fitted in place.)

Open top cars must be fitted with a hard top.

All cars must carry a groundsheet large enough to park their car upon and this must be used whenever work is carried out on the car.

Advertising is allowed up to a maximum size of one sheet of A4 on each side of the car.

Tyre eligibility will be checked at scrutineering and will be further checked during the course of the event for compliance of section 5 of the regulations. Penalty for use of tyre not previously agreed by the organisers – exclusion.

7. Entries

Entries open with the publication of these regulations and will close on Thursday 12 July 2018

Fees and method of payment:

The entry fee is £130.

Electronic entry is via the webpage www.sandsc.co

Payment is by bank transfer to:

Bank: Bank of Scotland

Account: Salisbury & Shaftesbury Car Club Ltd

Sort Code 12-05-77

Account number 00837142

Ref: Please use the driver initial & surname as the reference.

You should allow 3 working days for the fee to be received.

Entries will only be accepted once payment is confirmed and intended tyre to be used is named and, if necessary, validated.

Entries withdrawn before the closing date of 12 July 2018 will be entitled to a complete refund less £15 administration costs.

Entries withdrawn after the closing date may be refunded at the organisers' discretion.

The organisers reserve the right to postpone, abandon or cancel the event or any part of the event for any reason. In the event of cancellation or postponement for more than 24 hours, the organisers reserve the right to retain a sum not exceeding £15 per entry to cover administration costs. General regulation D29 refers.

The maximum entry is 50 cars and the minimum 35. The minimum entry per class is 5. The organisers retain the right to amalgamate classes should the minimum class requirement not be met. The organisers reserve the right to cancel the event if fewer than 35 cars are entered.

Meal tickets for the meal after the finish at the Highwayman Inn are included in the entry fee.

8. Classes

There will be 6 classes

1. Experts in cars up to 1400cc
2. Semi-experts in cars up to 1400cc
3. Novices in cars up to 1400cc
4. Experts in cars 1401cc and over
5. Semi-experts in cars 1401cc and over
6. Novices in cars 1401cc and over

The clubman event will consist of one class being designated as class 7.

The organisers reserve the right to amalgamate classes as necessary if the minimum numbers are not met.

Expert- A driver who, at the time of entry, has finished in the top the top 5 of any National B Road, Targa or Endurance Rally. Competitors who are experts in another relevant category of motor sport may also be considered experts. If you think you may fall into this category, please discuss it with the clerk of the course.

Semi- Expert – A driver who, at the time of entry, falls outside the definition of either expert or novice

Novice- A driver who, at the time of entry, has competed in no more than 5 National B rallies (Road, Endurance or Stage Rallies).

Clubman- a fully elected member of Salisbury and Shaftesbury Car Club or Devizes & District Motor Club. No MSA licence required and entered in the clubman event.

9. Scrutineering and Noise Test

Scrutineering and Noise Test will take place on Sunday 22 July 2018 between 08.00 and 10.45 near to the start venue. Full details will be given in the final instructions.

10. Documentation

Documentation will take place at the Highwayman Inn BA4 4LY map ref. 183/626419.

Documentation will be open between 08.00 and 10.30 on Sunday 22 July.

Competitors must present their completed Noise and Scrutineering Process Card, competition licences (unless in the Clubman's event) and club membership cards. Any crew who have not completed documentation by 10.30 will be deemed to be a non-starter and may forfeit their entry fee.

11. Start Order

Competitors will be seeded based on the information provided on the entry form and from information which may be found elsewhere, for example, rally and championship results.

12. Route

The entire route will take place on Landranger Map 183, but the road book will contain sufficient information to enable competitors to complete the route without the use of this map.

The route will be approximately 117 miles including approximately 32 miles of special tests.

The first car will start at 11.31 and finish at approximately 16.30

13. Navigation

Navigation for Transport sections is by a marked map provided at signing on. Navigation for the Special Tests will be by tulip road book for the longer tests and test diagrams for the shorter tests.

Diagrams of manoeuvres that are required to be carried out will be next to the respective tulip or as shown on the test diagram.

Supplementary taping and arrowing may be used but it is the responsibility of the navigator to keep on the correct route if any is missing.

14. Car Identification

The organisers will provide one self adhesive numbered rally plate which must be attached to the front of the car. In addition, two self adhesive high-visibility numbers will be provided for display on both rear side windows.

It is the competitor's responsibility to keep the numbers clean and to remove them when the event is finished or when the competitor retires from the event.

Number plates and lights must be kept clean when using the public road.

15. Awards

National B Event

1 st Overall Driver/Navigator	The Roger Chapple Cup plus 2 awards.
1st in class	An award to both driver and navigator
2 nd in Class (subject to 5 starters)	An award to both driver and navigator
3 rd in class (subject to 10 starters)	An award to both driver and navigator

The overall winners are not eligible for Class awards.

Clubman Event

As per class awards above.

Awards which are not collected at the prize presentation will not be sent on to competitors. If you have won an award but cannot attend please ask another competitor to collect the award on your behalf.

The Roger Chapple Cup is to be returned to the event secretary one month before the next Bustard Rally or after 11 months whichever is the soonest.

16. Fuel

There will be a fuel halt after approximately 60 miles.

17. Insurance

(a) Private Land

The standard MSA Third Party Insurance will cover those parts of the route that are on private land. Please note that under the event MSA Permit and Insurance there is an excess of £350 for any accidental damage caused to property on private land used on the event and the organisers reserve the right to recover an amount up to this limit from a competitor.

(b) Public Highway

Vehicles must have insurance in place which provides Third Party Liability cover that complies with the road traffic act. This can be either by extending an existing motor policy to cover the event, or, by purchasing additional cover as an adjunct to an existing policy. The event organisers RTA scheme is provided by JELF. The premium is £15.85 per car (currently under review)

The Organisers have applied to Jelf Motorsport for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the event.

The basic rate for the event before any loadings is currently £15.85 All applicants wishing to use the scheme must be able to comply with all points of the Jelf Motorsport's Declaration: -

- I do not have the Third Party Road Section extension on my current Motor Insurance.
- I am aged 20 or over.
- I have had no more than 1 fault claim in the last three years
- I have no more than a maximum of 6 conviction points or a licence ban on my UK driving licence
- I have the appropriate competition/club membership licence as well as a UK/EU driving license and if my license is provisional I will be supervised by an adult over 25.
- I have no physical or mental disabilities
- My vehicle is MOT'd, Taxed and Insured for the road
- I have no other material facts to disclose
- Anyone aged less than 20 years old 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 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 Motorsport) which should be forwarded either to the organisers or direct to Jelf Motorsport prior to the event to allow sufficient time for a letter of acceptance to be issued.

Jelf Motorsport
Partnership House
Priory Park East
Kingston Upon Hull
HU4 7DY

Tel + 44 (0) 1482 213215
Fax + 44 (0) 1482 213216
Email info@jelfmotorsport.com

18. Officials

Clerk of the Course	Worth Birkill	07823 554246 worth.birkill@btconnect.com
Secretary of the Meeting	Judy Howles	01722 502056 jhowles@hotmail.com
Deputy Clerk of the Course	Dick Appleton	
Entries Secretary	Colin Silcocks	07966 392073 (01225 769675 eve. Only) colin.silcocks@btinternet.com
Chief Marshals	Keith & Janet Edwards	01225 755077 keithandjanet1@btinternet.com
Chief Timekeeper	Mike Gray	
Results	Tony Michael	
Safety Officer	Chris Mills	

Chief Scrutineer	Pete Gill
Noise Test Official	Mike Hall
Safeguarding Officer	Judy Howles
Stewards	Paul Waterton, John Rogers , Darren Loveys.

19. Judges

All officials named in section 18 (except Stewards) plus any others named in the Final Instructions, or any that are named on the notice board at documentation.

The Judges will adjudicate as per R 8.1.1 to R8.1.8.

20. Timing

Schedule Timing will be used.

Competitors will start at one minute intervals except on some special tests.

Timing will be by clocks set to British Summer time and the official rally clock will be on display at the start.

Times will be recorded on time cards carried by competitors and these will be issued at documentation.

The route will contain 2 types of section:

- Transport Sections (non-competitive road sections)
- Special tests (on private land)

At all controls where times are recorded, marshals will record the time on the control clock on the competitor's time card in the appropriate place. Any alteration on the time card will only be accepted if it is countersigned by the marshal. It is the competitor's responsibility to ensure that the time card is correctly entered by the marshal. The event will be using Liege Timers.

Transport Section

There will be transport sections on the event with tests within them. There will be an MTC (Out) at the start of each leg and an MTC(In) at the end of each leg. Competitors will be re-grouped at the coffee halt.

Special Tests

These will be on private land at a maximum average speed of 30 M.P.H. This average speed will be used to set the minimum time for each Special Test. Each test will have start and finish controls ; code boards and passage controls. Some passage controls , for safety reasons, will be on splits and merges and will employ the lollipop 'stop and go' system.

Competitors will be required to negotiate in a forward direction a series of cones and chicanes during the special test. Competitors are required to stop astride the line at the finish and then go forward immediately to the finish marshal.

The due times shown against the TS (Test Start) are indicative only in order for competitors to know if they are running ahead or behind schedule. No delay allowance is applicable if running ahead of these indicative times.

21. Controls and Checks

Control penalties as per section 22.

All controls and checks must be visited in the order specified on the Time Cards.

All controls will open 15 minutes before the due time of car 1 and close 30 minutes after the last car is due plus any delay allowance.

Main Time Controls (MTC)

MTC (Out) will be at the start of each transport section.

MTC(In) will be at the end of each transport section.

Special Test Start (TS)

If competitors are delayed at a Special Test arrival for more than 4 minutes they may claim a delay allowance from the marshal. This must be done immediately upon arrival; the marshal will not give a time that is before that shown on their clock when the competitor arrives at the marshal. It is the competitor's responsibility to make the claim for a delay allowance.

Special Test Finish (TF)

Competitors will be timed when STOPPING ASTRIDE THE LINE. If a competitor overshoots the line there will be a penalty of 20 seconds. Competitors must NOT reverse. If a competitor reverses a penalty as 22cc below will be applied.

22. Penalties

Penalties will be as printed in the MSA Blue Book (R) Chart 13 except as amended below

a) Not reporting or reporting OTL at a Main Time Control	Exclusion
b) Not applicable	
c) Not complying with the route card including visiting a control more than once.	15 minutes
d) Not reporting at a passage check (or code board) or providing proof of visiting a passage check (or code board) .	2 minutes
e) Reporting before due time at a Main Time Control	2 minutes per minute
f) Reporting after due time at a Main Time Control (Out)	1 minute per minute
g) Reporting after due time at a Main Time Control (In)	No penalty except for being OTL
h) to j)	delete
k) to t)	As written
u) Not attempting a special test.	Special Test Maximum penalty + 5 minutes
v) Not completing a special test correctly including taking the wrong route, except for bb)	Special Test Maximum penalty
w) False start on a special test or failure to stop astride the finish line	20 seconds
x) Every second taken to complete a special test	1 second per second
y) Minimum Penalty on Special Test	Minimum Time
z) Maximum penalty on Special Test	Maximum Time
aa) Striking a cone or marker or failure to stop astride a line (other than the finish line)	10 seconds per offence
bb) Wrongly completing a designated manoeuvre or passing the wrong side of a cone or marker	20 seconds per offence
cc) Making no attempt to perform a designated manoeuvre during a special test or short cutting. Reversing at a Special Test Finish	Special Test Maximum
dd) Breach of the Technical Regulations concerning use of tyres.	Exclusion
ee) Failure to deploy a ground sheet where specified	5 minutes per offence

23. Results and Queries

Interim results may be posted at various intervals during the event and provisional results at the finish. Any query resulting from these results should be made by completing a query form issued at documentation. Queries should be handed in as soon as possible by competitors.

24. In the event of an Accident

In the event of an accident either on or off the prescribed route, where the vehicle cannot regain the road or has broken down, an SOS/OK board must be correctly displayed and a warning triangle placed before the stricken car. Any crew that sees a SOS board displayed or sees a major accident where both crew members are still inside the car, must stop and render assistance. Either they, or the following car must report the incident at the next manned control.

25. Force Majeure or Baulking

The organisers will not accept any claim from competitors concerning either *force majeure* or baulking. However, the organisers reserve the right to issue notional times to competitors in the interests of fairness due to rendering assistance as per Article 24 above.

26. Official Notice Board

The official notice board will be located at the Highwayman Inn and may be at the coffee halt.

27. Accommodation

If you are wishing to stay on the Saturday night, information on accommodation in and around Shepton Mallet can be found at the following website: <http://www.visitsheptonmallet.co.uk/accommodation.html>
Or call Shepton Mallet Tourist Information and Heritage Centre on 01749 345258

28. Final Instructions

Final instructions including details of the noise test, scrutineering and start times will be sent by email to competitors during the week prior to the event.

29. Acknowledgements

Thanks to:
Michael Eavis for the use of Worthy Farm
The Highwayman Inn
Other landowners
Devizes & District Motor Club
All the marshals.

If you are unable to compete but are available to marshal, please contact Keith or Janet Edwards on 01225 755077 or email keithandjanet1@btinternet.com