



RACE & RALLY STAGES 2024 Supplementary Regulations

- Round 2 of the **2024 McGrady Insurance Motorsport UK Northern Ireland Rally Championship**
- Round 2 of the **2024 Micra Challenge**

McGRADY INSURANCE



motorsport UK

2024 Northern Ireland
Rally Championship



Micra Challenge





Ballynahinch & District Motor Club Ltd.

RACE & RALLY STAGES 2024

Saturday 9th March 2024

BISHOPSCOURT RACING CIRCUIT

EVENT TIMETABLE

ENTRIES OPEN	Saturday 3 rd February 2024
ENTRIES CLOSED – STANDARD FEE	Saturday 24 th February 2024
ENTRIES CLOSED – LATE FEE	Saturday 4 th March 2024
PUBLICATION OF ENTRY LIST	Monday 3 rd March 2024
MECHANICAL SCRUTINY	As per regulations
DOCUMENTATION	Must be completed online incl. signing-on.
FIRST CAR DUE AT START RAMP	Saturday 9 th March at 09:00 hrs
EVENT FINISH	Saturday 9 th March at approx..17:00 hrs

EVENT DETAILS

DATE	Saturday 9 th March 2024
RALLY HEADQUARTERS	Bishopscourt Racing Circuit
MECHANICAL SCRUTINY VENUE	Bishopscourt Racing Circuit
PAPER SCRUTINY	Online before event.
EVENT FORMAT	8 Stages, no splits, no merges, no lapping!
STAGE SURFACE	100% sealed surface
STAGE MILEAGE	35.36 Miles
ROAD MILEAGE	Negligible.
SERVICE AREA	Bishopscourt Racing Circuit paddock area.
PLANNED SERVICES	Service after each stage.
PRIZE GIVING	Podium for Top 3 and Top 2WD. No Prizegiving.

INTRODUCTION

We are pleased to present the Regulations for the **2024 Race & Rally Stages** at Bishopscourt Racing Circuit, supported again by Lisburn based **Race & Rally**, suppliers of all your rally needs from parts to complete rally cars from Citroen, Peugeot and Opel. This event is a round of the premier Rally Championship in Northern Ireland which has been supported for many years by the local Downpatrick based **McGrady Insurance** and again forms part of the innovative Micra Challenge organised by members of the Ballynahinch & District Motor Club. We have worked hard to deliver this event with **no increase in the entry fee** since last year.

The Club has invested heavily in special stage development and site works since last year's event and we are delighted to offer a unique event that features **NO split routes, NO merges and NO lapping** and all stages are around **4½ miles** long with **over 35 stage miles** on offer. We hope this will improve the enjoyment of competitors and help us to deliver an enjoyable day of safe, high-speed motorsport.

Brian Crawford

Clerk of the Course

Ballynahinch & District Motor Club Ltd.

RACE & RALLY STAGES 2024

Saturday 9th March 2024

SUPPLEMENTARY REGULATIONS

PLEASE READ CAREFULLY AS THERE ARE MANY CHANGES SINCE THE 2023 EVENT!

1. **Promoting Club:** Ballynahinch and District Motor Club Ltd (hereafter referred to as The Organisers), will promote an Interclub Permit Multi-Use Stage Rally at Bishopscourt Racing Circuit on Saturday 9th March 2024.
2. **Governing Rules:** The meeting will be held under the Motorsport UK Regulations (National Competition Rules) incorporating the provisions of the FIA 2024 International Sporting Code and these Supplementary Regulations and any written instructions that the organising club may issue for the event.
3. **Official Notice Board.** The Official Notice Board shall be on the Sportity App.
4. **Motorsport UK Permits** have been issued for this event.
 - 4.1. Race and Rally Stages Permit No: 134641
 - 4.2. McGrady Insurance Motorsport UK Northern Ireland Rally Championship Permit No: CH2024/RALLY003
 - 4.3. Micra Challenge Championship Permit No: CH2024/RALLY072
5. **Championships.** This event is a round of the following Championships:
 - McGrady Insurance Motorsport UK Northern Ireland Rally Championship.
 - Micra Challenge.
6. **Eligible entrants.** This event is open to fully elected members of: Ballynahinch and District Motor Club. Member clubs of the Association of Northern Ireland Car Clubs.

All Drivers and Co-drivers must complete an on-line declaration that they hold a valid Motorsport UK RS Interclub, or above, Stage Rally Competition Licence or equivalent MSI licence and a club membership card. Where applicable an entrant's licence must also be held.
7. **Event location:**
 - 7.1. Start : Bishopscourt Racing Circuit
 - 7.2. Finish : Bishopscourt Racing Circuit
 - 7.3. Prizegiving: Prizes will be posted to successful competitors following the event.
8. **The programme for the meeting** will be:
 - 8.1. **Mechanical Scrutiny and Documentation**

ALL Mechanical Scrutiny will be at Bishopscourt Racing Circuit on Saturday 9th March 2024 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. 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 Motorsport UK Technical Regulations J and R46-R49.

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.

Administration checks will be carried out by electronic means prior to the event. Competition licences and club membership cannot be applied for on the day.

Club membership is £10 (when paid with the entry fee) and will be available to purchase via the Rallyscore entry system when completing the entry form.

Competitors will be required to sign-on electronically pre-event.

Any competitor who has not completed and returned the electronic declarations before 13:00hrs on Sunday 3rd March 2024 will be excluded – No exceptions. Their place will be taken by a competitor from the reserve entry list should one exist.

Start times Cars will start at 30 second intervals. First car will leave no earlier than 09:00hrs on Saturday 9th March 2024.

- 9. Special stages.** The event will consist of eight special stages with a mileage not more than 35.36 miles. The entire route will be within the confines of Bishopscourt Racing Circuit. An approved sketch will define special stage routes which will be emailed to the competitors before the event. 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 RED FLAG As per Motorsport UK regulation R 24.4.5, RED 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. Red 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 red flag will be disregarded.

The use of tyre heating devices is prohibited.

Competition numbers will be supplied by the organisers in individual plastic bags along with the roadbook and any other documentation. Space must be made available for the event sponsors decals, which must be displayed. Cars not displaying event sponsors decals will be excluded.

10. **Classes.** The event will be divided into the following classes:

10.1. Table of Classes

Event Class	Class Short Name	Champ Class	Definition
1	HISTORIC 2WD		2WD Historic rally cars homologated before 31/12/90 (Motorsport UK Cat 1, 2, 3, 4a and 4b. Ref: R49 - 2024 Motorsport UK Blue book.) and 2WD historic rally cars complying with FIA Appendix K. (Ref: R49.2 of 2024 Motorsport UK Blue book.) (See Article 5.14). 2WD only.
2	FIA 2WD		FIA Rally4, FIA R2, FIA Rally5, FIA R1, FIA Group N cars up to and including 2000cc (see Article 5.13 for Group N definition).
3	CLUBMAN 2WD up to 1450cc		Cars up to and including 1450cc - Two-wheel drive cars only
4	CLUBMAN 2WD up to 1650cc		Cars from 1451cc up to and including 1650cc, having not more than 2 valves per cylinder. - Two-wheel drive cars only.
5	CLUBMAN 2WD up to 2100cc (2 valve)		Cars from 1651cc up to and including 2100cc, having not more than 2 valves per cylinder. - Two-wheel drive cars only.
6	CLUBMAN 2WD up to 2100cc (multivalve)		Cars from 1651cc up to and including 2100cc, having more than 2 valves per cylinder - Two-wheel drive cars only
7	CLUBMAN 2WD over 2100cc		Cars over 2100cc - Two-Wheel drive only.
8	CLUBMAN 4WD		Any 4wd cars not classified in class 9 or 10, without a sequential gearbox (including previously FIA Homologated GpN 4WD cars) 4WD Historic rally cars homologated before 31/12/90 (Motorsport UK Cat 1, 2, 3, 4a and 4b. Ref: R49 - 2024 Motorsport UK Blue book.) 4WD Historic rally cars complying with FIA Appendix K. (Ref: R49.2 of 2024 Motorsport UK Blue book.) (See Article 5.14).
9	NATIONAL 4WD		FIA Rally3 FIA Homologated GpA 4wd cars....and any cars previously homologated as such, providing these run as per their FIA homologation papers. FIA Homologated Super 2000 cars.... and any cars previously homologated as such, providing these run as per their FIA homologation papers. FIA Homologated R4 cars, and any cars previously homologated as such, providing these run as per their FIA homologation papers.
10	INTERNATIONAL 4WD		FIA Homologated Rally2 (R5) cars providing these are run as per their FIA Homologation Papers and FIA Homologated WRC cars and cars previously homologated as such providing these are run as per their FIA Homologation Papers. Including any derivative of FIA Rally2 (R5) car converted to RHD whose conversion has been supported with photographic evidence and original LHD homologation papers for that vehicle. Championship organisers reserve the right to reclassify a car to Class 11 if pre-event scrutineering reveals changes to the vehicle specification that are considered to improve the vehicle's performance.
11	OPEN CLASS		Motorsport UK GT Cars Rally2+ (R5+) (being Group Rally2 (R5) cars modified beyond their homologated specification) All Metro 6R4's and any derivative therefrom. Any other 4wd car not classified in class 9 or 10 with a sequential gearbox. any other car not classified in Classes 1-10.

10.2. The onus is on the competitor to enter the correct class. After a car has started the event, if found to be ineligible for the Class entered a penalty up to disqualification may be applied. (Rights of organisers D25.1.5 and D25.1.6).

- 10.3. All cars must comply with the current Motorsport UK vehicle regulations (including the requirement for all vehicles to produce a logbook) appropriate to the individual event entered.
- 10.4. Competitors are reminded of requirements under 2024 Motorsport UK Yearbook – Competitors: Vehicles; Regulation J5.13.7 where all cars must be equipped with the facility to enable a fuel sample to be taken. Except as provided for in J5.13.7 cars issued with a current CCLB prior to 1 January 2009 are not required to have a self-seal connector.
- 10.5. All cars must have Mud Flaps fitted behind each wheel. See 2024 Motorsport UK Yearbook R 48.1.12.
- 10.6. See 2024 Motorsport UK Yearbook R 18.6.5 / R 19.8.1 / R 46.1.5: All competitors must carry within their a self-contained Spill Kit complying with J 5.20.13 capable of effectively absorbing minor spillages of up to 1.25 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.
- 10.7. Turbo engine cars, class determined by capacity x1.7; Rotary engine cars, class determined by capacity x1.7.
- 10.8. Vehicle Regulations for homologated and previously homologated cars in classes 1, 2, 8, 9, 10 and 11: The relevant FIA Homologation Papers must be produced at each event and cars must comply fully with FIA technical eligibility regulations (FIA Appendix J). Previously homologated cars are defined as cars whose homologation has expired and they are permitted to compete in a previously homologated specification.
 - 10.8.1. Group N Cars eligible for Class 2 and Class 8 are those, which are, or have at any time been, homologated in Group N as defined in FIA Appendix J.
 - 10.8.2. The standard specification of any model shall be determined by FIA Homologation papers in the case of current and former Group N cars and all other FIA homologated or previously homologated cars.
 - 10.8.3. In all cases the degree of modification from standard shall be as provided for under FIA technical eligibility regulations (Appendix J).
 - 10.8.4. The onus of proving eligibility for any homologated car rests solely with the competitor who should ensure that homologation papers are available at events.
 - 10.8.5. Regulation 9.5 applies.
- 10.9. Vehicle Regulations for Classes 1 and 8 (Appendix K) (Note: ALL competitors take note of Article 5.16). In order to run under Appendix K, Historic Rally Cars must have been issued with a valid FIA Historic Technical Passport (HTP), be in compliance with this document and the current FIA Appendix K at all times. Vehicles are exempt from R 46.1.3.
- 10.10. The onus is on every competitor to ensure that they are entered the event in the correct class.
- 10.11. The ANICC Rallies Committee have appointed the following Motorsport UK Licensed Scrutineer to act as Eligibility Scrutineer for the 2024 McGrady Insurance Motorsport UK Northern Ireland Rally Championship: Siobhann Deery.
11. **Logbook, Motor tax & MOT.** All cars must produce a Motorsport UK or MSI log Book if requested. All Northern Ireland and UK registered cars must also produce a valid MOT certificate if applicable and requested. Republic of Ireland registered cars must produce a valid NCT certificate if applicable and requested. Logbooks cannot be issued at the event and it is competitor's responsibility to obtain same prior to the event.

12. **Awards** will be presented as follows: -

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

Awards will be posted to competitors following the event. (The 1st three overall forfeit class awards) Additional awards may be presented at the organiser's discretion.

13. **Maximum/Minimum Entry.** The maximum entry for the meeting is 100. 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.

14. **Entry Fees.**

Entry list opens:	Saturday 3rd February 2024.
Entry list closes:	Saturday 3rd March 2024.
Standard entry fee:	£325.00 up to Saturday 24th February 2024.
Late entry fee:	£350.00 up to Saturday 3rd March 2024.

14.1. **Entries.** Entries and entry fees for the event should be FULLY completed and submitted online at <https://www.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.

14.2. **Entries Secretary:** Jenny Frater

Email: jenny.frater@hotmail.com

Tel: **07880 558731**

Enquiries only between 7pm and 9pm on weekdays and between 1pm and 6pm on weekends please!

14.3. **Refund Policy.** Any Entry withdrawn in writing and received by the organisers, before 4th March 2024, will be refunded in full less £50.00 to cover administration costs. Entry fees for entries withdrawn after this date will not be refunded. No written notification to Secretary of Event means no refund.

14.4. **Seeding** will be based on results in the last three years provided by RallyScore. If you don't believe these will give a fair indication of likely performance, then you may submit additional results on the entry form. If you don't have any results and 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 Motorsport UK.

14.5. Entries will be accepted on a first come first served basis. The organisers reserve the right to select up to 20 entries at their discretion.

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

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

15. **Priority places.** If more than 100 entries are received, then D 14 will apply and a reserve list of up to 20 potential competitors may be assembled as per D 15.

16. Secretary of the Meeting:

Stephen McMorrow

Telephone Enquiries to 07519 072861

Enquires only between 6.00pm and 10.00pm weekdays, 1.00pm and 6.00pm weekends.

17. Other senior officials:

Motorsport UK Steward	-	TBA
Club Stewards	-	Gary McDonald and Raymond Linton
Clerk of the Course	-	Brian Crawford
Deputy Clerk of the Course	-	Paul Conlon & Gavin Campell
Chief Scrutineer	-	Gillian Magee
Environmental Scrutineer	-	Andrew Francis
Chief Timekeeper	-	McAleer Timing
Chief Medical Officer	-	John Fox
Event Safety Officer	-	Jonny Morrow TBC
Competitor Liaison Officer	-	Ian Porter
Results	-	Paddy McCollum and Michelle McNulty
Chief Marshal	-	Andy Frater
Chief Rescue	-	Philip Bryans
Spectator Safety Officer	-	Jonny Morrow
Judges of Fact	-	See Final Instructions.

18. **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 via telephone only. Stage times will be posted on the RallyScore website, and on the Official Noticeboard on the Sportity App 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 – C 6.6.

Competitors may apply to the Secretary of the Meeting by telephone 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.

19. **Modified Motorsport UK Regulations:** All other Regulations of Motorsport UK apply as written except for the following which are modified:

19.1. Servicing may only be carried out in the specific area as indicated in the final instructions and Competitors Road Book.

19.2. 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.

19.3. Having missed a Control or Special Stage a competitor may only re-join the rally at the Service Out control in their seeded road position or at the tail of the field. It is the responsibility of the competitor to first ensure that an event Scrutineer has had the opportunity to confirm that no re-scrutineering is required, or if it is required that Re-Scrutineering has been completed and duly shown as passed. This Re-Scrutineering must be organised by telephone via the CLO who will inform the Secretary of the meeting before the competitor will be permitted to re-join the event.

20. Penalties.

20.1. False Start / Jump Start:

- First offence: 10 seconds (plus actual time taken on Stage)
- Second offence: 1 minute (plus actual time taken on Stage)
- Third offence: 3 minutes (plus actual time taken on Stage)
- Further Offences: At the Clerk of the Course' discretion

20.2. 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.

20.3. The **Damage Declaration form** and the **Tyres Used form** (both contained in the Timecard booklet) must be completed whether a finisher or not and must be received by the Secretary of the Meeting via email within 72 hours of the finish of the event. Failure to return a form may result in a fine of up to £100 as per R15.1.3.

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

20.5. Special Stages & road sections:

20.5.1. Achieving a time which is less than the minimum time stated on the timecard = MINIMUM TIME FOR STAGE.

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

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

20.5.4. Failure to attempt a special stage = Stage Maximum PLUS 10 minutes for each stage missed.

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

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

20.5.7. 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 DISQUALIFIED. The person or persons will be reported to Motorsport UK / Motorsport Ireland for possible further penalties. This excludes any period of recce allowed by the organisers.

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

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

20.5.10. Not reporting at a Control = DISQUALIFICATION.

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

20.5.12. Servicing outside designated service area(s) = DISQUALIFICATION.

20.5.13. Reporting at a Control 5 or more minutes after due time = DISQUALIFICATION.

20.5.14. Absence of a recorded time on a timecard = Maximum PLUS 10 minutes for each stage missed. Note that each Stage that is missed or not completed and absence of a recorded time at the following Service In control will be considered to be a single failure. At the Service Out Control when rejoining the event per 20.3 penalties will not be applied.

20.5.15. Failure by a crewmember to fasten their Crash Helmets properly = DISQUALIFICATION.

- 20.5.16. Failure to produce or surrender any Time Cards on request = DISQUALIFICATION.
- 20.5.17. Misconduct by any member of a service crew or competing car = DISQUALIFICATION.
- 20.5.18. Making a false start on a stage = ONE MINUTE.
- 20.5.19. Breach of Regulation – R5.4, R15.1.2, or R25. = DISQUALIFICATION.
- 20.5.20. Breach of statutory requirement concerning the driving of a motor vehicle = DISQUALIFICATION.
- 20.5.21. Receiving assistance contrary to R38.1.1 –R39.3.3 = DISQUALIFICATION.
- 20.5.22. Failure to report at a specified time for scrutiny = DISQUALIFICATION.
- 20.5.23. Not complying with a requirement of the road book = 10 MINUTES.
- 20.5.24. Excessive speed or conduct likely to bring motor sport into disrepute: 1st offence = 10 minutes; 2nd offence = DISQUALIFICATION and reported to ASN.
- 20.5.25. Excessive noise in breach of MSA limits = DISQUALIFICATION.
- 20.5.26. Refuelling a competing vehicle in breach of the event regulations = DISQUALIFICATION.
- 20.5.27. Use of tyre heating devices = Penalties for breach of this regulation will be left to the discretion of the Clerk of the Course which may go as far as DISQUALIFICATION
- 20.5.28. Not obeying the instructions of an official = 5 Minutes
- 20.5.29. Refuelling without the permission of the Clerk of the Course = 5 minutes

A copy of the Supplementary Regulations and any other official documents will be posted on the Official Notice Board on the Sportivity App.

22 Timing. Timing will be Electronic Beam Timing, timed to less than 1 second. Stage Starts will be by means of a light 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 timekeeper's control and have his or her time recorded. Instructions on how to use the beam timing system will be provided in Final Instructions 1. Any penalties will be applied at the end of the event, but the organisers will endeavour to inform the affected crew as soon as possible.

21. Scrutiny and Signing on.

- 21.1. Co-drivers CANNOT apply for a Motorsport UK licence on the morning of the event as before.
- 21.2. A red reflective triangle and Motorsport UK Approved SOS/OK Board must be carried in the competing car.
- 21.3. Competitors are reminded that Motorsport UK Vehicle Technical Requirements for a special stage rally are mandatory.
- 21.4. 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.

22. 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 9th March 2024 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 disqualification.

23. **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. 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.

NO PERSON WILL BE PERMITTED TO USE ANY FORM OF MOTORISED OR PEDAL TRANSPORT IN OR AROUND THE SERVICE AREA AFTER 08.30HRS - THIS APPLIES TO BOTH ADULTS AND CHILDREN.

If any person ignoring this instruction is connected to a competitor, then the competitor may be DISQUALIFIED.

THIS IS FOR EVERYBODYS SAFETY AND WILL BE ENFORCED.

24. **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.

25. **Specific event regulations.**

25.1. By taking part in this event all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

25.2. Where any reports of disrespectful conduct are judged to be well founded the organisers may issue warnings or require remedial actions and/or report the matter to the Event Stewards who may impose appropriate penalties which can include Disqualification and referral to Motorsport UK / Motorsport Ireland.

25.3. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Clerk of the Course and/or Safeguarding Officer who will also relay the report to Motorsport UK / Motorsport Ireland. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

26. **All reference numbers** relate to the 2024 Motorsport UK Competitors Year Book.

27. **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.

28. **Sponsor advertising.** Competitors must provide a space of 12” x 6” on each side of the two front doors and on the rear window of the competing car, for additional sponsor advertising.
29. **NOISE RESTRICTIONS.** Due to Planning restrictions at Bishops court Racing Circuit, the owners and management of the circuit require all users 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 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 ask that all competitors and service crews take this into consideration.

Further details will be in the Final Instructions.

30. **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 by telephone 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 21.5.26 will apply.
31. **Rules for using drones.** Only Motorsport UK accredited Media may use or operate drones during the event. The accreditation conditions state: ‘The holder of a Motorsport UK Media Pass or Tabard will not use advanced technology, such as drones, without the specific prior written authorisation of both the Motorsport UK and the event organiser.’ Only commercial use by an operator who is both a Motorsport UK Accredited Media and who is approved by the CAA can be considered for possible inclusion. **All other use of drones is prohibited.**
32. **Accommodation.** Accommodation information for the local area is available from the Bishops court Racing circuit web page. www.bishops court.org

APPENDIX 1: RACE WITH RESPECT



A socially minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions.
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity, or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters.
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.