



RACE & RALLY STAGES 2023

Supplementary Regulations



McGrady Insurance



motorsport UK

2023 Northern Ireland
Rally Championship



Micra Challenge



Rathfriland Motor Club

Race & Rally Stages 2023

@

BISHOPSCOURT RACING CIRCUIT

EVENT TIMETABLE

ENTRIES OPEN	Saturday 4 th February 2023
ENTRIES CLOSED – STANDARD FEE	Saturday 25 th February 2023 23.59
ENTRIES CLOSED – LATE FEE	Saturday 4 th March 2023 23.59
PUBLICATION OF ENTRY LIST	Saturday 4 th March 2023
MECHANICAL SCRUTINY	As per regulations
DOCUMENTATION	Paperless Event
AT START RAMP	FIRST CAR DUE Saturday 11 th March – 09.00hrs
EVENT FINISH	Saturday 11 th March 17.00hrs.

EVENT DETAILS

DATE	Saturday 11 th March 2023
RALLY HEADQUARTERS	Bishopscourt Racing Circuit
MECHANICAL SCRUTINY VENUE	Bishopscourt Racing Circuit
PAPER SCRUTINY	Online before event
EVENT FORMAT	Minimum 6 Stages
STAGE SURFACE	100% Sealed Surface
STAGE MILEAGE	35.8 Miles
ROAD MILEAGE	0 Miles
SERVICE AREA	Bishopscourt Racing Circuit
PLANNED SERVICES	Service after each stage
PRIZE GIVING	No Prizegiving

RACE & RALLY STAGES 2023

SATURDAY 11th MARCH 2023

SUPPLEMENTARY REGULATIONS

PLEASE READ CAREFULLY

1 Promoting Club - Rathfriland Motor Club Ltd (hereafter referred to as The Organisers), will promote an Interclub Permit Multi-Use Stage Rally at Bishopscourt Racing Circuit on Saturday 11th March 2023

2 Governing Rules - The meeting 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), these Supplementary Regulations and any written instructions that the organising club may issue for the event.

3 Permits

- 1 - Motorsport UK Permit Number: 129692 has been issued for this event.
- 2 - McGrady Insurance Motorsport UK ANICC Championship Permit Number is: TBA
- 3 - Micra Challenge Permit Number is: CH2023/RALLY072 (D)

4 Championships - This event is a round of the following championships:

- 1 - McGrady Insurance Motorsport UK Northern Ireland Rally Championship
- 2 - 2023 Micra Challenge.

5 Eligible entrants - This event is open to fully elected members of:
Rathfriland Motor Club
Member clubs of the Association of Northern Ireland Car Clubs.

Drivers

All 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.

Co-drivers

All Co-drivers must complete an on-line declaration that they hold a valid Motorsport UK RS Interclub, or above, Competition Licence or equivalent MSI licence and a club membership card. Where applicable an entrant's licence must also be held.

6 Event location -

Start Bishops court Racing Circuit

Finish Bishops court Racing Circuit

PRIZEGIVING Prizes will be posted to successful competitors following the event.

**7 The Programme For The Meeting Will Be;
Mechanical Scrutiny and Documentation**

7.1 - ALL Mechanical Scrutiny will be at Bishops court Racing Circuit on Saturday 11th March 2023 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.

7.2 - A noise test may be carried out prior to vehicle scrutiny or during the event as per J5.18; maximum permitted limit 100 dBa(A), R4.1.2 this will be strictly enforced.

7.3 - 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 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 Saturday 5th March 2023 will be excluded – NO EXCEPTIONS. Their place will be taken by a competitor from the reserve entry list should one exist.

7.4 Start times - Cars will start at 30 second intervals. First car will leave no earlier than 09.00hrs on Saturday 11th March 2023

8 Special Stages –

8.1 - The events will consist of six special stages with a mileage not more than 35.8 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. No paper copies will be available at the event. These stages will be times 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.

8.2 - 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 the 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 a red flag will be disregarded.

8.3 - The use of tyre heating devices is prohibited.

8.4 - Competition numbers will be supplied by the organisers in individually sealed plastic bags. Space must be made available for the event sponsors decals, which must be displayed. Cars not displaying event sponsor decals will be excluded.

9 Classes - The event will be divided into the following classes:-

Class 1 Historic rally cars registered before 31/12/90 (Motorsport UK Cat 1, 2, 3, 4a and 4b. Ref: R49 – 2023 Motorsport UK Blue Book) and 2WD historic rally cars complying with F.I.A. Appendix K. (ref; R49.2 of 2023 Motorsport UK Blue Book.) (See Art 5.14 NIRC Regs). 2WD Only.

Class 2 F.I.A. 2WD Class 2A F.I.A. Rally4
F.I.A. Rally2
F.I.A. Group N cars up to and including 2000cc
(See Art 5.13 for Group N definition).
F.I.A. 2WD Class 2B F.I.A. Rally5

F.I.A. R1

F.I.A. Group N cars up to and including 1600cc
(See Art 5.13 for Group N definition).

- Class 3** Cars up to and including 1450cc – Two-Wheel drive cars only. Cars from 1451cc up to and including 1650cc; having not more than 2 valves per cylinder. – Two-wheel drive only with Control Tyres (See Art 5.18 NIRC Regs)
- Class 4** Cars from 1451cc up to and including 1650cc, having more than 2 valves per cylinder. – Two-wheel drive cars only.
- Class 5** Cars from 1651cc up to and including 2100cc, having not more than 2 valves per cylinder. – Two-wheel drive cars only. (2 valve)
- Class 6** Cars from 1651cc up to and including 2100cc, having more than 2 valves per cylinder. – Two-wheel drive cars only (Multivalve)
- Class 7** Cars over 2100cc – Two-wheel drive only.
- Class 8** Any 4WD cars not classified in class 9 or 10, without a sequential gearbox (including previously F.I.A. Homologated Gp. N 4WD cars).
4WD Historic rally cars homologated before 31/12/90 (Motorsport UK Cat 1, 2, 3, 4a and 4b Ref: R49 – 2023 Motorsport Blue Book.)
4WD Historic Rally cars complying with F.I.A. Appendix K. (Ref: R49.2 of 2023 Motorsport UK Blue Book.) (See Article 5.14).
- Class 9** F.I.A. Rally 3
F.I.A. Homologated Gp. A. 4WD cars... and any previously homologated as such, providing these run as per their F.I.A. homologation papers.
F.I.A. Homologated Super 2000 cars... and any previously homologated as such, providing these run as per their F.I.A. homologation papers.
F.I.A. Homologated R4 cars... and any previously homologated as such, providing these run as per their F.I.A. homologation papers.
- Class 10** F.I.A. Homologated Rally2 (R5) cars providing these are run as per their F.I.A. Homologation Papers and F.I.A. Homologated WRC cars and cars previously homologated as such providing these are run as per their F.I.A. Homologation

Papers. Including any derivative of F.I.A. Rally2 (R5) car converted to RHD whose conversion has been supported with photographic evidence and original LHS 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.

Class 11 Open Class Motorsport UK GT Cars Rally2+ (R5+) (being Group Rally2 (R5) cars modified beyond their homologation specification). All Metro 6R4's and any derivative therefrom. Any other 4WD car not classified in Class 9 or 10 with a sequential gearbox. And any other car not classified in classes 1-10.

THE ONUS IS ON THE COMPETITOR TO ENTER THE CORRECT CLASS

9.1 - All cars must comply with the current Motorsport UK vehicle regulations (including all requirement for all vehicles to produce a logbook) appropriate to the individual event entered.

9.2 - Competitors are reminded of requirements under 2023 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.

9.3 - All cars must have Mud Flaps fitted behind each wheel. See 2023 Motorsport UK Yearbook R 48.1.12.

9.4 - See 2023 Motorsport UK Yearbook R18.6.5/R 19.8.1/R46.1.5: All competitors must carry within their vehicle a self-contained Spill Kit complying with J5.20.13 capable of effectively absorbing minor spillages of up to 1.25 litres of all vehicle fluids – oils, fuels, coolant, battery acid. Used Spill Kits are to be disposed of in accordance with local or National guidelines.

9.5 - Turbo engine cars, class determined by capacity x1.7; Rotary engined cars, class determined by capacity x1.7.

9.6 - Vehicle Regulations for Classes 2 and 8 (Note: ALL competitors take note of Art. 5.16). [NB Class 2 and Class 8 no longer caters for "Standard production cars". The relevant F.I.A. Group N Homologation Papers must be produced at each event and cars must comply fully with Group N Regulations.]

9.6.1 - Cars eligible for Classes 2 are those, which are, or have at any time been, homologated in Group N as defined by F.I.A. Appendix J.

9.6.2 - The standard specification of any model shall be determined by F.I.A. Homologation papers in the case of current and former Group N cars.

9.6.3 - In all cases the degree of modification from standard shall be as provided for under F.I.A. regulations for Group N.

9.6.4 - The onus of proving eligibility for Classes 2 & 8 rests solely with the competitor who should ensure that homologation papers are available at events.

9.6.5 - Regulation 5.12 applies.

9.6.6 - Vehicle Regulations for Class 1 (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 F.I.A. Historic Technical Passport (HTP), be in compliance with this document and the current F.I.A. Appendix K at all times. Vehicles are exempt from R 46.1.3.

10 Log Book, 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. Log books cannot be issued at the event and it is the competitor's responsibility to obtain same prior to the event.

11 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 organisers discretion.

12 Maximum/Minimum Entry - The maximum entry for the meeting is 110. 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

13.1 -

Entry list opens - Saturday 4th February 2023.

Entry list closes - Saturday 4th March 2023.

Standard entry fee - £325 up to Saturday 25th February 2023
23.59.

Late entry fee - £350 up to Saturday 4th March 2023 23.59.

13.2 - Entries – Entries and entry fees for the event should be **FULLY** completed and submitted online at <https://www.rallyscore.net/> full address TBC. The submitted entry must include full payment of entry fee 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 entry will be notified via email.

13.3 - Refund Policy – Entries withdrawn in writing and received by the organisers before 4th March 2023, 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, NO REFUND.**

13.4 - 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 Motorsport UK. 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. 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 110 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.

15 Secretary of the Meeting/Entries Secretary

Secretary of the Meeting - Stephen McMorrow
Telephone Enquiries to 07519072861

Entries Secretary - Jenny Frater
Telephone Enquiries to 07880558731

Both available weekdays 7pm-9pm and weekends 1pm-6pm ONLY

Fill in their own insurance forms. Bluefin insurance declarations.

16 Other Senior Officials:-

Motorsport UK Steward	-	TBA
Club Stewards	-	Gary McDonald/Raymond Linton
Clerk of the Course	-	Paul Conlon
Deputy Clerk of the Course	-	Gavin Campbell & Brian Crawford
Chief Scrutineer	-	Gillian Magee
Environmental Scrutineer	-	Andrew Francis
Chief Timekeeper	-	Declan McAleer
Chief Medical Officer	-	John Fox
Event Safety Officer	-	Jonny Morrow
Competition Liaison Officer	-	Ian Porter
Results	-	Michelle McNulty
Chief Marshal	-	Harry Coulter

Chief Rescue	-	Phil Bryans
Spectator Safety Officer	-	Jonny Morrow
Judges of Fact	-	List to emailed along with final instructions

17 Provisional Results –

17.1 - Will be published as soon as possible after the event. Queries must be made with the Competition 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 facebook page and website during the event at regular intervals. Please note these times will be for information only.

17.2 - All protests must be made by telephone through the CLO and must be in accordance with C 5.1 – 6.6.

17.3 - 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.

18 - Competitors will be supplied with a Road Book/Time Card copies by email before the event, note there will be no copies of this documentation available on the day of the event.

19 Modified Motorsport UK Regulations

All other SSR's of Motorsport UK 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.

19.1 - 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 - 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 organisers will endeavour to inform the affected crew as soon as possible.

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 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 R 15.1.3.

20.4 - 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 greater than the maximum time stated on the time card -MAXIMUM TIME FOR THE 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 = Stage Maximum + 10 MINUTES for each missed stage.

21.5 - Failure to follow specified stage route = MAXIMUM TIME FOR THE 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 regulations, until the finish of the event will be excluded. The person or persons will be reported to Motorsport UK/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 to 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 = 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 re-joining the event per 19.1 penalties will not be applied.

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 – R 5.4, R 15.1.2, or R 25 = EXCLUSION.
- 21.20** - Breach of statutory requirement concerning the driving of a motor vehicle = EXCLUSION.
- 21.21** - Receiving assistance contrary to R 38.1.1 – R 39.3.3 = EXCLUSION.
- 21.22** - Failure to report at a specified day for scrutiny = EXCLUSION.
- 21.23** - Not complying with the requirement of the road book = 10 MINUTES.
- 21.24** - Excessive speed or conduct likely to bring motor sport into disrepute;
1st offence = 10 MINUTES.
2nd offence = EXCLUSION.
- 21.25** - Excessive noise in breach of MSA limits = EXCLUSION.
- 21.26** - Refuelling a competing vehicle in breach of event regulations = EXCLUSION.
- 21.27** - 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 exclusion.
- 21.28** - Not obeying the instructions of an official = 5 MINUTES.
- 21.29** - 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 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. Instructions on how to use the beam timing system will be provided in Final Instructions 1.

Scrutiny and Signing on

- 23.1** - Co-drivers CANNOT apply for a Motorsport UK licence on the morning of the event as before
- 23.2** - A red reflective triangle and Motorsport UK Approved SOS/OK Board must be carried in the competing car.
- 23.3** - Competitors are reminded that Motorsport UK Vehicle Technical Requirements for a special stage rally are mandatory.
- 23.4** - 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.

24 Reconnaissance/Safety notes –

24.1 - 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.

24.2 - Competitors will only be permitted to examine the stages between 06.30hrs and 08.30hrs on Saturday 11th March 2023 on foot or bicycle. NO motorised forms of transport permitted. Any competitor who has been authorised by the Clerk of the Course to work on a special stage will be exempt from exclusion

25 Service/Service Area –

25.1 - 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.

25.2 - All service vehicles must be in service park no later than 08.00hrs on the morning of the event. All competing cars must have ground sheets for use in service park. If you do not adhere to this, you will not be allowed to service.

25.3 - The speed limit while in the service park is 10 MPH. Any competitor 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 and act of careless driving, or damages the surface or surroundings of the service park will be excluded. Mopeds or any motorised scooters etc will not be allowed in the service park.

25.4 - ON ORDER OF THE VENUE OWNERS, DOGS WILL NOT BE ALLOWED INTO THE CIRCUIT AND WILL BE REFUSED ENTRY AT THE GATE.

NO PERSONS WILL BE PERMITTED TO USE ANY FORM OF MOTORISED OR PEDAL TRANSPORT IN OR AROUND THE SERVICE AREA AFTER 08.30HRS – THIS PARTICULARLY 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.

26 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.

27 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 MOTORSPORT UK/MSI (A 10.2 & A 10.2.1).

28 – Reference Numbers - All reference numbers relate to the 2023 Motorsport UK Competitors Year Book.

29 Organisers Liability - The Organisers decline liability in any accident caused by or to competitors, drivers and competing cars during the whole event. The Organisers also decline any liability for breach of 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 claims against the Organisers arising out of any action the Organisers, their servants or officials, during the course of the rally.

30 Sporting 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.

31 NOISE RESTRICTIONS - Due to planning permission at Bishopscourt 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 from 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.

32 Refuelling - **There will be NO REFUELLING PERMITTED** during the event for safety reasons, unless in extreme circumstances and only with 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 21.29 will apply.

33 Rules for accredited media using drones: - 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.

34 Accommodation –

34.1 - Accommodation information is available from the Bishopscourt Racing Circuit web page; www.bishopscourt.org.



RACE & RALLY

www.raceandrally.com



Micra Challenge

