

**Salisbury & Shaftesbury Car Club Ltd
&
Royal Air Force Motor Sports Association**



GREAT BUSTARD RALLY

10/11 April 2010

SUPPLEMENTARY REGULATIONS



**A ROUND OF THE ENDURANCE ROAD RALLY
CHAMPIONSHIP 2010 and the ASWMC ENDURANCE
RALLY CHAMPIONSHIP 2010**

INTRODUCTION

Welcome to the Great Bustard Rally 2010. This is the fourth running of the event as an Endurance Road Rally and as the first round of the 2010 Endurance Road Rally Championship supported by Sportway Tyres, your early entry would be much appreciated by the organising team.

Last year some events experienced problems due to too many people leaving their entries until the last minute. In extreme cases this can lead to clubs cancelling events which could have run. To try to tackle this problem we are offering a discount of £30.00 for all entries received by 8th March 2010. Enter before 8th March and the cost will be £270.00 after that date, you can still enter and you will be more than welcome but it will cost you £300.00

This year we have a new start venue at Frome Cattle Market. There will be selectifs at the start venue. We welcome back Keevil Airfield with 18 miles of challenging, smooth tarmac. We have found two completely new sealed surface venues in that area. We will be visiting sites not used since the first Great Bustard Rally as well as all the favourites at Worthy Farm, Longleat and Stourhead. The supper halt and finish will be at the Hunters' Lodge Inn, familiar to past competitors.

We are introducing an innovation for the road rally section to ensure that the ROAD in Endurance Road Rallying is not forgotten. It is becoming increasingly difficult to run competitive navigational sections on the public road without resorting to plot and bash of the mind bending variety. We will be offering the usual timed to the minute road rally sections in the vicinity of Stourhead and Worthy Farm, but to connect them without long neutral sections we will be introducing simple "Jogularity". Navigation will be by tulips/distances and you will be required to pass each tulip/feature at a precise time given with each tulip, based on a speed of less than 30mph. Some of these points will have controls where you will be timed and any difference between your actual time and the ideal time will be penalised. To make it even easier, there will be no penalty for arrival within 10 seconds of the ideal time. No speed tables or average speed devices will be needed. In the final instructions we will explain very clearly how you can tackle this simple regularity.

Like last year, we are running an **Endurance Intro** category. This category will be for cars up to 1400cc which comply with the MSA requirements for Road Rally cars. They run under normal MSA road rally regulations on normal road pattern tyres and have selectif targets set at 30 mph. We hope this will attract new competitors to try the sport of Endurance Road Rallying. Naturally, we hope you will enjoy yourself and want to upgrade in a year or so.

Finally, a big thank you to all who donated to the Somerset & Dorset air ambulance appeal last year. The event made a total donation of over £800. Let's see if we can do better this year.

Dick Appleton Paul Heal

**SALISBURY & SHAFTESBURY CAR CLUB
ROYAL AIR FORCE MOTOR SPORTS ASSOCIATION**

**GREAT BUSTARD RALLY
&
GREAT BUSTARD ENDURANCE INTRO RALLY**

10th/11th April 2010

1. Announcement

- 1.1 The Salisbury & Shaftesbury Car Club Ltd and the Royal Air Force Motor Sports Association will organise a National B permit Endurance Road Rally on Saturday/Sunday 10th/11th April 2010.
- 1.2 The Salisbury & Shaftesbury Car Club Ltd and the Royal Air Force Motor Sports Association will organise a National B permit Road Rally on Saturday/Sunday 10th/11th April 2010.

2. Jurisdiction

- 2.1 The meeting will be governed by the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the organisers may issue for the event.

3. Permits

- 3.1 MSA permits 56712 and 56713
- 3.2 DOE Authorisation TBA
- 3.3 Endurance Road Rally Championship 2010 permit No. 33/2010
- 3.4 ASWMC endurance rally championship 2010 permit No. tba

4. Competitor Eligibility

- 4.1 The event is open to fully elected members of the organising clubs, and the following invited clubs:-

Member clubs of the Association of South Western Motor Clubs
Endurance Rally Association (ERA)
Road Rally Register.
CSMA
Oxford Motor Club
Chelmsford Motor Club
Wessex Motor Club
Carlton & DMC

Please note that ERR championship registration grants membership of the S&SCC

- 4.2 At signing on competitors must produce a National B or higher licence, club membership card and, if appropriate, championship registration card. Drivers must declare their insurance cover for the vehicle.
- 4.3 The event is a round of the 2010 Endurance Road Rally Championship, and the ASWMC Endurance Rally Championship.
- 4.4 Crash helmets may be used on the selectifs but must not be worn on the road sections. Fireproof racing overalls and in-car intercoms are prohibited.

5. Vehicle Eligibility

- 5.1 All vehicles in the Endurance Rally must comply with MSA Technical Regulations, in particular R4.1 and R20,
- 5.2 Vehicles in the Endurance Intro Rally must be up to 1400cc capacity and comply with R18 requirements for Road Rally Cars. They must run on standard road pattern tyres, M + S or 'knobbles' are not permitted.
- 5.3 All 2010 Endurance Rally Championship rally vehicles must also comply with the Championship Technical Regulations.
- 5.4 Entries will NOT be accepted for four wheel drive vehicles.
- 5.5 At scrutineering competitors will be required to present: -
 - a current MOT certificate if required for the vehicle;
 - the registration document of the vehicle;
 - All cars must have a current vehicle excise license.
- 5.6 Cars will be required to pass a noise test in accordance with J5.18. Further noise tests will take place before the night leg of the event.
- 5.7 Tyres
All competitors in the Endurance Rally must use tyres from L list 4 with the exclusion of Silverstone S505 in any form. This is to avoid un-necessary damage to our landowners' tracks.
All competitors in the Intro Class must use tyres complying with R18.4 and must additionally have a standard 'road' pattern.
- 5.8 Competitors are permitted to carry mobile phones for emergency use only, R7.2.3
- 5.9 An OK/SOS board to R25.4 must be carried. The procedure for use of OK/SOS board will be in the roadbook. Ensure you read this prior to starting the event.

- 5.10 All cars shall carry an impervious groundsheet large enough to park the car on. This must be laid under the car before any work is carried out that may involve spillage of fluid. (refuelling and oiling on a garage forecourt excluded)

6. Programme

- 6.1 Noise, and scrutineering will take place between 09:00 hours and 12:00 hours on Saturday 10th April at Frome cattle market (183/821 502). Individual times for scrutineering will be notified in the Final Instructions. Trailer parking arrangements will be given in the Final Instructions.
- 6.2 Signing on will take place at Frome cattle market. Any competitor not signed on by 12:15 hours on Saturday 10th April may be excluded.
- 6.3 Details of the proposed event programme appear below.
- First car starts on Saturday at 13:00
 - Cars will start at one minute intervals
 - There will be a meal halt at the Hunters Lodge Inn (183/744 299) at about 17:50.
 - There will be a further rest halt at the Hunters Lodge at the end of the day section at about 22:40. Snacks will be available.
 - The night section will start on Saturday evening at approx 23:40 hours
 - The night section will finish at the Hunters Lodge, by about 03:15 on Sunday morning.
 - Breakfast will be served at finish, followed by results and prize giving.

7. Identification

- 7.1 Competitors will be identified by one rally plate to be affixed at the back of the car, and orange numbers at the top of each rear side window in accordance with R6.1.2. These will be supplied by the organisers.
- 7.2 Competition numbers and the starting order will be based on the information supplied on the entry form and past championship placings that are available.

8. Route Information

- 8.1 The route will be approximately 330 miles. Sump guards are recommended for the more competitive as some of the route is on gravel.
- 8.2 The route will be within the area of Ordnance Survey 1:50,000 scale map numbers 173, 183 and 184. It is recommended that these are carried.
- 8.3 A roadbook containing daytime route information will be issued at signing on.
- 8.4 The night section route will be defined by marked maps and other information issued at the start of the night section.

9. Classification

9.1 The Endurance Road Rally will contain the following classes: -

1. Masters in petrol cars 1301 – 1400cc
2. Masters in petrol cars 1001 - 1300cc
3. Masters in petrol cars up to 1000cc and diesel cars up to 2000cc
4. Experts in petrol cars 1301 – 1400cc
5. Experts in petrol cars 1001 - 1300cc
6. Experts in petrol cars up to 1000cc and diesel cars up to 2000cc
7. Novices in petrol cars up to 1400cc and diesel cars up to 2000cc

The organisers reserve the right to amalgamate classes in the event of insufficient entries

- 9.1.1. Master - A driver or navigator who, at the time of entry, has finished in the top 3 of any Endurance Road Rally.
- 9.1.2. Expert - A driver or navigator who, at the time of entry, falls outside the definition of Master or Novice
- 9.1.3. Novice - A driver or Navigator who, at the time of entry, has entered no more than 5 Road Rallies of any category other than 12 cars.
- 9.1.4. The classification for the entry is based on the highest classification of either crew.

9.2 The Endurance Intro Rally will consist of a single class for all entrants.

9.3 Team entries comprising three cars can be submitted up to 12:15 hours on the Saturday at a cost of £15 per team.

10. Awards

10.1 Awards will be presented as follows:-

- 1st Overall Roger Chapple Cup* plus 2 awards
- 2nd Overall 2 Awards
- 3rd Overall 2 Awards
- 1st in class - 2 awards
- 2nd in class (subject to 6 starters in class) - 2 awards
- 3rd in class (subject to 9 starters in class) - 2 awards
- Winner of the Endurance Intro Rally - The Budden Speed Trophy* plus 2 awards
- 2nd in the Endurance Intro Rally (subject to 6 starters) – 2 awards
- 3rd in the Endurance Intro Rally (subject to 9 starters) – 2 awards
- Team with lowest aggregate penalties – 6 awards

10.2 * The *Roger Chapple Cup* and the *Budden Speed Trophy* which are to be returned to the secretary one month before the next GREAT BUSTARD RALLY or after 11 months if the rally does not run in that year. No crew may win more than one award.

11. Entries

- 11.1 The entry list opens on publication of these regulations and closes finally on 2nd April 2010
- 11.2 The entry fee is £300.00. All entries received by the end of March 8th 2010, will have a discount of £30.00.
- 11.3 All entries must be made on the official entry form, be accompanied by the appropriate fee and sent to the Secretary of the meeting:

Chris Damper
56 Pinehurst Road
West Moors
Dorset
BH22 0AP
Email: greatbustard@hotmail.co.uk
Tel. 01258 857177 or 07584 161581

- 11.4 The maximum entry for the meeting is 60 plus 6 reserves. The minimum is 30. The minimum for each class is 3. Should any of the minimum figures not be reached, the organisers have the right to amalgamate classes or cancel the meeting.
- 11.5 Entries will be selected in order of receipt. Entry fees may be refunded if written notice is given to the secretary before 2 April 2010, but will be subject to an administration fee of up to £25. In the event of the rally being abandoned as a result of unforeseen circumstances outside the organiser's control, the right is reserved to retain part of the entry fee to cover costs incurred.
- 11.6 Further information will be posted on the web site at www.sandsccl.co.uk

12. Officials of the meeting

Clerks of the Course	Dick Appleton	
	Paul Heal	
Secretary of the Meeting	Chris Damper	(07584 161581)
Publicity and CLO	Ted Howles	(01722 502056)
Chief Scrutineer	Rob Dominey	
Chief Timekeeper	tba	
Chief Marshal & Safety Officer	Mike Gray	(0788 444 6489)
Results	Tony Micheal.	
Club Stewards	tba	

13. Results

- 13.1 Provisional results will be published as soon as possible following the end of the event.
- 13.2 Any protest must be lodged in accordance with General Regulation C5.

14. Penalties

14.1 Marking and penalties will use the time penalty system as printed in MSA general regulation R13 except as amended below. All penalties will be expressed in seconds as follows.

a) Not reporting or reporting OTL at a main time control	Exclusion
b) Not reporting or reporting OTL at any other time control	1800 sec
c) Not complying with the route card including visiting a control more than once and including wrong approach or departure from a time control	900 sec
d) Not reporting at a passage control or providing proof of visiting a route check, or wrong approach or departure from a passage control	300 sec
e) Arrival before scheduled time at the end of a standard section	40 sec per minute
f) Arrival after due time at the end of a standard section	20 sec per minute
g) Arrival before due time at the end of a neutral section	1800 sec
h) Arrival more than 10sec before due time at an IRTC	1sec/sec
i) Stopping in sight of, or excessive slowing before an IRTC except for reasons of road safety	300sec
j) Arrival more than 10sec after due time at an IRTC	1sec/sec
k) As written	1800 sec
l) As written	1 st offence 2 nd offence
	1800 sec Exclusion
m) – q) As Written	Exclusion
u) Not starting a selectif	1800 sec
v) Not completing a selectif correctly including taking the wrong route.	Maximum time
w) False start on a selectif	30 sec
x) Every second taken to complete a selectif	1 sec
y) Minimum penalty on selectif	Minimum time
z) Maximum penalty on selectif	Maximum time
aa) striking a marker or failing to stop astride a line	10 sec
ab) causing an obstruction before a control, deliberately obstructing the view of a control board or stopping within sight of a secret time control, except for reasons of road safety	1800 sec

NB Do not reverse after overshooting a stop-astride or the finish line, the penalty will be imposed for the offence anyway. 14.1.d above will apply to passage and route checks on selectifs and the road section. On Selectifs 14.1.z also applies.

14.2 No outside assistance is allowed for this event, the penalty is exclusion.

15. MSA General Regulations

15.1 All General Regulations of the MSA apply as written except for the following which are modified:

- R9.1 As modified in article 8 of these supplementary regulations
- R11.5-11.5.3 The organisers may establish secret time controls and secret passage checks at various points for the purpose of observing maintenance of a set speed and /or route at which competitors will be required to stop.
- R13 As modified in Article 14 of the Supplementary Regulations
- R15.1 To be classified as a finisher, a competitor must visit all Main Time Controls within maximum lateness, with the same crew and in the same car in which they started.

16. Timing & Controls

- 16.1 Scheduled timing will be used. Timing will be by clocks set to BBC time. Controls on private land may be less than 2 miles apart. You may start selectifs and regularity sections at any time when they are open subject to OTL provided you start them in the correct sequence.
- 16.2 **Standard sections.** These sections will be timed to the minute. Penalties for early or late arrival.
- 16.3 **Selectif sections.** These will be on private land and run at a maximum of 40 mph (30 mph in the case of the Endurance Intro Rally). These average speeds will be used to set the Minimum time for each selectif. The Maximum time will be stated in the road book. The selectifs will be defined by route card instructions and/or marked maps and may contain a number of route checks. These will consist of code boards, or manned passage checks where a signature must be obtained. Competitors may also be required to negotiate in a forward direction a series of cones and to stop astride a line at the finish control where they will be timed then immediately pull forward to the marshal.
- 16.4 Some selectifs may be run at intervals of less than 1 minute. Follow the instructions on the test diagram.
- 16.5 **Neutral Sections.** These are deemed quiet sections and are used to take the rally through PR sensitive or densely populated areas. Please respect them. They are timed at a low average speed and competitors must complete the section in as high a gear as possible and without use of auxiliary lights. Competitors must not make up time in these sections, and there will be penalties for early arrival at the control at the end of a neutral section. No penalty will be incurred for lateness other than for exceeding maximum lateness. Any lateness incurred in these sections will be cumulative towards maximum lateness.
- 16.6 **Transport sections.** Competitors may reduce lateness in accordance with H80 provided that they do not report at a control before their scheduled time or having broken the "three quarters rule" R12.7.

- 16.7 **Regularity Sections.** These sections are to test precision of navigation and timekeeping. The route and timing will be defined by tulips indicating junctions and other significant features. The distance between each will be given and the due time at which you arrive (measured from the regularity start). Secret Intermediate Regularity Time Controls (IRTC) will be sited at certain of these junctions or features. It is the competitors' aim to arrive (stop) at the IRTC at precisely the correct time. Penalties for early or late arrival (in excess of 10sec). Note that the timing of the regularity section is always from the immediately preceding control. If you are 15sec late at IRTC 1 then your due time at IRTC 2 becomes 15sec later (there is no additional penalty).
- 16.8 A summary of the operation of the various types of controls follows.
- **Main Control (MC).** At the start and finish of each leg, penalty for lateness, or early arrival is as 14.1. Must be visited within maximum lateness on pain of exclusion. No lateness penalty other than OTL will apply at the MC ins.
 - **Time Control (TC).** Manned controls where competitors must stop to have their time recorded. You may not enter the control area until the minute of your due time. Penalties for early or late arrival.
 - **Neutral Time Control (NTC).** Manned controls at the end of a neutral section where competitors must stop to have their time recorded. Penalty for booking in early at NTC.
 - **Passage Control (PC)** Not timed. Proof of visiting will either be by the crew recording the code board on their time card in ink or if manned, by the marshal's signature.
 - **Selectif Start (SS)** You must enter the control area during the minute or half minute (30 sec starts) preceding your start time. If competitors are delayed at an SS then they may claim a delay allowance. No early or lateness penalty. No more than 1 car may start on each minute or half minute.
 - **Selectif Finish (SF)** Timed to second on stopping astride the finish line. If you overshoot the line, you will be timed when you stop and penalised as per 14.1.aa. You must NOT reverse back to the line.
 - **Regularity Start Control (RS).** You must enter the control area during the minute preceding your start time. If competitors are delayed at an RS then they may claim a delay allowance. No early or lateness penalty other than for OTL. No more than 1 car may start on each minute or half minute.
 - **Intermediate Regularity Time Controls (IRTC).** Timed to the second when you stop at the marshal. Penalty for early or late arrival in excess of 10 seconds. There is additional penalty for stopping in sight of the marshal or excessive slowing.
- 16.9 Note: You will be issued with the standard (car 0) time for all MC, SS, RS & TC controls at the start of the event. Time may be made up subject to the $\frac{3}{4}$ rule. Competitors will be required to make up lateness at rest halts.

17. Judges of Fact

17.1 Judges of Fact will be appointed for observance of Black Spots, Give Way Junctions, Driving Standards, Noise. A list of these officials will be displayed on the official notice board. In addition a Driving Standards Observer as per G11.1 may be appointed.

18. Insurance

18.1 Most motor insurance policies do not provide cover for competitive events such as this one. The Club has applied to [Richard Egger](#) Insurance for a blanket cover note under their 'Road Traffic Acts insurance 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 this event (before any loadings) will be £30 per car.

18.2 All new applicants wishing to use the scheme must be able to comply with ALL of the following points:

- *over 19 years old and held a full license for at least 6 months*
- *Not more than one fault accident in the last 3 years*
- *No more than a maximum of 6 speeding points on license*
- *No physical or mental disabilities*
- *No other material facts to disclose*

If able to comply with all points above simply sign on the signing on form for insurance at the start of the rally. No letter of acceptance will be needed.

If unable to comply with any of the above points you will be required to complete a declaration form which should be forwarded direct to Richard Egger Insurance at least 14 days prior to the event to allow sufficient time for the letter of acceptance to be issued. A surcharge may be made. Drivers who require a declaration form, or who have any other issue which may affect insurance should contact the insurer directly on 0115 985 0165 for advice.

19. Final Instructions

19.1 Final Instructions including details of the Noise Test, Scrutineering and Start Times will be sent to competitors during the week prior to the event by email unless otherwise requested.

20.1 Additional Information

20.1 Details of local accommodation can be found by visiting the following web sites.

www.visitwiltshire.co.uk

www.somerset.gov.uk/celebratingsomerset

MARSHALS FORM

We need plenty of Marshals to ensure the event runs smoothly. If you cannot compete, or if you are competing but have friends who would like to be 'part of the action' please think about helping out. Remember, there will be no spectator information issued so the only sure way of seeing the action will be to marshal. Please complete this form and return it to the Chief Marshal or give him a ring on the number below.

Name.....No in party.....

Address.....

.....

.....Postcode.....

e-mail.....

Phone.....

Mobile Phone you will bring on the day.....Network.....

Are you experienced in manning?	Passage controls	Yes / No
	Time controls	Yes / No
	Selectif start/finish	Yes / No
	Regularity	Yes / No

Are you available on?	Saturday	Yes / No
	Sat/Sun night	Yes / No

Are you experienced with Liege Timers?	Yes / No
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Please return this form to the Chief Marshal
Mike Gray
Bradmere
Castle Street
Mere Wilts
BA12 6JF

07884 44 64 89
mikeg@derltd.co.uk