



Broughton-Bretton Motor Club
Proudly Presents

FIREFLY NOVICE RALLY

Sponsored by

John Roberts Motor Service

www.johnrobertsmotorservices.co.uk

20th /21st May 2017

SUPPLEMENTARY REGULATIONS

FOREWORD

Broughton - Bretton Motor Club would like to welcome you to the Firefly Novice Rally 2017.

Once again, we would like to thank our main sponsor, John Roberts Motor Services for their continued and enthusiastic support.

Our new organising team have been busy planning a route which will prove a challenging test for any competitor in keeping with the spirit of a Novice event, whilst at the same time maximizing the available competitive time.

Crews must carry enough fuel for the full event as no fuel halt will be available until completion.

Start & finish will be hosted by Mold Rugby Club.

As with all events we require marshals to ensure smooth running, so a requirement of entry is that you **must** supply a marshal!

Novices and beginners will have ample time to plot.

We look forward to seeing you all on the night!

Acknowledgements

North Wales Police

John Davies RLO

MSA Authorisation Department

N.F.U & F.U.W

Flintshire, Denbighshire and Conwy
local councils

Mold Rugby Club

John Roberts motor services

Mikey Jones, Minz garage Mold

Snowdonia Windows

All Residents on route

John Roberts Motor Services are pleased to support
Broughton - Bretton Motor Club as sponsor for the
“Firefly Novice Rally” and wish them every success for a
great night’s sport.



John Roberts Motor Services of Wrexham
Meister John Roberts of Rhos -on- Sea
are Leading Bosch Car service garages in the area
www.johnrobertsmotorservices.co.uk



SUPPLEMENTARY REGULATIONS

1) Announcement

Broughton - Bretton Motor Club will organise a closed to club road rally called

“Firefly Novice Rally” on the 20th / 21st May 2017.

2) Jurisdiction

This meeting will be governed by the general regulations of the Motor Sports Association Ltd (incorporating the provisions of the international sporting code of the FIA), these supplementary regulations and any written instructions that the organising club may issue for the event.

3) Authorisation

MSA permit number: 100191

DOE authorisation: has been applied for.

4) Eligibility

The event is open to all fully paid up members of Broughton & Bretton Motor Club. All competitors must produce a valid club membership card at signing on.

5) Programme

The event will start at Mold Rugby Club, Mold, Flintshire. Scrutineering and noise will take place between 17.00 and 19:30. Competitors are reminded of technical regulations regarding cars competing on road rallies (R5.1). Any competitor not signed on by 20.30 may be excluded and their place offered to a reserve crew. The event uses maps 116 & 117 newest editions. The first car will start at approximately 21.00 hrs and finish at approximately 04:00 hrs at Mold Rugby Club

6) Format

The total mileage will be approximately 100 miles on metalled and unmetalled roads. Competitors will be required to carry enough fuel to cover the full event as fuel will not be available until the end of the event. Fuel will be available near the start, details of nearest fuel stations to be included in finals.

Attention should be drawn to Quiet zones, DSO boards, Cautions, etc.

The competitor's official notices will be displayed on the official notice board at the start and finish venue and every competitor will be deemed to have read all such notices. Other notices/instructions deemed appropriate will be displayed at main controls during the night and will require your signature of understanding.

Cars will start at one minute intervals.

Standard sections (as defined by R10.2 inclusive) are sections timed to the minute where a penalty will be applied for being late or early. There will be one section timed to less than one minute for the purpose of tie deciding

Neutral sections (as defined by R10.3 inclusive) are sections that are used to take the rally through PR sensitive or densely populated areas. They will be timed at a low average speed. Competitors must proceed in the highest possible gear. Any competitor deemed by a judge of fact to be making excessive noise in a neutral section will be excluded from the event. Competitors may not make up time during these sections. The use of auxiliary lights is forbidden on neutral sections.

Transport section (as defined by R10.5 inclusive) will be used to transport competitors between other types of sections where the route is not PR sensitive or densely populated.

Black spots - are an out of bounds area and must not be entered under any circumstances even following retirement.

Quiet zones - are PR sensitive areas. You must dip your lights and drive in the highest possible gear. Driving standards observers may be present in these areas. Quiet boards, where used, will be followed with an OK board.

The route has been plotted using a basic roamer.

Maximum permitted lateness is 30 minutes and 59 seconds.

Competitors will be supplied with all route information at MC 0. These documents will provide all the route information necessary to enable competitors to comply with R9.1 inclusive. All give ways in the route information must be visited, route will be defined by **ALL** map references and instructions supplied by the organisers.

7) Identification

Cars will be identified by 2 rally plates, supplied by the organisers. These must be affixed to the nearside window and rear of the car. These must be removed at the finish of the event or on retirement or exclusion.

8) Classes

The event is primarily aimed at Novice & Beginners to develop and bring new talent to the sport. We will however be opening the entry to additional classes after a time period to be determined by the organising team based on rate of entry by Novice & beginner entrants.

2 classes as follows: -

Novice Class

Neither member of the crew having won the Novice class on a national B event but have competed in more than 3 events.

Beginners Class

Competitors in the role entered have not started more than three road/ navigational rallies or 12 car events and won an award.

Additional classes that may be added: -

Semi

Crews not eligible for any other class

Expert

Either member of the crew having finished in the top 10 of a national B or higher status rally 3 or more times in the last 5 years or having won a national B rally in the last 5 years in the role entered.

Note: - No discussion will be entered into regarding seeding.

9) Awards

Awards will be presented as follows

1st Overall Driver (novice or beginner only)

1st Overall Navigator (novice or beginner only)

1st, 2nd and 3rd Driver & Navigator in each class

A crew may only win one award.

10) Results

Provisional results will be published as soon as possible following the end of the event as R15.1 inclusive. Protests must be made in accordance with MSA regulations. Results will be made final 30 minutes after being announced provisionally at the finish venue, or sooner if agreeable with those present at the finish venue. Results will be decided on the least amount of fails collected and then by the least amount of time lost. Ties will be resolved in favour of the competitor with the least time lost on the first section. Unresolved ties will then be judged in the favour of the furthest cleanest. If still unresolved engine capacity will therefore decide.

Results will only be published on www.bbmc.org.uk following the event unless crews specifically request paper copies at time of entry.

11) Entries

The entry list opens on 10th March 18:00 hrs and closes on the 13th May at 17.00 hrs.

The entry fee is £70, which includes two breakfasts.

The maximum entry for the event is 60 and the minimum is 45.

Should the minimum figure not be reached by 6th May the organisers have the right to either cancel or postpone the meeting.

Entries will be confirmed by receipt and acknowledgement.

Entries will only be deemed accepted when entry fee is paid in full.

Entries whose cheque fails to clear will require a cash payment before the event that may be subject to additional charges.

It is a condition of acceptance that entries will only be accepted with a fully completed Entry Form including your MARSHAL'S DETAILS, on a strictly first come first served basis.

It is a condition of entry that all crews must supply a marshal team, no members of Broughton-Bretton motor club will be allowed to sign on for competing crews without express permission of Clerk/Chief Marshall or Chief Timekeeper/Entries Secretary of the meeting.

Marshalls must bring and wear a high visibility vest/jacket whilst at their control point.

The Entries Secretary to whom all entries must be sent is:-

Nia Jones, ENTRIES VIA THE ELECTRONIC SYSTEM

Link to entries available through club website <http://www.bbmc.org.uk/>

Cancelled Entries.

Entry fees will be refunded less a £10 administration fee if cancelled in writing before the closing date for entries. Entries cancelled after this date may be refunded at the organiser's discretion. Entries can be refused at the organiser's discretion and no discussion will be entered into.

12) Officials

– no calls after 21:00 hrs please!

Clerk of the Course:

Kevin Robinson 07788 190404

Secretary of the Meeting:

Mike Mckeown 07810 056782

Entries Secretary:

Nia Jones 01352 717980 / 07777659186

Chief Marshalls / Timekeeper:

Arwyn Williams 07833 665192

PR Liaison:

Richard Bestwick 07816 171453

Scrutineer :

TBA

Environmental Scrutineer:

TBA

Stewards:

TBA

Driving Standards Observer,

TBA and all named officials

Route liaison Officer:

John Davies

Results:

Rallyroots

Child protection / safe guarding officer:

TBA

Other officials may be announced in the final instructions or on the official notice board at signing on.

13) Map Marking / Pace Notes

The use of map markings / pace notes will not be permitted. The only markings permitted, will be that of related information given out by the organisers and highlighting of information already on the map as defined by R9.1.6. Any Competitor found to be infringing this rule will be excluded. Map checks en-route will ensure compliance.

14) Penalties

Penalties will be assessed on the time penalty system K13 modified as follows:

- A) Not reporting or reporting OTL at a Main control Retired
- B) Not reporting or reporting OTL at any other time control 1 Fail
- C) Not complying with the route card including visiting a control more than once 1 Fail
- D) Not reporting at a passage control or providing proof of visiting a route check 1 Fail
- E) Arrival before due time at a time control of a standard/neutral section, 1 fail per offence
- F) Arrival after due time at a time control on a standard section, actual time late. (1 sec per second, 1 minute per minute)
- G) Arrival after due time at the end of a Neutral section, penalty free except cumulative towards total lateness.
- H) Breach of technical regulations concerning the use of lights and breaches of the construction and use of lighting and vehicle regulations Exclusion
- I) Damage or ineffective silencing system Exclusion
- J) Damage to car – damage will be considered to be any tear or indentation exceeding 50mm in depth to the external surface of the coachworks Exclusion (See SR18 for full explanation)
- K) Excessive Sound Exclusion
- L) Receiving assistance contrary to H.36(b) Exclusion
- M) Breach of statutory regulations concerning the driving of the motor vehicle including failure to stop at give ways and at junctions specified as give ways in the route card Exclusion
- N) Failure to comply with a reasonable instruction of an official providing that warning is given that a penalty will be applied Exclusion
- O) Excessive speed or driving in a manner likely to bring the sport into disrepute Exclusion

Any competitor reported to the clerk of the course by the police for (any of the above) will be considered as (penalty M) bringing motor sport into disrepute and excluded!

Assessment of performance will be based on the least amount of fails and then by the least amount of time lost. Ties will be resolved in favour of the competitor with the least time loss on the first section. Unresolved ties will then be judged in the favour of furthest cleanest. If still unresolved, engine capacity will therefore decide.

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TECHNICIANS.

Tel: 07971 940325

*Are pleased to support BBMC as scrutineering
venue for 2016*

*We wish customers old and new a successful
night's sport.*

15) General Regulations

All general regulations of the MSA will apply as written except for the following, which are modified:

R8 inclusive Secret checks may be established without prior notice to ensure compliance with the route and /or other regulations, e.g. Give ways, Black spots or Quiet Zones

R5.4.3. Only the driver nominated on the entry form may drive during the event

R6.3.1 , D8.1.4 & G.11.1. Any notice or amendment displayed at the start or en-route bearing the signature of either of the Clerk of the Course/Asst Clerk of the course, Chief Marshall, Chief Timekeeper or Entries Secretary of the meeting shall have the same authority as these A.S.R.'s

R8.1.1. Give Ways – Competitors will be required to stop at all junctions specified as a give way junction on the route instructions. At these junctions all wheels must be seen to stop and all forward motion must cease.

R15.1 & R15.1.1. To be classified as a finisher, competitors must report to and receive a valid signature at:
Two thirds of the time controls listed on the route card plus

All main controls

All noise checks

Damage control

Within their maximum permitted lateness and in the vehicle in which they started the event.

16) Timing

The event will use the scheduled timing method. Timing will be by digital clocks, using BBC / Telecom time. Competitors are advised to set their watches at the start of the event.

17) Controls

There will be 8 types of controls:

Main Control (MC). These will be found at the start, petrol halts and at the finish.

Time Controls (TC) These may be timed to the minute or second and may be dual controls, therefore may count as the end of one section and start of the next

Passage Control /Route Check/Via (PC/VIA/RC). These may be manned or unmanned and the only requirement for a competitor is to have the marshal's signature if manned or to record a code board if unmanned. Unmanned controls must be countersigned at the next plotted manned control, ie (not a DSO)

Route Check Time. This will be a codeboard placed around 4-6ft after the 'C' board at a time control, you must record this and get it countersigned at the time control you have now entered.

3 Meter Controls. These are where a not as map junction is used. Competitors will be issued with diagrams showing the correct approach and depart at these controls.

Secret checks. These will be included to establish compliance with Quiet zones, give ways, DSO's and map checks. Marshalls at these points will NOT be able to sign for unmanned passage controls.

The organisers reserve the right to cancel sections if it is deemed fair to do so, force majeure etc.

When the organisers consider that inaccurate times have been given at any time controls, they will therefore deem it to be a passage control.

Procedure at controls

Time Controls: At each main control or controls for the purpose of recording a time, the marshal will enter the time shown on the control clock and sign in the appropriate place on the time card. You may enter these controls on the previous minute to your due time. The time will be when the card is presented to the marshal. (You may wait in the control area but you must leave room for vehicles to be able to pass)

At a passage control / via/ route check/rct there will either be a board to record or the marshal will enter their name on the time card as proof of correct approach. In instances of no marshal being present (IE codeboard is present) All information recorded must be countersigned by the marshal at the next manned control as per route card.

All controls will be indicated by a control board up to 50 yards ahead of the marshal, (except for three meter controls), on the correct direction of approach and the left hand side of road. In the instance of a Route check the C board may not be present. Controls must be visited in the order specified in the route card. Controls visited out of order will be deemed not to have been visited.

Should any entry on a time card not be legible, or not appear authentic, it may be considered not to have been made. Organisers may refer to marshal check sheets in case of doubt. Any alterations or amendments to cards will only be accepted if countersigned by the marshal at the time of amendment. It is the competitor's responsibility to ensure that his or her time card is correctly marked. It is not the duty of any marshal to interpret these regulations, MSA regulations or any other written instructions given to competitors, nor explain the meaning thereof. It is the responsibility of competitors to read and understand any regulation and written instruction.

Controls will open 30 minutes before due time of car 0 and close 30 minutes 59 seconds after the due time of the last car.

Any competitor who causes any form of harassment to a marshal or any official, or who remains in a control area subsequent to an instruction to depart, will be reported to the stewards of the event. The organisers reserve the right to exclude any such competitor.

18) Damage

All competitors will be required to complete a damage declaration form that must be handed in at the finish. In case of retirement this form must be forwarded to the secretary of the meeting within 72 hours, unless damage has been caused then this MUST be reported on the night of the event. Failure to do so will result in the competitor being reported to the MSA. Competitors are reminded that submission of a damage declaration form does not in itself negate their responsibilities within the law if they have been involved in a road traffic accident.

AFTER ISSUES DURING THE 2011 EVENT THAT HAVE HEAVILY JEOPARDISED THE ROUTE, THE CLUB WILL THROUGH THE POWERS OF THE MSA LOOK TO RECOVER ALL COSTS INCURRED. Crews involved in any incident involving damage to a 3rd party will be excluded regardless of level of damage to the competitor's vehicle. Damage liable to exclusion will be any indentation or tear of more than 50 mm in depth occurring above the centre line of the vehicles wheel height. Over and above this any damage to lights and bumpers may also result in exclusion (CofC discretion). Any car presented for scrutineering with any damage will have this noted and will only be allowed to start at the discretion of the Scrutineer / CofC/ Chief Marshall or Timekeeper.

Noise testing will occur at the start, half way halt and final damage check.

It is regrettable having to take such a hard line but the future of our sport is in your hands regarding damage and have vehicles that are presentable and fit for use at all times.

We wish to remind crews that the event is held on the public highway and as such should any incidents occur the normal rules of the Highway Code apply!!!

19) Driving Standards Observer

Competitor's attention is drawn to D.25.1, H.31.1.1 & r8.1-8.5. that failure to stop when requested by a DSO will incur a penalty of exclusion. All DSO's will be considered judges of fact, in addition all named officials will also be deemed judges of fact. Competitors attention is drawn to MSA regulations, which in brief state that the clerk of the course shall either directly, or through his powers of delegation, ensure that all regulations are complied with and that in conjunction with appointed officials, keep order with special responsibility for public security.

DSO's will be appointed to adjudicate on:

Excessive noise

Excessive speed

Driving in a manner likely to bring the sport into disrepute

Compliance with special restrictions i.e. Quiets, Giveaways.

The organisers intend to enforce the DSO's role in a fair and efficient manner, if you do not abide by the above you **WILL** be going home.

Please dip your lights when entering any control area.

20) Scrutineering

Scrutineering will be to comply with the road traffic act, General Regulations Section J and Technical Regulations R18 inclusive. Cars will be required to undergo a noise test. Failure will result in a non start. Noise checks may also be carried out en-route. Crews either failing noise test or scrutineering will not be permitted to start and will not be refunded the entry fee. **Please note the Police forces and RLO's of Wales require all competing vehicles to be fitted with tyres that carry a valid 'E' mark at all times.**

21) Service

Service, and any other form of outside assistance, will NOT be permitted during the event. This also applies to the halfway halt. Competitors may however work unaided and may borrow tools or equipment from fellow competitors or owner of the halfway halt. The penalty for infringing this regulation is Exclusion.

22) Photographs

The official photographer for the event will be Jason Evans Photography.

23) Insurance

The Organisers have applied to Jelf Insurance Partnership for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the scheme 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 will be **£15.55**. All applicants wishing to use the scheme must be able to comply with all points of the Jelf Insurance Partnership'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 maximum of 6 conviction points 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
- 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 Insurance Partnership) which should be forwarded either to the organisers or direct to Jelf Insurance Partnership prior to the event to allow sufficient time for a letter of acceptance to be issued.

Jelf Insurance Partnership

Partnership House

Priory Park East

Kingston Upon Hull

HU4 7DY

Tel + 44 (0) 1482 213215

Fax + 44 (0) 1482 213216

Email info@jelfmotorsport.com

24) Final Instructions

Final Instructions / entry list will be posted on our website in the week starting 13th May exceptionally they will be sent first class to the driver/navigator if requested at time of entry.



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Meister John Roberts of Rhos -on- Sea

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