



Final Instruction No.1- 28.03.18



www.uaceasterstages.com

UAC EASTER STAGES RALLY 2018

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Entries:

Thank you for your entry, please note any changes to entries or a withdrawal of entry please inform the Entries Secretary immediately. A seeded entry for the 2 day UAC Easter Stages, National A and B rallies will be published on <https://enter.rallyscore.net/#/entry-list/97?UAC-Easter-Stages-Rally> and for the 1 day, Easter Stages Saturday rally <https://enter.rallyscore.net/#/entry-list/99?The-Easter-Stages-Saturday-Rally>

Changes / Updates to Supplementary Regulations

2. MSA Permits

UAC Easter Stages Rally (National A & B)	Permit No: 106341
Easter Stages Saturday Rally (National B)	Permit No: 106342

3. Championship

The event is a counting round of the following championships:

Irish Tarmac Rally Championship	(MI Permit number 08/2018)
Irish Tarmac Modified Rally Championship	(MI Permit number 09/2018)
Irish Tarmac Historic Rally Championship	(MI Permit number 04/2018)
Irish Tarmac Junior Rally Championship	(MI Permit number 10/2018)

For regulations pertaining specifically to the Championship please see <http://www.irishtarmac.com>

4.2 Stewards of the Meeting:

Tom Allison	(Appointed by club)
Alan Teare	(Appointed by club)

4.4 Senior Officials

Deputy Clerk of the Course	Ronnie Mitchell
Deputy Clerk of the Course	Philip Murray
Assistant Clerk of the Course	Bob McKeown
Assistant Clerk of the Course	Raymond Linton
Chief Timekeeper	Robert Coursey
Service Area Manager	John Clarke
Parc Fermé Controller	Ian Atkinson
Media Officer	Sharon Carson

5 Locations

Competitor Liaison Officer:

Please see attached appendix 1 for time schedule for locations and availability of CLO Gary Milligan during the event.

Media Officer ~~Ray Brown~~ Sharon Carson - Dunadry Hotel Antrim

6.2 Competitors Briefing

Competitors briefings will be as follows:

For UAC Easter Stages Rally - Friday 6th April at 12:00, at MB Tyres, Ballyclare

For UAC Easter Stages Saturday Rally - Saturday 7th April at 09:00, at MB Tyres, Ballyclare
Competitors are reminded that attendance at your specified briefing is mandatory, failure to attend will result in exclusion from the event, under SR 19.22.

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25 Trophies / Awards

- 25.1 ~~The following awards will be made in the overall classification in the UAC Easter Stages Rally~~
The following awards will be made in the overall classification in the UAC Easter Stages Rally, National A
- 25.3 ~~The following awards will be made in the overall classification in the Easter Stages Saturday Rally~~
The following awards will be made in the overall classification in the UAC Easter Stages Rally, National B (2 day rally)
- 25.3.1 The following awards will be made in the overall classification in the Easter Stages Saturday Rally (1 day rally)
- Overall Classification**
1st Overall - Rothman's Salver and two trophies
- Irish Tarmac Junior Rally Championship**
1st Overall - two trophies

27.4 Advertising and Identification

Addition of 2 Antrim and Newtownabbey Borough Council decals (one on each side)

Service Area

The service area will open on Thursday 5th April at 16:00. Please note that due to limited space the following restrictions will be strictly attired to:

- 1 service vehicle per crew (identification sticker will be provided and must be displayed at all times)
- All service vehicles must be parked, no later than 10:00 on Friday, 6th April
- If a service vehicle is removed from service after 10:00 on Friday, it will not be allowed to return
- Larger service vehicles not servicing more than 1 crew, may be asked to 'share' space with another crew.

Please see appendix II for MSA Service Park Requirements and appendix III for what to do in the event of a fire

Motorhomes

There are a limited number of spaces for motorhomes in the service area, at an additional fee of £50.00. Anyone wishing the use one of these may request this via the event secretary. If you are allocated a space, a motorhome pass will be issued at the final administration check, upon payment of the relevant charge.

Trailer Park

The trailer park is in the car park adjacent to the service area. On arrival please unload your rally car in the service area and then move your trailer to the trailer park.

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Appendix I

Competitor Relations Officer Schedule

Friday 6th April

TC0 12.30 – 14.15 Start
TC2A 14.15 – 16.15 Regroup - In
TC4A 16.30 – 18.30 Regroup - In
TC6A 19.00 – 21.00 Parc Fermé

Saturday 7th April

TC6C 09.00 – 11.00 Service - In
TC9A 12.15 – 14.15 Regroup - In
TC12A 14.45 – 16.45 Finish

17.20 – 18.00 Publication of Provisional Results – Official Notice Board



Gary Milligan

07708 151796

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Appendix II

MSA Service Park Requirements

When participating in motor sport events and carrying out activities at Service Areas, entrants, competitors and service crew members should be aware of their own and other people's safety and wellbeing. The organiser has the overriding responsibility to co-ordinate the activity and ensure, so far as is reasonably practicable, that statutory requirements for these areas are met.

The Rally event organiser must allocate a 'Service Area Zone' to each competing team within the service park. These zones must be managed in such a way that they present neither a safety nor environmental risk to other teams or the venue location.

A. Basic Standards for Service Areas (or Service Parks):

1. The Service Area should be an appropriate size to allow adequate space for individual service zones, vehicle movement and safe pedestrian access. The ground should be relatively even with any significant hazards adequately controlled.
2. Service zones should be clearly demarked and public access restricted.
3. Organisers must set a speed limit for Service Areas and publish this information in the Supplementary Regulations.
4. All entrants should have an environmental ground-sheet in place before work commences on the vehicle.
5. Temporary structures such as motor homes, awnings and pop up tents must be erected securely and with sufficient ballast to cope with wind conditions. All structures deemed unsafe by the event organisers must be dismantled and removed.
6. All service vehicles should have an environmental spill-kit, for use in the event of liquid spillage. (Competing cars should also carry such a kit). Spillage of any liquid should be contained immediately by the crew concerned.
7. Fire extinguishers should be readily available at all times when vehicles are to be worked on, particularly in the event of any welding or grinding being carried out and when vehicles are being refuelled. The layout of the Service Area should permit emergency service vehicle access, should the need arise.
8. Vehicles should be supported by axle stands, chassis sill stands or ramps, all with recommended base plates, when raised in the air by trolley or any other types of jack. Engines should not be running when the vehicle is raised on stands. No other work on the car should be attempted, when raising or lowering of the car is taking place.
9. Where necessary, as part of the service i.e. changing of fuel tank, fuel pump, fuel filter, or any other item of fuel circuit, emptying and/or refilling of the fuel tank is permitted provided that:
 - a. The work is carried out with the knowledge of the organiser
 - b. A fire extinguisher with operator is on standby
 - c. No other work is carried out on the car during this operation
 - d. A safety zone is established within which all sources of ignition are removed
 - e. A minimum amount of fuel is used and any removed fuel is stored in a sealed container
10. Service zones should be controlled in such a way that they do not present any unacceptable risk to competitors, crews, adjacent teams or members of the public. Any personnel carrying out work should ensure that they adopt safe working practices at all times.
11. Entrants are responsible for all personnel in their team and in particular for supervising any young persons under the age of 18.
12. All working areas should be kept clean & tidy. All waste should be removed by the entrant at the end of the event and disposed of in a responsible manner.
13. Trailing cables & hoses should not be allowed to create a trip hazard and should not be run across access or roadways unless covered by cable protectors.
14. Whenever vehicle engines are being run, adequate ventilation must be in place.
15. Appropriate safety notices should be displayed and efforts made to ensure that they are complied with.

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16. Service crews and competitors need to be aware of the long periods of exposure to cold, wet or heat, experienced while on location in service areas and dress accordingly.

17. The organiser is responsible for establishing emergency arrangements for the Service Area including fire, injury and security incidents. These arrangements must be appropriately communicated to all entrants and competitors.

18. Entrants are reminded of their obligation to comply with the requirements of the appropriate sporting and supplementary regulations at all times.

B. Storage & Use of Petroleum Spirit

1. The organiser must establish suitable arrangements for refuelling with a preference for a designated refuelling zone. (See 'Guidance for the Operation of a Refuel Zone')

2. If re-fuelling is permitted in the Service Area, this should be the last operation to be carried out before the vehicles leave. The vehicle should be off any support stands, have all four wheels on the ground, have all other work ceased and have no occupants, when re-fuelling commences. All sources of ignition must be removed from the area and an appropriate fire response should be prepared.

3. Ideally re-fuelling should be by hand pumping, rather than from hand held containers.

4. Containers should comply with the relevant British Standard, should be marked "Petroleum Spirit-Highly Flammable" and be kept from any source of ignition.

5. All empty containers should be removed from the venue after the event.

6. Petrol is to be used as fuel only, not for any other purpose.

7. All vehicle re-fuelling is to take place in the open air. Smoking and any other sources of ignition, including live electrical items, must be prohibited and a safe area should be enforced with an operative on standby with a fire extinguisher.

8. Refuelling operatives, including those standing by with fire extinguishers, should ensure they are wearing protective clothing, including gloves and eye protection.

C. Hazardous Substances

1. Some parts on historic vehicles, for example brake & clutch linings, contain asbestos. Competitors are encouraged to use non-asbestos substitutes where possible.

2. Where asbestos is used, every effort should be made to prevent dust being released.

3. Some mineral oils may cause skin cancers. Where contact does occur, contamination should be washed off immediately. The wearing of any contaminated clothing should be avoided.

4. Other substances may cause ill health. Competitors should obtain MSDS (material safety data sheets) from suppliers in advance so that they hold important safety information about the products.

D. Electrical Safety

1. All electrical equipment should be maintained in a safe condition.

2. Extension leads & cables should be neoprene, oil resistant flexible cable.

3. All electrical equipment used externally should be weatherproof and tools should be insulated against electric shock and used with residual current devices.

4. Electrical equipment and hand tools should not be used where flammable vapours e.g. brake cleaner or fuel, are present.

E. Fire Precautions

1. All competition and service vehicles should carry a suitable fire extinguisher.

2. Special consideration should be made before lighting any cooking appliance.

3. All sources of ignition should be kept away from any fuel store or re-fuelling area.

4. Fire extinguishers should not be moved from their known location, other than when in use.

5. In the event of any fire, a report should be made to the organisers of the event before leaving the venue.

6. All entrants are encouraged to train their personnel in correct fire prevention and treatment procedures.

7. The organisers are responsible for putting in place an emergency plan to cover a fire in Service Area scenario.

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F. Compressed Air Equipment

1. Air blasts from over inflated tyres can cause severe injury. Tyres should not be inflated above manufacturers' recommendation figures.
2. Always stand clear when inflating tyres.
3. Compressors & air lines should be inspected regularly.
4. Compressed air cylinders should be stored and used to suppliers' recommendations.

G. Noise

1. Exposure to excessive noise may result in hearing loss, or other complaints. These may be short term, or after prolonged exposure, permanent.
2. Where exposure to noise is unavoidable, hearing protection should be worn.

H. Manual Handling

1. Lifting, carrying and propelling of loads by bodily force is a major cause of industrial injuries. All entrants are encouraged to train their personnel in safe manual handling techniques and provide appropriate lifting aids.

I. Waste

1. Entrants must remove all waste from the venue, including containers, packaging, tyres, oils etc. They must be disposed of it in accordance with environmental legislation.
2. General waste facilities on site should not be used to dispose of hazardous substances or materials which have been contaminated by hazardous substances. These must be segregated and disposed of in accordance with waste regulations.

J. Vehicle Safety

1. A 10 mph speed limit should be observed at all times in a Service Area, other than for Emergency Vehicles which may be attending an incident.
2. There may be pedestrians in Service Areas. Special care must be taken in these circumstances, to avoid collisions and, where practicable, to segregate pedestrian routes.
3. The unauthorised use of mopeds, motorcycles, scooters, go-peds, quads etc. is forbidden in Service Areas.
4. Vehicles may only be driven by persons holding valid driving licences for that class of vehicle.

K. First Aid

1. Any person sustaining injury or illness, should seek treatment from the event emergency services, by initially reporting to the Senior Official in charge of the Service Area, who will ensure the appropriate response.

L. Reporting of Accidents & Incidents

1. All accidents where any person sustains injury, or where damage to property occurs, should be reported immediately to the Senior Official in charge of the Service Area.

M. Further Regulations and Information

1. Entrants are reminded of their obligations to comply with the requirements of the appropriate sporting regulations at all times. These Guidance Notes should be read in conjunction with all relevant regulations and the HSE's guide HSG112 'Managing Health & Safety at Motorsport Events'.

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Appendix III

What to do in the event of a fire

To reduce the risk of a fire in the Service Area, all personnel should follow the following regulations -

- Extinguishers will be located throughout the Service Area and must not be moved unless required to extinguish a fire.
- All competing vehicles and service vehicles should carry a suitable extinguisher and personnel should be trained in how to use it.
- Care should be taken when lighting cooking appliances.
- The Service Area should remain free from obstruction in case emergency vehicles are required to attend an incident.

In the event of a fire the following procedures must be adhered to -

- On discovering a fire, the person must raise the alarm to alert all personnel in the immediate vicinity.
- Immediately turn off any cooking appliances, if safe to do so.
- Extinguish the fire if it is small and safe to do so, using the extinguishers located throughout the Service Area.
- Evacuate the area if the fire is large and unsafe to try to extinguish, ensuring that nobody returns to collect belongings.
- All fires, no matter what size, must be reported to a senior official, who will inform the Clerk of the Course. The Clerk will then decide if any further action is required, i.e. the attendance of outside emergency services.
- After the incident has been dealt with all appropriate paperwork must be completed and the site left in a suitable condition.