



Eakin Bros Brian James Trailers Stages Rally 2019

FINAL INSTRUCTION No 2.

Date: Monday 1st April 2019
Subject: Final Instructions No.2

Time: 23:00 hrs.
No. Pages: 9

From: The Secretary of the Meeting

To: All Competitors & Stewards.

* If there are any changes to your entry please contact the Secretary **as soon as possible**.

FINAL INSTRUCTIONS No.2.

1. DOCUMENTATION AND SIGNING ON

1.1 THE FOLLOWING MUST BE PRODUCED AT SIGNING ON.

- A Reconnaissance Sticker
- Motorsport UK or MI Competition licence of the appropriate grade for both crew members (or equivalent national licence for crews competing from outside the UK and Ireland.
- Valid Club membership cards of an ANICC / MI recognised Motor Club. Maiden City MC Membership will both be available at signing on at a cost of £10 each.
- Drivers Road Licence.
- Insurance cover note (if not using the JELF Scheme)
- Any outstanding monies.
- A mobile phone number for both crew members for the Rally weekend.

1.2. Competitors are also reminded that Non Production of an Motorsport UK issued Competition Licence will be referred to the appointed Motorsport UK Steward for the event. A fee of £72.00 will be levied on the competitor if the Steward permits the competitor to start the event.

1.3 . The RTA Insurance Cover Note for the Event is being provided by JELF Insurance Partnership. The basic fee (before loading) is £20, and has been included in your Entry Fee. Competitors who have not used JELF before are referred to the Supplementary Regulations for this event. Any driver with a loading letter will be required to pay the additional fee at Documentation

2. NOISE TEST & MECHANICAL SCRUTINEERING.

2.1 Mechanical scrutiny will be between the hours of 06:00hrs & 09:00hrs on Saturday 6th April at the Traceys Yard, Canal Street, Strabane. BT82 8EE. N54°49'42.0" W7°27'54.6"

2.2 Competitors within a 25 mile radius may be Scrutineered between the hours of 18:00 and 20:00, at the same venue and sign-on at the Strabane Presbyterian Hall, Derry Road, a short distance from Scrutiny.

- 2.3 All cars must be presented for Scrutiny at the appointed location. Please follow marshal's instructions when you enter the service area. There is a separate trailer park close to the service area. Under no circumstances are trailers permitted in the service area. All competing cars must be taken to Park Ferme as soon as they have passed Scrutineering.
- 2.4 **THE FOLLOWING MUST BE PRODUCED TO THE SCRUTINEER.**
- An Motorsport UK or MI Rally Car Log book, or for overseas competitors outside the UK and Ireland a FIA passport • Homologation papers (if applicable.)
 - Letter requesting to use in-car camera (if applicable) • An SOS/OK board.
- 2.5 All cars must have all decals attached before presenting the car for scrutiny. Crews should pick up sets of decals at scrutiny.
- 2.5 **IMPORTANT - All cars presented for scrutiny must be fuelled sufficiently to complete the first loop of stages on the Saturday morning. There is no opportunity to refuel between leaving parc ferme and the start of the event.**
- 2.6 Any competitor proposing to use an in-car camera at any time during the event must advise the Clerk of the Course and the Event Scrutineer in writing of their intentions and produce the notification (bearing your name and competition number) at Scrutineering. The camera installation must be completed before the car is presented to the Scrutineer, and the installation must comply with current Health & Safety Regulations. (In –car camera notification forms are available from the event Scrutineer and can also be downloaded from www.downrally.com)
- 2.7 Competitors must present all necessary documentation at Mechanical Scrutiny relating to the eligibility of their vehicles. Competitors who wish to use auxiliary lighting if the weather and lighting conditions deteriorate during the event must have any lights fitted for presentation at Scrutiny.
- 2.8 Passed Scrutiny sheets must be presented at Sign-On on the Strabane Presbyterian Hall on the Derry Road, a short distance from Scrutiny.
3. **GENERAL**
- 3.1. Any competitor who wishes to apply to the organisers to be considered for a reseed must make their request through the Secretary of the Meeting before 08:00hrs on Saturday 6th April 2019. This needs to be on the official form available at Rally Office.
- 3.2 Competitors are reminded that only one service van per entry will be allowed. All service vehicles must be in place before 08:00hrs on the morning of the event. Service area Risk management policy is attached at Annex A to these final instructions. Competitors are specifically reminded that no stand alone petrol generators are discouraged in the service area – generators built into vehicles are permitted.
- 3.3 Overnight, Friday 5th April, it is **not recommended** to leave Service Vans, trailers or cars at the Service Park, as it is an open public car park. Any vehicle left will be at the owner's risk.

Declan McCay
Clerk of the Course.

Sarah Coyle
Secretary of the Meeting.

ANNEX A

SERVICE AREA

- Each competing car will have a designated service location. Only one service vehicle will be permitted.
- The cars will be directed by marshals to their required parking spot.
- Each service location must have a ground sheet.
- Refuelling or storage of fuel is permitted only at agreed locations within the Service Area.
- No trailers and only one support vehicle per competitor will be permitted in the holding area.
- Each competitor must have a ground sheet and an Motorsport UK approved spill kit to be used in the event of spill of oil or fuel. In addition, the MCMC will provide a spill kit in this area.

Service Area Fire Risk Assessment

The Service Park area by its nature is a heavily congested and occupied area and therefore constitutes the most significant risk.

The greatest hazards in the Service Area is associated with re-fuelling. This risk assessment is based on historical knowledge and anticipated layout, the quantities of fuel and solvents for 100 teams and cars and 200 competitors.

Possible Hazards, outlined below, include:

- Combustible Wastes
- Mobile Catering Units
- Workshop facilities for the Race Teams

The main risks of Fire, outlined below, are:

- Electrical Hazards
- Flammable Liquids
- Storage of Combustible Waste

General Fire Risk Assessment

Motorsport is a high risk activity and poses several different risks. However, the risk of Fire can be categorised under three headings:

- Risk due to Fuelling and Re-Fuelling
- Risk due to Fuel Leakage (Mechanical)
- Risk due to Fuel Leakage (Collision damage)

Whilst all the above scenarios present a risk of fire occurring, by nature of the likelihood scenarios, some present a greater risk than others.

Possible Hazards

Mobile Catering Units will be allocated to specific area stands within the park, away from possible ignition and combustible storage facilities. All catering units will have their own portable firefighting equipment.

Workshop facilities for the Teams are provided in bespoke trailers and awnings erected from the side of vehicles. Some facilities are provided in the cargo compartment of some vans and Lorries. In line with competitor regulations, portable firefighting equipment must be provided.

Main Risks of Fire

The Service Park is a no smoking zone with signage and Marshals monitoring compliance

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Hazard	Observation	Recommendation
Smokers materials	Technicians smoking in workshop area.	All Teams to be advised that smoking is not permitted in workshop areas or in the vicinity of fuels. Spectators and visitors smoking in the service park area. No Smoking signs to be erected in proximity to workshop areas and throughout the park.
Electrical Hazards	Portable generators in the park	All generators to be properly maintained and only approved connectors used. Generators to be switched off when refuelling. All cables used for generators or the electric supply, must be covered by the appropriate cable protector at all times.
Flammable Liquids	Teams store flammable liquids, including fuel in their workshop areas,	Flammable liquids must only be stored in sealed containers and only in quantities required for the day of the rally.
Welding & grinding	Teams in their workshop areas provide welding and Grinding equipment	Care should be taken when using such equipment and such operations should only be carried out away from flammable surfaces and substances.
Storage of Combustible Waste	Combustible waste from packaging and waste Oils	Waste should not be allowed to build up in the Team areas. All waste should be placed in the appropriate container provided by teams as soon as possible. Waste Oils should be place in the containers. Used Tyres should not be placed in skips. Waste containers are to be emptied at regular intervals.
Arson	Deliberate ignition of combustible materials	Fire Points and Extinguishers are provided throughout the park area.

Limitation of fire spread	Means of Giving Warning in Case of Fire	Responsibility for warning of Fire rests with MCMC Marshals. An agreed alarm signal should be agreed with the Service Area Safety Officer.
	Means of Fire Fighting	Portable Fire Extinguishers will be provided throughout the park. Fire Fighting Equipment will be tested and certified.
	Means of Escape in Case of Fire	Layout of the car park means there is easy escape in all directions.

There will be a firm control of fuels and associated restrictions in the service area. Immediate, permanent and serious enforcement actions for transgression of those restrictions will be in place.

In the service area, petrol generators will be discouraged and when/if permitted will be subject to inspection, restrictions on use. Refuelling of hot generators is not permitted.

There will be a limit on the total volume of all flammable fuel, and specific conditions of storage, held in each service bay.

All service vehicles must contain fire-fighting equipment.

A no smoking ban will be enforced throughout the Service Park.

All petroleum spirit must be stored in metal containers and kept away from any source of ignition – for example in the service vehicle. The fuel must be transported in individual containers that comply with the relevant United Nations Economic Commission for Europe and are marked with the UN number (UN1203 for petrol and UN1202 for diesel).

All containers must be indelibly marked “Petroleum Spirit – Highly Flammable”.

The Vehicle transporting the fuel must carry a 2kg dry powder fire extinguisher.

Petrol is to be used as a fuel only – i.e. not for cleaning.

Refuelling of Rally Cars

The organisers have made provision for the following option for refuelling competing Rally Cars:

The responsibility for controlling and co-ordinating the storage and dispensing of fuel rests with the organiser; however, they have no direct control over the activity and therefore must pass the requirements on to the competitors / entrants. A risk assessment, safety plan and incident plan is required. The organiser has responsibility for monitoring safety.



(a) 54 litres



(b) 25 litres



(c) 20

litres

Typical fuel containers

Refuel Zone

Area Set-up	07.00 am Saturday 6th
Estimated Start	10.00 am
Estimated Finish.	15.30 pm
Estimated Support Crews	100
Estimated spectators	Nil
Refuelling Area Controller	Alan Redstone

Detailed requirements for the management of refuelling are contained in the Supplementary Regulations supplied to all competitors. Failure to comply with these refuelling regulations will be reported to the Stewards who may apply/impose a fine or exclusion.

Refuelling is NOT permitted within the Service Park.

Competing cars may also be refuelled using the facilities available at roadside filling stations along the route (these will be indicated in the Roadbook), or in the Refuelling Zone provided by the Organisers.

Refuelling in the designated Refuel Zone and will be supervised by an experienced specialist. The refuelling zone is in the S.C.O.R.E. Site, adjacent to the Service Area.

- The refuel zone is clearly segregated from all spectators. Access for refuelling crews will be controlled by experienced MCMC marshals.
- Engines will be switched off throughout the refuelling operation
- In line with MS-UK standard regulations, It is mandatory that crew remain **outside** the car during refuelling and this will be strictly enforced.
- Approximately six refuel areas will be designated within the Refuel Zone. Each of these areas will have a groundsheet to catch any minor spillage of fuel.
- A comprehensive Spill Kit provided by MCMC will be located in the Refuel Zone to ensure a quick response to any significant fuel spillage.
- Four x 5 kg dry powder and two x 5kg foam fire extinguishers will be located in the Refuel Zone.

Solely for the purposes of assisting with the refuelling procedure of their car, two team members of each crew may access the Refuel Zone. Competitors and team members in the Refuel Zone must comply as instructed by the Official within the zone.

Approximately 100 rally cars will require refuelling before they leave the Service Area before the start of the rally and then again after the completion of the first and second loop of stages. This will result in three periods of approximately 50 minutes each, with the likelihood of up to 6 cars refuelling at the same time. The fuel will be transported to/from the centralised refuelling area by team members from each competing crew, preferably using a wheeled trolley.

The cars with the highest consumption will require approximately 80 litres for the entire rally. The majority will require approximately 50 litres. Teams will have prior knowledge of the mileages involved and will be encouraged to bring only the quantities needed to the Service Area.

A number of the rally cars (estimated at 30+) will not require specialist fuel. Additional time is allowed in the rally schedule for these cars to be refuelled at commercial filling station along the rally route as detailed in the Road Book, in an effort to reduce the amount of refuelling taking place in the Service Area.

The arrangements for bringing the fuel to site are the responsibility of the competitor / entrant. Fuel will not be stored in the Refuel Zone.

- Fuel Containers of greater than 25 litres must only be in the refuel area and may not be moved around the site outside the Refuel Zone.
- Fuel in containers of 25 litres or less may be moved around the site as follows: one container per person when carried by hand, one fire extinguisher to be carried within 5m of the fuel being moved at all times during the movement.
- Fuel for the use of a single rally car may be stored in a service vehicle provided that it is in metal containers not exceeding 25 litres capacity; not in direct sunlight; in a well ventilated area; not accessible to the general public AND to deal with fire and spillage an appropriate number of fire extinguishers (dry powder and AFFF) must be provided.
- Only authorised refuellers, service crew, competitors and named senior event officials are permitted to be nearby when a car is being refuelled in the Refuel Zone
- All fuel containers must be in a good state of repair, not leaking, securely sealed and appropriately signed 'Petrol – Highly Flammable'.
- Environmental protection – fuelling should be carried out on an impervious surface with an appropriate groundsheet and the availability of a Spill Kit with a means of containing and absorbing any spillage.
- Appropriate personal protective equipment is worn by those dispensing fuel.
- Appropriate signage is in place to warn of the presence of flammable substances and the prohibition of sources of ignition
- The area used for storage of fuel must not be in direct sunlight.
- Any combustible materials or sources of ignition shall be removed from the Refuel Zone. · Clear access & egress from the fuelling area shall be maintained at all times.

- The person in overall control of the Service Area (including the Refuel Zone) is Alan Redstone.
- In the event of a spillage or fire:
 - EVACUATE the immediate area
 - DEPLOY all available fire extinguishers
 - CONTACT Rally Control by Radio to mobilise Emergency Services