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Welcome

Building on the success of our format for previous years, you will be pleased to hear that the 2011 Bullnose Rally will follow this trend.

We will offer a wide variety of Tests and will be using a new start and finish venue at The Oxfordshire Inn at Heathfield Village near Bletchington, 5 miles north of Oxford. This venue offers accommodation and rooms have been reserved for the rally on the nights of Friday 2 and Saturday 3 September.

To ensure the maximum use of daylight, signing-on will open at 0700 with the first car away at 10:01. We expect to offer at least 30 miles of Selectifs with just 150 miles of easy Road Book navigation during which there will be a break for fuel, followed by a Jogularity section to pay respect to the Road part of this sport. A meal will be served in the interval between these competitive sections. While the results are calculated the bar will be open and we invite all competitors and marshals to stay on to swap stories of the day's competition before departing to their home or hotel room for a well-earned rest.

The Bullnose Rally will run under three permits, 1 for Endurance Road Rally Championship contenders, 1 for Clubmen who wish to see what this formula is all about and 1 for Historic vehicles who do not quite meet the spirit of the regulations. All the Clubmen need to compete is to be a member of Oxford Motor Club, membership of which will be available at a special low price to all competitors.

You will, of course, need an Endurance Rally car; that's a car with an engine up to either 1400cc petrol or 2000cc Diesel. The vehicle must remain as standard with only safety modifications allowed. While the Special Tests have been chosen to be relatively smooth, we do recommend that you fit a sump guard.

The maximum number for the event will be 60 cars and entries will be accepted on a first-come, first-served basis. The entry list filled rapidly last year, so you are advised to send your entry in quickly. More Regulations are available from the Entries Secretary and may also be downloaded from our web-site: www.oxfordmotorclub.co.uk

Once again we attracted a large number of marshals last year who all had an enjoyable day out. We will require a similar number this time so please persuade your fellow club members to contact the Chief Marshal and offer their services. All marshals will receive a lunch bag and are invited to join the competitors in the bar after the event.

1. Announcement

- 1.1 Oxford Motor Club will promote a National B Endurance Road Rally on Saturday 3 September 2011.
- 1.2 Oxford Motor Club will promote a Clubmans Endurance Road Rally on Saturday 3 September 2011.
- 1.3 Oxford Motor Club will promote a Historic Road Rally on Saturday 3 September 2011.

2. Jurisdiction

The meeting will be held under 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 issued by Oxford Motor Club, including notices posted on the official notice board.

3. Authorisation

MSA permits have been applied for.

DOT authorisation has been applied for.

4. Officials

Please do not telephone officials after 9.00pm.

Clerk of the Course	David Smythe , 07771 547063 davidsmythe26@googlemail.com
Deputy C of C Day	Karen Kearns
Deputy C of C Evening	Neil Lewis
Route Manager	Ben Rees
Entries Secretary	Zoe Turrell , 07947 990728 bullnose@oxfordmotorclub.co.uk
Competitor's Liaison Officer	Bill Hitchcock
Chief Marshal	Karen Kearns , 07930 319578 omcmarshal@gmail.com
Child Protection Officer	Richard Austen , 07775 921619
Equipment Officer	David Smith
Scrutineer,	Kevin Peake assisted by Claudia Aldridge
Environmental Scrutineers	John Blackwell , Shirley Blackwell
Results	Tony Michael
Radio Controller	Steve Noble – Register Control
MSA Observer	TBA
Club Stewards	TBA

All officials and marshals will be Judges of Fact who shall adjudicate on Stop/Give-ways, excessive sound and blackspots.

Driving Standards Officers (DSOs) shall adjudicate on excessive sound, excessive speed and driving in a manner likely to bring motorsport into disrepute.

5. Eligibility

5.1 The National B event is open to fully elected members of the organising club, and the following invited organisations and groups:

- Registered members of the Endurance Road Rally Championship
- Member clubs of the SCSMC, AWMMC, ASWMC, WAMC and CMSG.

5.2 The Clubman's event is open to fully elected member of Oxford Motor Club, membership of which is available at £10.00 per person until the end of December 2011.

5.3 The Historic event is open to fully elected member of Oxford Motor Club, membership of which is available at £10.00 per person until the end of December 2011.

5.4 For those entrants who are not members of the associations listed above or for those who forget to bring a valid club membership card, Oxford Motor Club membership is available at £10.00 per person on the day of the event which is valid until the end of December 2011.

6. Championships

The event is a round of the Endurance Road Rally Championship 2011.

7. Entries

7.1 The entry list opens on publication of these Supplementary Regulations and closes on Thursday 25 August 2011.

7.2 The entry fee is £185.

7.3 This year there are two ways to enter and pay.

7.3.1 Printed entry forms accompanied with a cheque payable to Oxford Motor Club posted to the Entries Secretary.

7.3.2 Electronic entry via the event webpage www.oxfordmotorclub.co.uk/bullnose and bank transfer payment to the Bullnose account at Lloyds, Sort code 30-99-78 Account number 56536260. Entries will be accepted once payment is confirmed. Please use the reference BULL_ where the blanks are the driver's surname, e.g. BULLSMYTHE. You should allow the usual 4 working day period for the fee to be received.

7.4 Entries received after the closing date may be accepted at the organisers' discretion and, in any case, shall be subject to a surcharge of £15.

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

Zoe Turrell, 5 Bulan Road, Headington, Oxford OX3 7HU

Email: bullnose@oxfordmotorclub.co.uk

Tel: **07947 990728** (please do not telephone after 9.00pm)

7.6 The maximum number of starters will be 60. The minimum is 35. If the minimum number is not reached, the organisers reserve the right to cancel the event and, if cancelled, entry fees will be refunded less any unavoidable expenses.

7.7 Entries will be selected on a first come, first served basis. Cancellations must be made in writing to the Entries Secretary and must be received before the entry list closes. In such cases the entry fee will be refunded in full. Entries cancelled after the closing date may be refunded at the organiser's discretion.

8. Classes

8.1 The Endurance Road Rally will contain the following classes:

1. Masters in fuel injected petrol cars 1001 – 1400cc
2. Masters in petrol cars with carburettors 1001 – 1400cc
3. Masters in petrol cars up to 1000cc and Diesel cars up to 2000cc
4. Experts in fuel injected petrol cars 1001 – 1400cc
5. Experts in petrol cars with carburettors 1001 – 1400cc
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 minimum for each class is ten and, if that number is not reached, the organisers reserve the right to amalgamate classes as necessary.

8.1.1 Master – A driver or navigator who, at the time of entry, has finished in the top 3 of any Endurance Road Rally. Competitors who consider themselves a master in another motorsport discipline, e.g. a regular top driver in autotests, sprinting, road rallying etc, are also considered as Masters.

8.1.2 Expert – A driver or navigator who, at the time of entry, falls outside the definition of Master or Novice.

8.1.3 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.

8.1.4 The classification for the entry is based on the highest classification of either crew.

Please be honest because we don't want experienced crews in the same class as genuine novices.

9. Seeding

Competitors will be seeded in class order based on the information provided on the Entry Form and from information which may be found elsewhere, for example, rally and championship results. The Organisers reserve the right to re-classify competitors as they see fit.

10. Insurance

10.1 Competitors must have Insurance in place which provides Third Party Liability cover that complies with the Road Traffic Act. This can be an extension to the existing motor policy for the car or purchased via the event organisers.

If a competitor uses an extension to an existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor. If a competitor wishes to purchase cover via the organisers then they can do so prior to the event providing they comply with the following.

- **Age 19 years of age or over**
- **Has held a full licence for a minimum of 6 months**
- **Has no more than 6 points of their licence**
- **Has had no more than 1 fault claims in the last 3 years**

Any competitor, who falls outside these parameters, may be offered cover at the standard price (or a higher price) depending on circumstances. These competitors must ask the event organisers to obtain agreement from REIS prior to the event. The Event Organiser's RTA scheme is provided by REIS and underwritten by Chaucer Insurance.

The basic rate for the event (before any loadings) is £25.00.

Drivers who require a declaration form, or have any other issue which may affect insurance should contact Samantha Bartlett directly on 0115 985 0165 for advice.

11. Final Instructions

11.1 These will be emailed to navigators (unless otherwise indicated on the Entry Form) and be available on the event website on or about the Monday of the week prior to the event.

12. Programme of the Meeting

07:00 Scrutineering, noise testing and signing-on will begin. Anyone not signed-on by 09:45 may not be allowed to start. Individual scrutineering times will be notified in the Final Instructions.

09:45 Competitors' Briefing

10:01 First car leaves the Start Venue (Rally HQ). Cars will depart at one minute intervals in seeded order.

19:00 First car returns to the Rally HQ. Food will be served to all competitors from 19:00.

20:01 First car starts Jogularity. Cars will depart at one minute intervals in seeded order. No reseeding will take place.

21:00 First car returns to Finish.

22:30 Latest time for last car.

Results will be posted as soon as possible after the last car arrives.

13. Scrutineering and Vehicle Eligibility

13.1 All vehicles in the Endurance Rally must comply with MSA Technical Regulations, in particular R4.1 and R20.

13.2 All 2011 Endurance Rally Championship rally vehicles must comply with the Championship Technical Regulations.

13.3 Cars will be checked to determine they comply with the Technical Regulations in the Blue Book; any car that does not pass Scrutineering will not be allowed to start. A summary of the sections applicable to Endurance Road Rally cars is included below:

Body

Bodywork must represent the manufacturer's original profile and may include any optional extras available directly from the manufacturer. Bumpers must be fitted. Paintwork must be one colour or manufacturer's original colour scheme. No primer is to be visible.

Vehicles must not have wheel arch extensions, unless fitted by the manufacturer as a standard item to the body shape. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. This trim will include headlinings, inside door panels, carpets and rear seats. Front seats may be improved or replaced. If equipped with a non standard fuel tank it must be separated from the driver/passenger compartment by a protective bulkhead of non-inflammable material preventing the passage of fluid or flame. No petrol cans may be carried.

The suspension type and mountings must remain the same as that fitted by the manufacturer. The shock absorbers may be of any make and may be uprated from standard. Adjustable spring platform struts are permitted. The mounting method and position must remain as specified by the manufacturer. Springs are free but must retain their original location. Bushes may be changed for similar polymer materials, but rose-joints or similar metal joints are prohibited.

Vehicles must be fitted with rollover protection comprising at least a rear hoop and two rear stays. The trim, including the rear seat may be cut to allow its fitting. Four-point full harness seat belts must be fitted.

We recommend that guards are fitted beneath the vehicle to provide protection from damage.

Engine and Transmission

Standard production specification engines limited to 1400cc petrol and 2000cc Diesel are permitted and must have:

- (a) A maximum of four cylinders.
- (b) Two carburettor chokes (two single or one double) or fuel injection where the original plenum chamber and throttle body is retained for that engine type.
- (c) One camshaft per bank of cylinders.
- (d) Engines with more than one camshaft per bank of cylinders may be used providing that they were originally fitted with fuel injection and that the fuel injection system complete with plenum chamber and throttle body is retained unmodified.
- (e) Forced induction is not permitted.

The exhaust system is free but must retain the original exhaust manifold. Where originally fitted with a catalytic converter, the standard part must be retained.

Engines must have induction air filter elements fitted that ensure the vehicle complies with noise regulations (see 14).

The transmission must be as originally fitted to the model of vehicle. Any changes to the gearbox or final drive are prohibited.

Wheels and Tyres

Any make of standard road tyres will be allowed, including those from Blue Book C (e) List IV (except Silverstone). However slicks, knobbly, M&S or other off-road tyres will not be permitted. Wheels and tyres must fit within the standard unmodified wheel arch. Tyres must always be legal for use on the public highway. All spare wheels securely fastened.

Brake fluid, pads and linings, and stone protection are free.

Electrical Systems

Vehicles must have a maximum of four forward facing beams, as well as side and indicator lights. Light pods are not permitted.

Miscellaneous

The vehicle must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use regulations (especially regarding brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings and windscreens).

They should be equipped with an effective method of stopping fuel supply, operable by the Driver when normally seated (the ignition switch would normally cover this requirement) and use pump fuel. Brakes are free but must comply with Construction and Use Regulations.

No sign-writing will be allowed unless part of a manufacturer's original colour scheme. It is permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer's make or model, or a recognised Motor Club, or a registered national charity, provided that this does not affect the Driver's view.

The use of global positioning systems (GPS) or any other type of position determining device is prohibited. Mobile phones may be carried for use in emergencies.

We recommend that all cars carry a red warning triangle, a fire extinguisher and a first aid kit.

If you have any queries about your car's eligibility, please consult the Blue Book or contact the Clerk of the Course (not the Chief Scrutineer).

Any car which, due to its general condition or appearance, may, in the opinion of the organisers, bring motorsport into disrepute, is liable to be prevented from starting.

13.4 Entries will NOT be accepted for four wheel drive vehicles.

13.5 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.

13.6 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.

13.7 Competitors are permitted to carry mobile phones for emergency use only, R7.2.3

13.8 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 the event.

13.9 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).

13.10 Spill kits. We draw your attention to R20.1.15. Each car must carry a 'small spill kit' defined as: Absorbent pads or granular absorbent material capable of dealing with spillages up to 1.25 litres capacity.

14. Sound Test

All cars must comply with MSA sound regulation J5.18, i.e., no more than 98dB(A) at 2/3 maximum RPM measured at 0.5 metres from the end of the exhaust pipe. Cars which do not pass the sound test will not be allowed to start.

Due to the large effort involved to PR the route through this densely populated region, a second Sound Test will be performed along the route. Driving Standards Observers will be placed at various points around the route with powers to exclude any cars they find are particularly noisy.

15. Signing-on

All competitors must sign-on on the Competitors Signing-on Form.

National B competitors are reminded that club membership cards and National B licenses shall be inspected at signing on to check against the details on the event entry form.

Clubman entrants are reminded that club membership cards shall be inspected at signing on to check against the details on the event entry form.

All drivers must sign the Insurance Form.

The Official Notice Board will be in the signing-on area and competitors must read the information posted on it.

16. Identification

Competing cars will be identified by self-adhesive rally plates supplied by the organisers which must be fixed to the front and rear of the car. Cars must also display 25cm orange self-adhesive numbers, also supplied by the organisers, at the top of both rear side windows. These must remain visible to marshals at all times.

Rally identification must be removed before leaving the Finish Venue or upon retirement.

17. Route

Since the entire route will be included in the Road Book, competitors do not need to provide any maps. However, you will find it helpful, especially if you get lost, if you have Ordnance Survey Landranger maps 164 and 174; any recent edition will suffice.

The entire route is about 150 miles on the public highway. In addition there will be at least 30 miles of off-road Special Tests. Some sections of the route will be traversed more than once to gain access to those Special Tests.

Cars will be required to carry fuel for about 90 miles; there will be a fuel/rest halt during the day and other filling stations will be noted in the road book.

Road Books and Timecards for the daytime section will be issued at signing-on upon presentation of a completed Scrutineering Check sheet.

Road Books and Timecards for the evening section will be issued at the meal break.

No competitor will be required to exceed an average speed of 30 MPH between controls except on motorways. On daylight rallies junctions may be treated in accordance with the Highway Code. It is not necessary to stop but competitors must give priority to traffic in the road they are about to join.

Points on the route where competitors must take particular care will be marked with boards containing an exclamation mark '!'. 'NO' boards must not be passed in the direction in which they read 'NO'. Arrows may be used to augment route instructions.

18. Sections

Most of the road sections on the event will be considered as **Transport**. These sections are used to transport competitors between the Start, the various Special Tests and the Finish and will be timed at an average speed of 30 MPH or lower. There are no penalties for late arrival at the end of these sections (except for maximum lateness).

Lower average speeds will be applied where parts of the route pass through PR sensitive areas and those areas will be designated as Quiet Zones. They will be indicated in the Road Book and on the route by a 'Q' board at the start and a 'Q' board at the end. Cars must be driven slowly and quietly in Quiet Zones.

19. Special Tests (Selectifs)

Special Tests will all be held on private ground. Cars will start at approximately one minute intervals and will follow a route indicated by a map, diagram, 'Tulips', written instructions or any combination thereof. Some tests may be run twice with cars starting a second run immediately after finishing the first run through. In this case, there will be two queues, and second-run cars will be expected to start at approximately 30 second interval between first-run cars.

All Selectifs will be timed at an average speed of 40 MPH. Timing at the test finish control will be to the previous whole second.

For each Special Test a Minimum (Bogey) Time will be published and any competitor recording a shorter time will be given that Minimum Time. Similarly a Maximum (Target) Time will be published and any competitor recording a longer time than that will be given the Maximum Time. Otherwise, the actual time taken to complete the test will be given.

Various manoeuvres must be performed within the test which will require a marshal's signature or a code board to be recorded on the time card. Penalties for incorrect manoeuvres may be applied retrospectively from marshal's check sheets. The maximum penalty allowed for any test, including the time taken and any additional penalties incurred, will be the Maximum Time.

20. Timing & Controls

20.1 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.

20.2 Standard sections. These sections will be timed to the minute. Penalties for early or late arrival.

20.3 Selectif sections. These will be on private land and run at a maximum of 40 mph. 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.

20.4 Some Selectifs may be run at intervals of less than 1 minute. Follow the instructions on the test diagram.

20.5 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.

20.6 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.

20.7 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 5sec). 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).

20.8 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 23.1. 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, confirmed 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 23.1.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 5 seconds. There is additional penalty for stopping in sight of the marshal or excessive slowing.

20.9 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 ¾ rule. Competitors will be required to make up lateness at rest halts.

21. Timing and Timecards

Timing will be by clocks held by marshals at Time Controls and will be accurately set to BBC or Telecom time. Times will be recorded to the previous whole minute or part thereof. An official clock will be available at Signing-On for competitors to check their own watches.

The number of spaces reserved for PCs/RCs will, in most cases, indicate how many of those can be expected between time controls. Timecards will be collected at various points along the route as indicated in the road book.

At Time Controls which coincide with the end of one Timecard and the beginning of the next, the control may be printed on both cards. Competitors should ensure that the time is copied to the following card to assist them with calculating times at subsequent controls.

Competitors are reminded that the onus is on them to ensure that Timecards are correctly filled in by marshals before leaving the control area since mistakes cannot be rectified later.

22. Results and Awards

22.1 Competitors' overall performance will be established by adding their Road and Special Test penalties together. Ties will be resolved by the method of *furthest cleanest*.

22.2 Provisional Results will be made available shortly after the end of the event and will be declared final as soon as possible thereafter.

22.3 Protests and Queries must be lodged within 30 minutes of the results being declared Provisional. The Results Area at the finish is a **black spot** so competitors must hand in Damage Declarations etc at the Final Control.

22.4 Awards will be given for first place overall and for first and second within each class (subject to 10 or more crews being eligible). Nobody may win more than one award. Awards will be presented at the finish or, if it is not possible to declare a result at that time, at a prize-giving ceremony to be held at a later date.

Further awards may be made at the organiser's discretion.

23. Penalties

23.1 Competitors will be assessed by the penalties described in the following table which are modified penalties in R13. All other penalties apply as written.

General Penalties	Penalty
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	
Note: Some controls may be visited more than once. Most test venues will be visited more than once.	900 sec
d) Not reporting at a passage control or providing proof of visiting a route check, or wrong approach or departure	300 sec

from a passage control

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 5 sec before due time at an IRTC	1 sec per sec
i) Stopping in sight, or excessive slowing before an IRTC except for reasons of road safety	300 sec
j) Arrival more than 5 sec after due time at an IRTC	1 sec per sec
k) As written - Breach of any statutory requirement concerning the use of a motor vehicle	1800 sec
l) As written - Contravention of 12.7	1 st offence 1800 sec 2 nd offence Exclusion
m) Excessive speed or driving likely to bring motorsport into disrepute	Exclusion
n) Excessive sound	Exclusion
o) Using chase cars, service vehicles or other outside assistance	Exclusion
p) As written - Breach of 7.2.3, 18.6.4, 116	Exclusion
q) As written - Breach of 5.4, 15.1.2, 15.1.4, 9.1.3, 9.1.4, 9.1.5, 9.1.6	Exclusion
u) Not starting a Selectif	1800 sec
v) Failing to start a Selectif, missing part of a Selectif route, e.g. missing a chicane or cone complex, excessive cutting (all wheels off the track) or failing to complete a Selectif.	3x Maximum time
w) False start on a Selectif, taking the wrong route through a chicane or cone complex	90 sec
x) Every second taken to complete a Selectif	1 sec
y) Minimum penalty on Selectif	3x Minimum time
z) Maximum penalty on Selectif	3x 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, except for reasons of road safety.	1800 sec
ac) Incorrect recording of codeboard details	60 sec per incident

NB Do not reverse after overshooting a stop-astride or the finish line, the penalty will be imposed for the offence anyway. 23.1.d above will apply to passage and route checks on Selectifs and the road section. On Selectifs 23.1.z also applies.

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

24. Official Photographer

The Official Photographer for the event, from whom photographs may be ordered, is Andy Manston of M & H Photography. Proofs of photographs will be displayed on the M & H Photography web-site at www.mandh-photography.co.uk.

25. Facilities at the Start and Finish

Fuel will be available near the Start Venue and at certain points around the route as indicated in the Road Book.

A short fuel / lunch halt will be scheduled around mid-day; competitors should provide their own lunch.

A meal will be served to all drivers and navigators at the Finish. The cost of this **is** included in the Entry Fee and you will be issued with coupons at Signing-on. Please let the Entries Secretary know of any special dietary requirements along with your Entry Form.

26. Charitable Donations

Part of the entry fee will be donated to a local charity and what better charity to support than the Thames Valley and Chiltern Air Ambulance Trust since they are likely to attend the scene of any serious road accident which might occur in Oxfordshire. Over the years of being an endurance road rally the Bullnose Rally has donated over £4,000 including the personal donations from many competitors and marshals. So, if you would like to make an additional personal donation to the Air Ambulance, please make out a separate cheque to "TVAC" and enclose it with your entry.

27. Marshals

With an event of this sort where there is a large mileage in Special Tests on a single day, many marshals are required to make it a success. The rally could not go ahead if there was a shortage of marshals. If you are competing, please encourage somebody

you know to marshal or come along yourself if you cannot compete. There is a space on the Entry Form for you to recommend someone.

You need to bring your own maps (any recent edition of Ordnance Survey 1:50,000 Landranger sheets 164 and 174), a clip-board and some pens.

All marshals will receive a "lunch bag". You will be most welcome at the Finish Venue where the bar will be open and you can socialise with the competitors and other marshals.

We shall be setting up a radio network using the MSA's 81 MHz frequency to provide safety coverage and to assist with the running of the event. If you have access to such a radio and have acted as a radio operator, please let us know.

To help our pre-event planning, please contact our Chief Marshal: **Karen Kearns, 07930 319578** at least two weeks prior to the event (please don't leave it to the last minute or telephone after 9.00pm). Email: omcmarshal@gmail.com

28. Accommodation

Acknowledging feedback from previous years, for 2011 The Bullnose is based at a venue not only offering the administrative requirements of a Rally HQ, but also Hotel accommodation.

The Oxfordshire Inn has been block booked by the event to provide accommodation for those of you who are travelling or wish to make the event more social than has been possible in past years on both the Friday and Saturday nights.

The venue has double, twin and family (3 beds) rooms available, as well as offering a traditional breakfast for you to enjoy the following morning.

Please contact the Hotel direct to make your bookings.

The venue can be contacted on:

Oxfordshire Inn

Heathfield Village

Bletchington

Oxford

OX5 3DX

T 01869 351444

F 01869 351555

E manager@oxfordshireinn.co.uk

W www.oxfordshireinn.co.uk

Please quote The Bullnose Rally to be assured accommodation on these dates.

Acknowledgements

The Oxfordshire Inn and its staff for the start and finish venue.

All Special Test venue owners

Rally Preparation Services Ltd

Simon Fowler and his staff at the MSA

The Endurance Road Rally Championship and it's supporters

All partners and friends who have had to make space for the Bullnose Rally

All volunteer marshals, medics, recovery personnel and officials.

The Bullnose Endurance Road Rally is proud to be a round of the Endurance Road Rally Championship 2011.



Championship supporters:

