



**MAYO & DISTRICT
MOTORSPORT CLUB LTD.**

Mayo Stages Rally 2020

Final Instructions 2

5th March 2020

To All Competitors.

Safety Tracking System (STS)

General

All cars must be fitted with the STS equipment as issued by the MI appointed system provider.

The STS devices will be distributed to competitors during Reconnaissance Sign-On or prior to mechanical scrutineering.

The competitor is responsible for the STS equipment as issued to them by the system provider.

In the event of untimely return or damage to the STS equipment, a fee (max €200) may be charged by Motorsport Ireland.

Competition cars not equipped with functioning STS equipment will not be allowed to start the event.

Failure to have correctly installed and connected equipment or any manipulation or disconnecting of the equipment in the rally car during the event will result in exclusion from the event.

Installation and Inspection.

The crew are responsible for the installation of the STS equipment and the information stickers in the rally car as indicated in the STS User's Guide supplied.

Personnel, appointed by the system provider, will inspect the equipment to ensure it has been fitted correctly and is functioning.

Incorrectly fitted equipment must be rectified before the start of SS 1.

System provider personnel are authorised to enter pre event Parc Ferme in order to check the correct installation and functionality of the STS equipment in competition vehicles.

For competitors, who through circumstances beyond their control have been unable to fit the STS to the competing car before attending scrutineering, they are authorised to fit the STS in Parc Ferme up to 20:30 on Saturday 07th March 2020.

Use.

If a crew stops in a special stage, the "SOS" or "OK" button must be activated as soon as possible but within a maximum of 30 seconds.

For infringement in the usage of “SOS” and “OK” signals, the team/crew may be subject to penalties as per App. 29, Art. 3.5.1 of the current Motorsport Ireland Yearbook. In a situation where a crew receives an electronic Red Flag (Stage Stopped) signal, the “OK” button must be activated In order to confirm ‘message received’ to rally control centre. The crew must immediately reduce speed and proceed non-competitively to the stage finish or as directed by an official.

Return of STS equipment.

The complete STS equipment must be removed from the car by the crew in Parc Fermé at the end of rally and returned to the system provider.

In case of an earlier retirement the competitor must remove and return the complete STS equipment to the system provider.

Signed:

David Breen
Clerk of the Course

See attached Competitor Information Document.

Safety Tracker System – Competitor Information

Motorsport Ireland (MI) has contracted 4Rally, a Lithuanian company, to supply a Safety Tracker System (STS) which be used on the Mayo Stages Rally 2020.

The primary aim of introducing a STS is to improve and minimise response times when deploying Medical Services in the event of participants requiring urgent medical assistance following an accident – i.e. **to improve safety levels**. However the use of a STS has many other advantages which can greatly enhance the efficient management of rallies, which if fully utilised will be beneficial to both competitors and organisers.

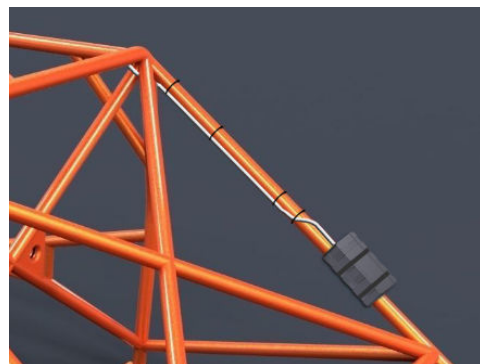
It is important to note that the STS is **not intended to replace any** of the long tried and tested manual safety procedures and process which have been in place for many years, but is used to complement them.

The in car equipment comprises of two components – the main receiver / transmitter unit and a user console. The components are connected together via a cable from the user console which plugs into the main unit.

The receiver / transmitter unit is fixed to a bar of the roll cage in the rear of the car (using a small ratchet strap which is supplied) and the console is mounted in the **centre front** of the car such that **both crew members can both see and reach it, while belted in their seats**. The connecting cable is then ran to the receiver / transmitter unit in the rear of the car, generally being cable tied (**cable ties not supplied**) to the bars of the roll cage. In routing the cable, **care should be taken to ensure that the cable is fixed to the inside of the roll cage bars** in order that it is not damaged in the event of an accident where the body panels are pushed against the roll cage.



Receiver / Transmitter Unit



Connecting Cable – routed on inside of roll cage in order to avoid damage in event of car rolling etc.



User Console – in reach of both crew members

Connecting Cable

Fixing Lug

The unit is completely autonomous and such **does not** require to be connected to the vehicle power supply.

The equipment should ideally be mounted in the car **prior to** presentation of the car for mechanical scrutineering **but this must not delay the scrutineering process**.

A short briefing on the use of the system will be given to each individual crew, generally at the point of distribution of the equipment.

A functionality check of the equipment will be conducted, generally before reaching TC 0 at the start of the event. This will entail both crew members activating a user console button and the result of this test is then logged in the system as confirmation that the system was functioning correctly at that time.

The competitor is responsible for the STS equipment as issued to them by the system provider. In the event of untimely return or damage to the STS equipment, a fee (max €200) may be charged by Motorsport Ireland. Competition cars not equipped with functioning STS equipment will not be allowed to start an event.

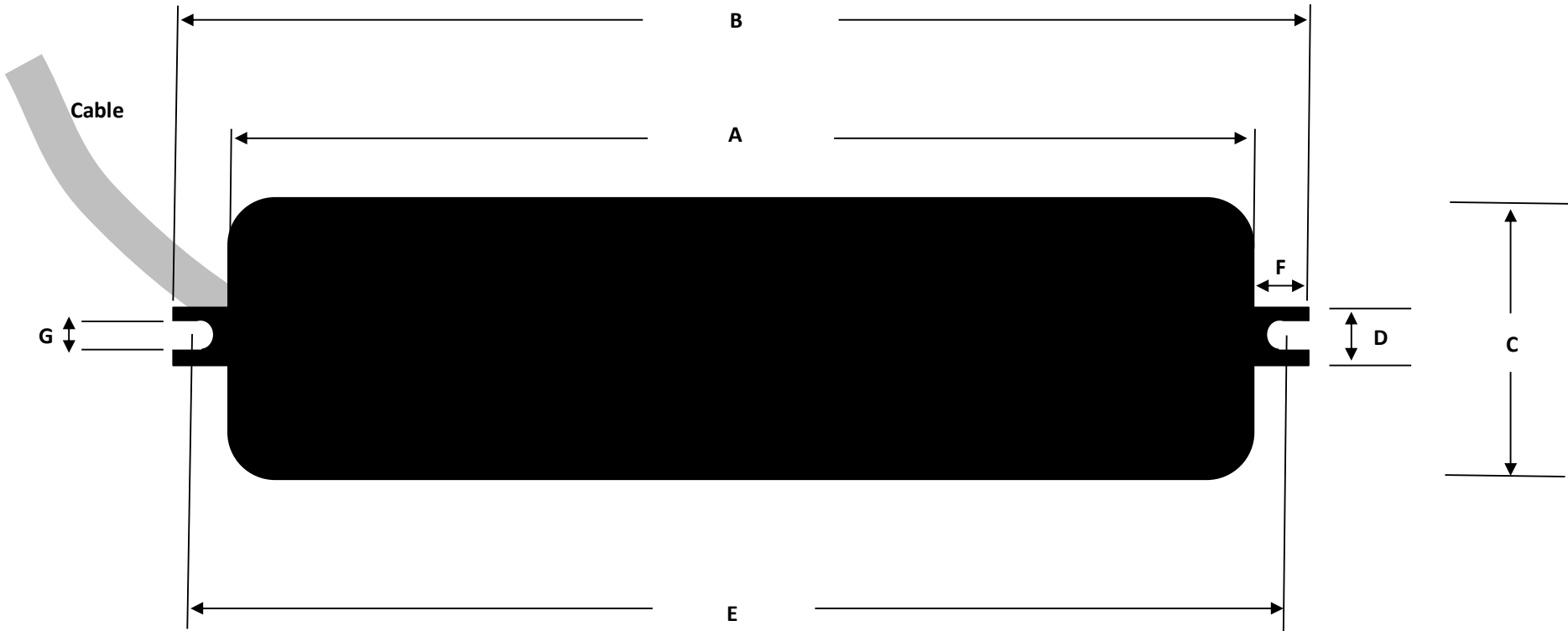
Pre-event Preparation

In order to complete the installation process as efficiently and simply as possible, and to minimise delays, competitors are requested to consider the following prior to attending an event:

- 1 Where and how the user console might be mounted to comply with the requirements above. The unit weighs approximately 185 grams. Options such as below might be considered:
 - a. a plate / bracket could be fixed into the car to which the user console could be bolted, cable tied or affixed with industrial Velcro – dimensions attached overleaf.
 - b. 2 x holes pre-drilled in a suitable location to facilitate mounting.
 - c. on occasion it may be possible to affix it to the roll cage bar running across the top of the front windscreen – either directly using cable ties or to a plate / bracket pre-mounted onto this bar.
- 2 Availability of cable ties or other suitable devices to facilitate **routing the connecting cable** from the front to the rear of the car. (**The console should be mounted first** and the cable then run to the main unit in the rear – it is generally easier to facilitate 'loosing' the extra cable length in the rear of the car rather than beside the console). Also it is best to avoid connecting the cable to the main unit until the console is mounted, in order to avoid the nuisance of audible alarms as switches on the console are accidentally activated.
- 3 Selection of a suitable bar in the rear of the car to which the receiver / transmitter unit may be fitted (**only using** the strap provided). Ideally the top of the unit (4Rally logo) should be facing the sky through the side window, and the bottom of the unit (channel / groove which locates onto the bar) be against the bar of the cage. The unit enclosure is robust and as such the ratchet strap can be tightened without fear of damaging the enclosure.

Details re dimensions and fixing holes of user console overleaf

Console Rear View



Dimensions (mm)

A 155mm

D 20mm

G 4mm

B 176mm

E 168mm

C 50mm

F 11mm