

# THE MIDLAND RALLY 1992

## REGULATIONS

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## **SECTION I - Programme**

09.00 Monday 3 August	Entries open
21.00 Thursday 8 October	Closure of seeded entry list
12.00 Thursday 15 October	Provisional Entrants List & Bulletin No.1 published
12.00 Thursday 15 October	Road Books & Subjective Route Notes Posted
09.00 Saturday 17 October	Closure for unseeded entries
12.00 Friday 23 October	Rally Office opens at the Telford Moat House Hotel
19.00 Friday 23 October	Rally Office closes
09.00 Saturday 24 October	Rally Office opens
10.00 Saturday 24 October	Help Desk opens at Weston Park, Nr Telford .
11.00 Saturday 24 October	Scrutineering & Documentation open at Weston Park
18.00 Saturday 24 October	Scrutineering closes
18.30 Saturday 24 October	Documentation closes
19.00 Saturday 24 October	1st competitor starts Weston Park Special Stage
05.00 Sunday 25 October	1st competitor restarts from Newtown, Wales
13.30 Sunday 25 October	1st competitor starts Weston Park final Special Stage
16.30 Sunday 25 October	Provisional Results Published
18.30 Sunday 25 October	Prize giving - Telford Suite, Telford Moat House
21.00 Sunday 25 October	Help Desk Closes

### **Official Notice Board**

From 23 - 25 October at the Rally Headquarters (The Telford Moat House Hotel).

A duplicate notice board will be on display at scrutineering, in the start area and at the rally finish.

## **SECTION II - Organisation**

### **ARTICLE 1**

#### **1 Definition**

The Organiser of the Midland Rally, which will take place between 24 and 25 October 1992 is the Wolverhampton & South Staffordshire Car Club Ltd.

The event will be run under a permit to be issued by the R.A.C. and D.o.E. Authorisation No. T B A.

The Event will be run in compliance with the The International Sporting Code (and its appendices) of the Federation Internationale de F Automobile (FIA), The General Regulations of the RAC Motor Sports Association Ltd. (RACMSA), The Motor Vehicles (Competitions and Trials) Regulations 1969 and 1974 and these present regulations.

#### **2 Organising Committee**

John Trevethick (Chair), Christine Chick (Secretary), Tim Bloxham, Ina Corns, Jim Corns, David Cozens, Tim Cross, Nigel Dawes, Richard Felgate, Steve Fellows, John Fox, Shane Gamble, Derek Hill, David Houghton, Jane Houghton, Andrea Johnson, Mervyn Johnson, Ray Lloyd, Sally Lloyd, Philip Matthews, Pete Mayhew, Kevin Page, Linda Page, Andy Pickering, Paul Price, James Scott, Andrew Seymour, David Talbot,

Gareth Thomas, Brian Vaughan, Darren Waplington, Alan Watkins, Alison Whiteman, Duncan Williams.

Permanent address:

Wolverhampton and South Staffordshire Car Club Ltd.,

c/o BDO Binder Hamlyn, Mander House, Mander Centre, Wolverhampton WV1 3NF.

### **Officials of the Event**

Stewards of the Meeting

-Appointed by the RACMSA

-Appointed by the Promoters

-Appointed by the Promoters

Jonathan Lord

Robert Harkness

Dylis Rogers

Clerk of Course

John Trevethick

Secretary of the Meeting

Christine Chick

Deputy Clerk of Course

Gareth Thomas

Assistant Clerk of Course

Ray Lloyd

Event Safety Officer

Kevin Page

Event Chief Medical Officer

Dr Ian Pickton Robinson

Chief Marshal Richard Felgate

90 Sutton Road, Walsall, West Midlands, WS1 2PNI(0922-25062)

Entries Secretary

Jim Scott

Lasyard House, Underhill Street, Bridgnorth, WV16 4BB:

Tel 0746 767666, Fax 0746 767440

Competitors' Relations Officers

Andrew Kellitt (Tel 0768-67978)

Tony Greenwood (Tel 0579 62697)

Results Managers

David Cozens

Pat Ridgway

Results Service

Tynemouth Computer Services

Press Facilities

Christine Chick

Ivetsey Bank Cottage, Ivetsey Bank, Wheaton Aston, Stafford, ST19 8QT

Tel 0785 840803 Fax 0902 741418

Chief Timekeeper

Denis Cardell

Chief Scrutineer

Fred Southall

Eligibility Scrutineer

Graham Bracegirdle

Driving Standards Observer

Jack Romain

Noise Test Official

Kevin Page

Headquarters Co-ordinator

Alison Whiteman

Help Desk Co-ordinator

Jane Houghton

Communications Officer

Harold Hicken

Area Controllers

Tim Bloxham, John Corns, Nigel Dawes,

Shane Gamble, Mervyn Johnson, Philip

Matthews, Andy Pickering, Andy

Seymour, Ray Smith, Alan Watkins

## SECTION III - General Conditions

### ARTICLE 2 - Eligibility

The Midland International Rally counts for :  
The Mobil 1 Top Gear British Rally Championship  
The British Junior Rally Championship  
The Peugeot GTI Rally Challenge  
The Vauxhall Nova GSi Super Challenge  
The 1992 Shell Skoda Trophy

### ARTICLE 3 - Description

The length of The Midland International Rally will be 200 miles( 320 km), with 12 special stages with a total length of 78 miles (125 km) of which 98% will be on gravel surfaces and is divided up into 1 section and 1 leg.

The schedule is set out in Section 1.

The breakdown of the route, as well as its time controls, passage controls, neutralisation periods, etc., are described on the time card and in the road book.

**Practice, reconnaissance or the use of pace notes is not permitted. The organisers will issue Subjective Route Notes for all stages on the rally this information may be transferred to the authorised maps listed in Appendix V or the Road Book as may any additional information contained in any official bulletin but no other source of route information may be used to mark maps or be carried inside the car during the competition. The first stage in Weston Park will be laid out during the period of scrutineering for competitors to assess the Subjective Route Notes at low speed.**

### ARTICLE 4 - Eligible Vehicles

1. Eligible vehicles are those which are homologated, at the date of scrutineering according to the prescriptions of Appendix J of the International Sporting Code for;

- \* Touring Cars (Group A)
- \* Production Cars (Group N)

The results will be announced for each group.

2. The Production cars (Group N) will be split up into the following classes :

- Class N1 - up to and including 1300 cc.
- Class N2 - over 1300cc and up to and including 1600 cc.
- Class N3 - over 1600cc and up to and including 2000 cc.
- Class N4 - over 2000cc

3. The Touring cars (Group A) will be split up into the following classes :

- Class A5 - up to and including 1300cc.
- Class A6 - over 1300cc and up to and including 1600 cc.
- Class A7- over 1600cc and up to and including 2000 cc.
- Class A8 - over 2000cc

**4. Not used.**

**5. The use tyres with studs or spikes of metal or other material and chains is prohib-**

**ited during the event. The addition of sump or chassis guards is permitted. Competing cars must be individually licensed for public road use, i.e. they cannot be driven on any form of trade plate.**

#### ARTICLE 5 - Eligible Competitors

1. Any person, or legal entity holding an FIA International competitors' licence valid for the current year is eligible
2. Where the entrant is a legal entity, or in any case not part of the crew, the first driver named on the entry form shall be held responsible for all liabilities and obligations of the entrant throughout the whole competition.

#### ARTICLE 6 - Entry Forms - Entries

1. Anybody wishing to take part in The Midland Rally must send the attached Entry Form duly completed to the Entries Secretary :

Jim Scott  
Lasyard House  
Bridgnorth  
WV16 4BB

Telephone 0746 767666; Fax 0746 767440

before 17 October 1992 at 09.00hrs. Details concerning the co-driver can also be sent up until this time.

**Any entry received after 21.00 Thursday 8 October will not be seeded.**

2. For foreign entrants, the entry form must be stamped by the entrant's National Sporting Authority.
3. No amendments may be made to the entry form, except in the cases provided for in the present regulations. However the entrant may freely replace the car declared on the entry form by another from the same group and the same class, up to the moment of scrutineering.
4. Should it turn out at the time of scrutineering, that a vehicle does not correspond, in its presentation to the group and/or class in which it was entered, this vehicle may upon the proposal of the Scrutineers, be transferred to the appropriate group and/or class upon the decision of the Panel of the Stewards of the Meeting.
5. By the very fact of signing the entry form, the entrant, as well as all the crew members, submit themselves to the sporting jurisdictions specified in the International Sporting Code and the prescriptions of the present regulations only.
6. The Organising Committee reserves the right to refuse the entry of an entrant or driver without having to give reasons for the refusal (Article 74 of the International Sporting Code). However, in accordance with Art. III. 11 of the Common Organising Conditions, it must send its ASN a detailed dossier giving reasons for the refusal, when the driver concerned has been classified in the World or European Championship during the previous 2 years.
7. The number of entrants is fixed at **120**.

## ARTICLE 7 - Entry Fees - Insurance

1. Entry fees are fixed as follows:

- a) **£420** with the optional advertising proposed by the Organisers.
- b) **£840** without this advertising.

**The ENTRY FEE covers all competitors fees to the promoters and includes one service pack and one emergency service pack. The entrant may also purchase further service, support and management packs.**

**The Promoters will send written acceptance of entry for the first 90 entries received.**

**All other entries will be acknowledged but not accepted until after the final closing date for entries.**

**There is a facility for entrants to reserve an entry with an immediate deposit of £150.00. The entry is conditional upon the balance of the entry fee being paid (including ail cheques cleared) by 21 October 1992.**

2. The entry application will only be accepted if it is accompanied by the total entry fees or by a receipt issued by the entrant's National Sporting Authority.

3. **The entry fees include the insurance premium, to insure the competitors and other parties as necessary against all third party risks whilst taking part in such parts of the rally on private lands or roads. The indemnity provided under this special insurance is £5,000,000 (five million pounds sterling) covering any one incident or occurrence; except on Forestry Commission property where the indemnity is £15,000,000 (fifteen million pounds sterling), covering any one incident or occurrence.**

**The insurance cover will come in to effect from the start and will cease at the end of the event or at the moment of retirement, disqualification or exclusion. Entrants and drivers must have valid insurance covering them against liability for both personal injury to, and damage to the property of, third parties on the public road parts of the event. It is the entrants and drivers responsibility to arrange such insurance and/or to extend or adjust existing insurance as necessary. Entrants and drivers will be required to sign and declare that they are covered by such insurance failure to sign a declaration may mean that the car in question will not be permitted to start. Competitors wishing to insure against the risks of personal accident during the Rally may do so by making application direct to Messrs Bowring Motor Sport, Marlowe House, 109 Station Road, Sidcup Kent DA15 7BW. The Promoters decline liability in any accident caused by or to competitors and the competing cars during the whole of the event. The promoters also decline any liability for breach of the laws and regulations of the UK as covered by the itinerary. Competitors shall be held responsible for any accident or breach of laws in which they may be involved and shall declare to the Promoters particulars of any incident from which liability may arise and shall have no claim against the promoters arising out of any action of the promoters, their servants or officials, during the course of the Rally.**

**Entrants and drivers will be required to sign the following declaration "I have read**

the Regulations issued for this event and agree to be bound by them and by the International Sporting Code of the F.I.A. and the General Regulations Of the R.A.C. Motor Sports Association Ltd. In consideration of the acceptance of this entry or my being permitted to take part in this event, I agree to save harmless and keep indemnified the R.A.C. Motor Sports Association Ltd., The Wolverhampton and South Staffordshire Car Club Ltd., The Sponsors of the Rally, any further Sponsors, such person, persons or body as may be authorised by the R.A.C. Motor Sports Association Ltd., to promote or organise the event and their officials, servants, representatives and agents from and against all actions, claims, expenses and demands in respect of death or injury to myself howsoever caused arising out of or in connection with this entry or my taking part in this event, and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents. Furthermore, in respect of any parts of this event on ground where third party insurance under the Road Traffic Act is not required by law, this agreement shall in addition to the parties named above extend to all and any other competitor/s and their servants and agents and to all actions, claims, costs, expenses and demands in respect of loss or damage to the person or property of myself, my driver(s), passenger(s) or mechanics) or associated personnel: I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law". "I declare that the drivers possess the standard of competence necessary for an event of the type to which this entry relates, also that the car entered is suitable and roadworthy for the event, and that the particulars given on this entry form are a true record. I understand that should the drivers at the time of this event be suffering from any disability whether permanent, temporary or otherwise which is likely to affect prejudicially his/her normal control of the car, he/she may not take part unless I have declared such disability to the RAC MSA Ltd."

4 The Service vehicles, even those bearing special plates issued by the organiser, may never be considered as official participants in the rally. They are therefore not covered by the insurance policy of the rally and remain the sole responsibility of their owner.

5 Entry fees will be refunded in full:

- (a) to candidates whose entry has not been accepted
- (b) in the case of the rally not taking place.

The Organisers may refund 80% of the entry fee to those entrants who, for reasons of "force majeure" (duly certified by their ASN), were unable to start the Rally.

**An entrant may claim a refund of entry fee less £10 if an entry is withdrawn in writing not later than 30 September. Those withdrawn after the above date but up to 8 October will be refunded less £20 costs. Fees for entries withdrawn after that date will not be refunded except as provided for in (a) or (b) above.**

## ARTICLE 8 - Amendments to the Regulations - Supplements

The provisions of the present regulations may only be amended according to Article 66 and 141 of the International Sporting Code.

Any amendment or any additional provision will be announced by a dated and numbered information bulletins, which will be an integral part of the present regulations.

These bulletins will be posted at Rally Headquarters, and on the official notice boards, and will be directly communicated to the participants, who must acknowledge receipt by signature, unless this is materially impossible during the running of the rally.

## ARTICLE 9 - Application and Interpretation of the Regulations

1. The Clerk of the Course is charged with the application of the present regulations, and their provisions during the running of the rally.  
Nevertheless, he must inform the Panel of the Stewards of the Meeting of any important decision he has had to take in application of the general or supplementary regulations of the event.
2. Any protests against the decisions will be sent to the Stewards of the Meeting for deliberation and decision (Art. 171 et seq. of the International Sporting Code).
3. Similarly any case not provided for in the aforementioned regulations will be studied by the Stewards of the Meeting who alone have the power to decide (Ait. 141 of the International Sporting Code).
4. In case of contestation of the interpretation of the present regulations, only the English text will be binding.
5. For the exact interpretation of this text the following definitions apply:
  - (a) "competitor", used for either physical or legal entities
  - (b) "crew", driver or co- driver
6. The driver assumes the competitor's responsibility when the latter is not on board the vehicle.
7. Any incorrect, fraudulent or unsporting action carried out by the Competitor or members of the crew will be judged by the Stewards of the Meeting who will impose penalties which may go as far as exclusion.

## SECTION IV - General Obligations

### ARTICLE 10 - Crews

1. Only crews made up of a maximum of 2 persons shall be admitted to the start.  
The two members of the crew will be nominated as first driver and Co-Driver.  
All members of the crew may drive during the event, and each one must possess a valid FIA drivers licence for the current year.
2. The full crew must be on board the car throughout the entire duration of the rally, with the exception of the cases provided for in the present regulations. If one member retires, or if a third party is admitted on board (except if this is to transport an injured person) the car shall be excluded from the event.
3. A specific sheet considered as an "identity card" bearing recent identity photos (4cm x



4cm ), the signature of the two crew members and all the particulars of the car must be kept on board the car throughout the entire duration of the event and must be presented upon official request: the failure to do so shall result in exclusion from the event.

## ARTICLE 11 - Starting Order - Plates - Numbers.

1. The start shall be given **generally** in the order of competition numbers, with the lowest number starting first.

**Exceptionally the start may not be in competition number order on the grounds of safety.**

These numbers shall be awarded in the following order:

- \* Series 1: Drivers seeded by the FIA - First List
- \* Series 2: Drivers seeded by the FIA - Second List
- \* Series 3: All other drivers following and starting order left to the initiative of the organisers.

2. The initial starting order will remain unchanged as long as at least 10% of the total mileage of the route and of the special stages has not been completed.

The starting order of the stages will be then determined according to the provisional classification established at the end of the previous leg. (Should it be impossible to establish the classification on time, the start will be given according to the finishing order of the previous leg).

3. The Organising Committee shall supply each crew with two rally plates and two competition numbers as stipulated in the regulations.
4. The Rally Plates must be fixed to the front and rear of the car in a visible position for the duration of the rally. The front plate must under no circumstances cover, even partially, the car's licence plate. Such an infringement shall result in a cash penalty (cf Article 23).
5. The competition numbers supplied by the organisers must appear at least on both sides of the car during the whole rally.
6. If it is ascertained at any time during the event that:
- any competition number or rally plate is missing a cash penalty will be imposed(cf Article23).
  - the two competition numbers or rally plates are missing at the same time, exclusion will be pronounced (cf Art.23).
7. The names of the First Driver, his Co-driver plus their national flags , must appear on both sides of the front of the car. Any car failing to comply with this rule shall be subject to a cash penalty (cf Art23).

## ARTICLE 12 - Time Card

1. At the start of the rally, each crew will be given a time card on which the times allowed to cover the distance between two time controls shall appear. This card shall be handed in at the arrival control of 1 section and replaced by a new one before the start of the next section.

Each crew is solely responsible for its time card.

2. The time card must be available for inspection on demand especially at the control posts where it must be presented personally by a member of the crew for stamping.
3. Any correction or amendment made to the time card will result in exclusion from the event, unless such a correction or amendment has been approved by the competent marshal.
4. The absence of a stamp from any control or the failure to hand in the time card at each control (time, passage or regrouping), and/or the arrival, will result in exclusion.
5. Special stages sheets are an integral part of the time card and are subject to all the penalties laid out above.
6. The crew alone is responsible for submitting the time card at the different controls and for the accuracy of the entries.
7. Therefore, it is up to the crew to submit its time card to the marshals at the correct time, and to check that the time is correctly entered.  
The post marshal is the only person allowed to enter the time on the time card, by hand or by means of a print out.

### ARTICLE 13 - Traffic - Repairs.

1. Throughout the rally competitors must strictly observe the Traffic laws of the countries crossed. Any crew which does not comply with these traffic laws shall be subject to penalties laid out below:

1st infringement: a cash penalty of £200.00

2nd infringement: a 5 minute time penalty

3rd infringement: exclusion from the event.

In the case of an infringement of the traffic laws committed by a crew participating in the rally the policeman or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.

Should the police decide against stopping the driver in the wrong, they may request the application of penalties laid out in the Supplementary Regulations of the rally, subject to the following:

- (a) that notification of the infringement was made through official channels and in writing, before the posting of the current classification.
  - (b) that the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the place and time of the offence.
  - (c) that the facts are not open to various interpretations.
2. **a) Repairs and servicing of a competitors vehicle may only be carried out in areas expressly designated by the promoters in the Road Book in accordance with a provision in the present regulations and from a vehicle carrying an official plate that has been supplied by the promoters and affixed by its own adhesive.**
  - b) Competitors will be required to confirm that all members of their service and support crews are aware of the RACMSA Health and Safety Policy on Vehicle Servicing and Service Areas and will conform to the instructions of the Service Area Safety Officers.**
  - c) Competitors will be responsible for ensuring that they are supplied with fuel, oil,**

water, etc. No assistance may be expected from the Organisers in this respect although they may give advice as to where supplies may be obtained. Fuel, water, air and oil may be obtained at any commercial garage or filling station which is located on the rally route.

**d) The use of aircraft (fixed wing or otherwise) for servicing is prohibited throughout the Rally.**

3. It is forbidden under pain of exclusion, to tow, transport the cars, or to have them pushed, except to bring them back onto the road, or to clear the road.

4. Similarly, crews are forbidden under pain of exclusion:

(a) to deliberately block the passage of competing cars, or to prevent them from overtaking

(b) to behave in an unsporting manner.

**5. Competitors should always drive and conduct themselves in a manner which shall not discredit the event arouse adverse public opinion. Failure to do so or any instance of a competitor driving at an excessive speed or in a negligent manner, or failure to comply with national or local traffic regulations or being accused of any driving offence committed during the event, or committing any breach of these regulations may be penalised.**

**Competitors are required to inform the promoters at the earliest opportunity of any alleged offence or alleged contravention which is likely to be the subject of a Police report.**

**6 a) Except when a car is under pare ferme regulations, emergency service may be carried out at any time by the crew of the competing car using equipment carried in the car. Emergency service may also be carried out by the RAC, AA, or other recognized motoring service or a commercial garage not connected with the Event or an entry on it and not organised in advance.**

**b) No vehicle will be allowed to enter a special stage to carry out service until the stage has been declared closed by the Stage Commander and then only under his direct supervision.**

**7. The penalties for not complying with the repairs and servicing regulations of the event are:**

<b>1 st infringement:</b>	<b>a cash penalty of £200.00</b>
<b>2nd infringement:</b>	<b>a 5 minute time penalty</b>
<b>3rd infringement:</b>	<b>exclusion from the event.</b>

**8. Servicing plates will be issued as follows :**

**SERVICE PLATES** - may be used on a vehicle of up to 20 feet (6m) in length. These vehicles will take a separate route designated by the promoters between defined Service Areas situated normally after every two or three special stages. One plate will be issued free with every entry, additional plates may be applied for on the entry form at a cost of £40 each including V.A.T. The numbers supplied to be at the organisers discretion.

**EMERGENCY SERVICE PLATES** - may only be used on a conventional passenger car, an estate car derivative or similar approved by the promoters. These vehicles

will be able to stop in areas specifically designated by the promoters adjacent to the end of each special stage and will follow a route described by the organisers.

Limited servicing will be permitted in these areas designated as Emergency Service Areas. One plate will be supplied free of charge to each entrant. Further plates may be purchased at a cost of £50.00 each including V.A.T. The numbers will be limited at the organisers discretion.

**MANAGEMENT PLATES** - may be used on a conventional passenger car, an estate car derivative or similar approved by the promoters. No servicing will be permitted from these vehicles. The Management Pack will contain all competitor, Service and Press information and the vehicles will only be prohibited from limited areas of the route at the promoters discretion, in particular the vicinity of stage starts and finishes. One pack can be purchased only by each entrant for £100 including V.A.T.

**SUPPORT PLATES** - may be used on any vehicle, even those over 20 feet (6m) in length. These vehicles will be permitted into a limited number of Service Areas and may only travel between them on a route designated by the organisers. Plates will cost £60 each including V.A.T..

**TRADE PLATES** - may be used on any vehicle at a limited number of service areas by companies not directly connected with an entry on the event. These vehicles will follow the organisers route between the designated areas. Applications must be made on the official entry form at a cost of £80 including V.A.T. (50% reduction for members of AMARA).

All applications for servicing plates must be made on the official entry form at the time of submission of the entry. The promoters reserve the right to refuse any application and to restrict the distribution of additional plates.

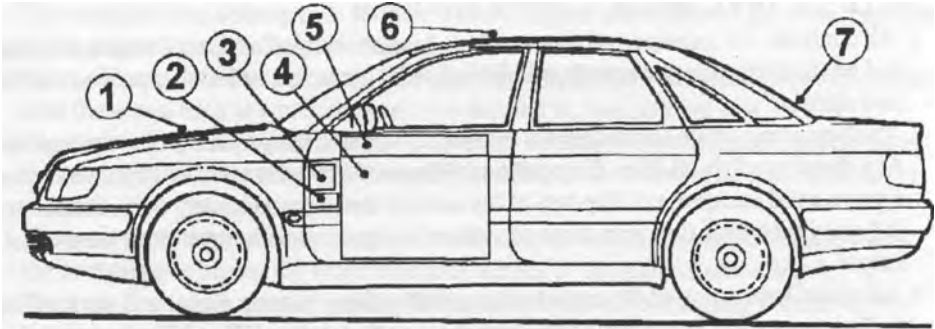
Servicing packs will be issued from The Rally Office during normal opening hours except during scrutineering and documentation when they will be issued from the documentation area at the scrutineering venue.

9. Any servicing vehicles whose occupants, by their actions, disregard or do not comply with an instruction of an official of the rally, are in breach of the road traffic act or by their actions bring the event, The Promoters, the FISA or the sport into disrepute, will have their rally credentials and passes removed and will lose the right to any rally facilities. Any vehicle/crew so penalised will not be substituted.

#### ARTICLE 14 - Advertising

Competitors are allowed to affix any kind of advertising to their cars, provided that:

- (a) it is authorised by the national laws and the FIA regulations
- (b) it is not likely to give offence
- (c) that it does not encroach upon the spaces reserved for plates and competition numbers
- (d) That it does interfere with the crew's vision through the windows.



**Advertising proposed by the Organisers is as follows:**

- 1 - Rally Plate (Bonnet)**
- 2 - Optional advertising on the leading edge of each door**
- 3 - Mobil 1 Top Gear British Rally Championship in Association with Autosport**
- 4 - Competition Numbers 500x500mm (Both Sides)**
- 5 - Rally Panel (Both Sides)**
- 6 - Optional advertising**
- 7 - Rally Plate (Rear Window)**

**Rally plates and door panels will be applied at the scrutineering venue.**

## **SECTION V - Running of the event**

### **ARTICLE 15 - Start**

**Before the start, the organisers will assemble all the competing cars in a starting area, within Weston Park. Competitors will be required at the area 20 minutes before their due start time.**

1. The exact time of the start will appear on each crew's time card. Any crew late arrival, ascribable to the crew, at the start of the event or a leg or section shall be penalised by 1 minute for every minute late. Any car reporting more than 10 minutes late shall be excluded from the rally.

Since the crews have 10 minutes within which to report at the start of the event, of a leg or of a section, if they report within these 10 minutes the exact starting time shall be entered on the time card. The minimum interval between the crews must be respected.

2. Crews are obliged to have their passage checked at all points mentioned on their time card and in the correct order, under pain of exclusion.

The target time for covering the distance between two time controls will appear on the time card.

3. Hours and minutes will always be shown thus: 00.01 - 24.00 only the minutes which have elapsed will be counted. Throughout the event, the official time will be that specified in Art. 3.
4. All crews shall receive a road book containing a detailed description of the itinerary which has to be followed; this itinerary is compulsory under pain of exclusion.

## ARTICLE 16 - Controls - General Provisions

1. All controls , i.e. passage and time controls, start and arrival of special stages, regrouping and neutralisation zone controls, will be indicated by means of FISA approved standardised signals.
2. The beginning of the control area is marked by a warning sign on a yellow background. At a distance of about 25m. the position of the control post is indicated by an identical sign on a red background. The end of the control area, approximately 50m. further on is indicated by a final sign on a beige **or yellow** background with three black transversal stripes.
3. All control areas (i.e. all the areas between first yellow warning signal and the final beige (**yellow**) one with three transversal stripes) are considered as “Parcs Fermes” (cf Art.20).
4. The stopping time within any control area must not exceed the time necessary for carrying out control operations.
5. It is strictly forbidden under pain of exclusion from the event:
  - (a) to enter a control area in any direction other than that of the rally
  - (b) to re-cross or re-enter a control area once checking-in has taken place at this control.
6. The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table. The post marshal may not give them any information on this target check in time.
7. Control posts shall be ready to function 15 minutes before the target time for the passage of the 1st crew.

Unless the Clerk of Course decides otherwise, they will cease to operate 15 minutes after the target time for the last crew, plus exclusion time.
8. Crews are obliged to follow the instructions of the marshal in charge of any control post. Failure to observe this may lead to exclusion from the event at the discretion of the Stewards of the Meeting.
9. The Road Marshals and Post Chiefs shall be distinguished by the signs **as given in an Information bulletin.**

## ARTICLE 17 - Passage Control(PC) - Time Control(TC) - Exclusion

### A. PASSAGE CONTROLS

At these controls, the Post Marshals must simply stamp the time card as soon as this is handed in by the crew, without mentioning the time of passage.

### B. TIME CONTROLS

At these controls, the Post Marshals shall mark on the time card the time at which the card was handed in.

### Check-in Procedure.

The check-in procedure begins at the moment the vehicle passes the zone entry sign.

Between the zone entry sign and the control post, the crew is forbidden to observe a halt of any kind or to drive at an abnormally slow speed.

The clocking of the card can only be carried out if the two crew members and the car are in the control zone and within the immediate vicinity of the control table.

The check-in time corresponds to the exact moment at which one of the crew members hands the time card to the post marshal.

Then, either by hand or by means of a print-out device the Post Marshal marks on this card the actual time at which the card was handed in, and nothing else.

The target check-in time is the time obtained by adding the time allowed to complete the road section to the time of leaving this section, these times being expressed to the minute.

The crew does not incur any penalty for checking-in before time if the vehicle enters the control zone during the target check-in minute or the minute preceding it.

The crew does not incur any penalty for lateness if the act of handing the card to the Post Marshal takes place during the target check-in minute.

Example: A crew who is supposed to check-in at a control at 18h58' shall be considered on time if the check-in takes place between 18h58'00" and 18h58'59".

Any differences between the actual check-in time and the target check-in time shall be penalised as follows:

- (a) for late arrival: 10 secs per minute late.
- (b) for early arrival: at least 20 seconds per minute.

Lastly, if it is found that a crew has not observed the rules and check-in procedure as defined above (and especially by entering the control zone more than a minute before the actual check-in time), the Chief Marshal at the control post will make this the subject of a written report to be sent to the Clerk of the Course.

Time of Leaving Controls.

- (a) If the next road section does not start with a special stage, the check-in time entered on the time card shall constitute both the arrival and the end of the road section and the starting time of the following one.
- (b) Conversely, when a time control is followed by a start control for a special stage, the following procedure shall be applied:
  1. These two posts shall be included in a single control area (see Art. 16.3 and Art.20), the signs of which shall be laid out as follows:
    - (a) Yellow warning sign (beginning of zone):
    - (b) Red sign with dial (time control post) at a distance of approximately 25m.
    - (c) Red sign with flag (start of the special stage) at a distance of 50m to 200m
    - (d) Finally, end of control sign (3 transversal stripes on a beige **or yellow** background) 50m. further on.
  2. At the time control at the finish of a road section, the Post Marshal will enter on the time sheet on one hand the check-in time of the crew and on the other, it's provisional starting time for the following road section. There must be a 3 minute gap to allow the crew to prepare for the start.

Furthermore, in the case of a puncture, the crew concerned will be allocated a maximum of 5 minutes extra. The starting time which will then be assigned to this crew after repairs must respect the interval between it and the preceding crew, to which its classification to its priority give it the right (Art. 19.11).
  3. Immediately after checking-in at the time control the crew will go to the start of the

special stage. The marshal in charge of the post will enter the time foreseen for the start of the stage on the eumt sheet, which will usually correspond to the provisional starting time for the road section. He will then start the crew according to the starting procedure laid down in the regulations (Art.19.4).

4. In the case of an incident, should there exist a divergence between the two entries, the starting time of the special stage will be binding, unless the Stewards of the Meeting decide otherwise.

**5. The finish time recorded at a special stage finish will be taken as the departure time for the next road section (but discounting seconds e.g. if a finish time of 16hr 38' 21" is recorded then 16hr 38' is taken as the start time of the following road section).**

### C. EXCLUSION FROM THE EVENT

1. Any lateness exceeding 15 minutes on the target time between two time controls, or a total lateness exceeding 15 minutes at the end of each section and/or leg of the rally, or a total lateness of more than **15** minutes will result in the exclusion of the crew.
2. In no case can early arrivals be used as a means of reducing the lateness resulting in exclusion. Neither shall penalties for early arrival be taken into consideration when calculating the maximum lateness resulting in exclusion.

Examples:

Road Section A: Start 12h00- Target time 1h00- Check in time 13h10

Penalty for late arrival = 10 mins x 10sec/min = 1min. 40 sec.

Lateness counting towards exclusion = 10mins.

Road Section B: - Target time 1h30- Check-in time 14h20

Penalty for early arrival = 20mins. x 20 sec/min = 6min 40sec.

Lateness counting towards exclusion = 10mins.(not compounded)

Road Section C: - Target time 2h00- Check- in time 16h30

Penalty for late arrival = 10 additional minutes x 10 sec/min = 1min 40 sec.

Lateness counting towards exclusion = 10mins.

**TOTAL ROAD SECTION CONTROLS A+B+C**

Total penalties (for late and early arrivals):

1min 40sec. + 6min 40sec + 1min 40secs. = 10mins.00secs.

Total lateness counting towards exclusion : 10 + 10 = 20mins.

3. The exclusion time may be increased at any point by the Stewards of the Meeting, upon the proposal of the Clerk of the Course. The crews concerned shall be informed of this decision as soon as possible.
4. Exclusion for exceeding the maximum permitted lateness may only be announced at the end of a section or at the end of a leg.

### ARTICLE 18 - Regrouping Controls

1. Regrouping controls may be set up along the route. Their entry and exit controls shall be subject to the general rules governing control posts.(Art,16 and Art.20)
2. The purpose of these regroupings will be to reduce the intervals which may occur between crews as a result of late arrivals and/or retirements. Thus, the starting time from



c) Starting time of car No. 1 12h01

Starting time of car No. 120 13h00

The respective length of stopping time shall therefore have been :

3h16 for car No. 1

1h10 for car No.120

3. On their arrival at these regrouping controls the crews will hand the Post Marshal their time card and possibly the sheets for the special stages covered. They will receive instructions on their starting time. They then must drive their car immediately and directly to the *pare ferme* (Art.20). The starting order shall be that of the arrival. The organisers may give them a new time card either at the entrance or at the exit of the *pare ferme*.
4. As far as possible, after regrouping, the starting order follows the general classification drawn up once this regrouping has been reached.  
Otherwise, cars start again in the order in which they arrived. In no case can the times set during the special stages alone be taken into consideration when establishing the classification, this must be done, only taking road penalties into consideration as well.

## ARTICLE 19 - Special Stages

1. Special stages are tests on roads closed specially for the event.
2. During these events, all those in the car must wear crash helmets **and seat belts and shall not smoke, under pain of exclusion. There must be a SOS board/OK board carried in the competing vehicle; misuse will be reported to the Stewards of the Meeting. The plumbed in fire extinguisher system must be armed at all times when it is mandatory for both crew members to wear crash helmets and safety belts. It is however strongly recommended that the systems are armed at all other times during the event.**
3. Crews are forbidden to drive in the opposite direction to that of the rally, under pain of exclusion.
4. Starts of special stages will be given as follows:  
When the car with its crew on board has stopped in front of the starting control, the marshal will enter the time scheduled for the start of the car in question on the stage sheet (hour and minute). He will hand this document back to the crew and will count-down aloud 30" -15" - 10" and the last 5 seconds one by one.  
When the last 5 seconds have elapsed, the starting signal shall be given upon which the car must start immediately.  
A 2-minute penalty shall be imposed on any crew which fails to start within 20 seconds of the starting signal
5. The start of a special stage may only be delayed in relation to the scheduled starting time by the Post Marshal in a case of 'force majeure'  
In the event of lateness on the part of the crew, the Post Chief will enter a new time, the lateness then being considered as lateness recorded on a road section.
6. A false start, particularly one made before the marshal has given the signal, will be penalised by 1 minute. This penalty does not exclude heavier penalties being inflicted

by the Stewards of the Meeting especially if the offence is repeated.

7. Special stages will end in a flying finish, stopping between the yellow warning sign and the stop sign being forbidden on pain of exclusion. Timing will be done on the finish line, which will be by hand timing.

At a distance of 100m to 300 m after the finish, the crew must report to a control (Point Stop) indicated by a red “ STOP ’ ’ sign to have its finishing time entered on the timing sheet (hour, minute, and second). If the timekeepers cannot give the exact finishing time to the Marshals immediately, the latter will only stamp the crew’s sheet and the time will be entered at the next neutralisation zone or regrouping control.

8. If, through a fault of the crew, the time entry cannot be made, the following penalties shall be imposed:

(a) at the start: exclusion

(b) at the “STOP” (Point Stop); 5 minute time penalty.

9. The times recorded by the crews in each special stage, expressed in hours, minutes and seconds, shall be added to other penalties (road, technical etc.) and expressed in time.

10. During a special stage, assistance is not forbidden, but must, in no case, be an obstacle to the running of the stage and it is forbidden to change a set of tyres.

**However non competing vehicles are not permitted to enter a special stage or its boundary until all competing cars have traversed the special stage, all penalty lateness for that special stage has expired and the stage has been closed by the Stage Commander and then only under his instruction. Breach of this regulation will entail exclusion of the competitor responsible for the vehicle and/or the competitor assisted as a result of the action of this vehicle.**

11. The starting intervals for special stages must respect the same dispositions as those laid down for the start of the leg in question.

**Exceptionally - four special stages of less than 3 miles (5km) long each all on sealed surfaces will have start intervals of 30 seconds.**

12. Interruption of a Special Stage: When a special stage has to be definitively stopped for any reason whatsoever before the last crew has covered it, a classification for the stage may however be established by allocating to each crew, which has been unable to complete the stage because of the interruption, the slowest time set before the interruption.

This classification may be drawn up even if only one crew has been able to cover the stage in normal racing conditions.

Only the Stewards of the Meeting may apply this disposition after reception from the Clerk of the Course of the reasons for the interruption.

Should the Stewards consider the slowest time set as abnormal, they may choose as the scratch time the one among the four slowest which seems the most suitable.

However, no crew which is totally or partially responsible for stopping a stage may benefit from this measure. It will be given the time which it might eventually have set if this is greater than the scratch time awarded to the other crews.

13. Any crew refusing to start a special stage on the time and in the position allocated to it shall be given a 5 minute penalty.

**14. For each special stage competitors will be given stage bogey times.**

**The method of penalties will be as follows:**

- (a) A competitor recording less than the stage bogey time will be debited with the stage bogey time.**
- (b) A competitor exceeding the stage bogey time will be debited with his recorded time.**
- (c) A competitor exceeding the road target time will be debited with the target time and will also have any minutes in excess of target time added to his accumulated lateness as described in Art 17.C and will as appropriate be subject to the penalty of 10 seconds per minute or exclusion.**

## ARTICLE 20 - Parc Ferme

1. The cars shall be subject to the “pare ferme” rules:

- (a) from the moment they enter the starting area, a regrouping zone or an end of leg, until they leave one of these (Art. 18.3)
- (b) from the moment they enter a control area until they leave it (Art 16.3; 17.B; 19.7)
- (c) from as soon as they reach the end of the event until the time for lodging protests has expired (Art.24).

2. (a) While the vehicles are subject to the “pare ferme” rules, any repairs or refuelling is strictly forbidden, under pain of exclusion.

(b) However, if the Scrutineers note that a vehicle seems to be in a condition which is not compatible with normal road use, they must immediately inform the Clerk of the Course thereof who may request that the car be repaired.

(c) In this case, the minutes used to carry out the intervention will be considered as the same number of minutes of lateness recorded on the road section. They will therefore be taken into consideration for the calculation of the exclusion. This is why the time spent on repairs may not exceed the allowed time before the car is penalised. If this time is exceeded, exclusion shall be announced.

(d) In order to prevent a crew from trying to make up lost time after the repair the crew will possibly be given a new starting time.

3. By way of exception, and under the supervision of a competent Marshal, the crew may, while in the pare ferme, at the start, regrouping zone or end of leg (.1a):

- change a puncture or damaged tyre using the equipment on board;
- have a new windscreen fitted with the possibility of having outside help.

These repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions laid out under (.2.c & .d).

4. As soon as they have parked their car in the pare ferme, the crew will leave the pare ferme and no member of the crew will be allowed to re-enter it.

5. To leave a pare ferme for the start, regrouping halt or end of leg (.1a), the crew shall be allowed to enter the pare ferme 10 minutes before starting time.

6. If a vehicle is unable to move under its own power:

- (a) at the entrance or exit of a pare ferme, at the start, regrouping halt or end of leg, a thirty second penalty shall be imposed. This penalty shall not count towards exclusion.

(b) at the start of the special stages, it will be excluded from the event.

7. Any infringements of the *pare ferme* regulations shall result in exclusion from the event.

## **SECTION VI - Scrutineering - Penalties**

### **ARTICLE 21 - Scrutineering Before The Start And During The Event**

1. Any team taking part in the rally, must arrive at scrutineering with its crew and car in accordance with the given timetable.

Any car reporting to the scrutineering area outside the prescribed time limits will not be allowed to start, except in the case of force majeure duly recognized as such by the Stewards of the Meeting.

The crew must show the car's homologation form as well as any appendices to this form. If these are not submitted, the Stewards of the Meeting may refuse to allow the car to start.

After scrutineering, if a vehicle is found not to comply, the Stewards of the Meeting may set a deadline before which the vehicle must be made to comply.

Any vehicle which does not comply will be refused the start.

2. The scrutineering carried out before the start will be of a completely general nature (checking of licences, make and model of car, apparent conformity of the car with group in which it is entered, essential safety items; conformity of the car with the National Highway Code, etc.).

This shall include:

- Identification of the crew. Each member must have with him two recent identity photos (4x4 cm)
- Identification of the vehicle, the chassis and cylinder block of which may be 'marked' at any time, this being left to the organisers discretion.
- **A noise check to test to compliance with the legal limit of 84dBA. Noise levels will be measured with a noise meter facing towards the exhaust pipe at an angle of 45 degrees and 0.5 metre from the exhaust pipe. With the engine running at 5000rpm the maximum noise permitted will be 108dBA. (This is regarded as the equivalent to the legal limit of 84dBA.)**
- **A check for the red warning triangle and SOS board to be carried in each car.**
- **A check on the competitors crash helmets. British licence holders must have helmets carrying the appropriate RAC MSA approval. Foreign competitors must have helmets complying with FISA regulations. Helmets not complying or judged to be in poor condition will be impounded.**

3. To be allowed to start, all cars must be equipped with a roll cage complying with the FISA specifications, with one or two fire extinguishers (total minimum contents 4kg.) and other safety devices as specified by the FISA. No car will be allowed to start unless it complies with the FISA safety regulations.

4. Additional checking may be carried out at any time during the event, of the crew members as well as of the car. The competitor is responsible for the technical conformity of his car throughout the entire duration of the rally.

5. Should identification marks (.2) be affixed, it is the responsibility of the crew alone to see that these are protected until the end of the rally. Should they be missing, the car will be excluded from the event immediately.
6. Any fraud discovered, and in particular the fact of presenting as intact identification marks which have been retouched, will result in the exclusion of the crew from the event, as well as that of any entrant or crew who has helped or been involved in the carrying out of the infringement. This will not prejudice the fact that the National Sporting Authority, to which the entrant or accomplice belongs, may be asked to impose heavier sanctions.

## ARTICLE 22 - Final Controls

1. As soon as a crew arrives at the **Moat House Hotel Telford Finish on Sunday 25 October** it shall drive its car to the *pare ferme*. A brief check shall be carried out there to verify:
  - \* its conformity with the car submitted at the scrutineering specified under Art.21;
  - \* if there is cause to impose penalties specified under Art.23.
2. The absence of one of the identification marks, as per Art.21.2, shall result in exclusion from the event.
3. Thorough scrutineering involving the dismantling of the vehicle for the crews in the first places in the general classification and/or in each group and possibly for any other crew, may be carried out at the absolute discretion of the Stewards of the Meeting *ex officio* or following a protest or upon the decision of the Clerk of the Course.
4. Should the above mentioned dismantling be the result of a protest, a deposit of **up to £500**, to be paid in advance and covering all the costs incurred by the operation, shall be demanded from the claimant. If the protest turns out to be founded, the deposit shall be reimbursed to the claimant, and charged to the defaulting competitor.

## ARTICLE 23 - Summary Of Penalties

Article	Reasons	Start	Exclusion or Penalty
		Refused	disqualification Time Money
<b>THE START SHALL NOT BE AUTHORISED *</b>			
3.8	Practicing and Reconnaissance	*	
7.2	Non-payment of Entry Fee	*	
7.8	Declaration and Insurance	*	
10.1	No. of crew members	*	
21.1	/3/4 Scrutineering	*	
<b>EXCLUSION OR DISQUALIFICATION **</b>			
3.8	Practicing and Reconnaissance		
10.2/3	Crews & Identity Card		
11.6	2 Number plates missing		
12.3/4/5	Time Card		
13.1-7	Traffic Repairs		
13.c	Servicing 3rd infringement		
15.2/4	Control points. Time Cards		

Article	Reasons	Start Refused	Exclusion or Penalty disqualification Time Money
16.5	Control Area		
17.C. 1	Lateness exceed 15 minutes between 2 controls, 15 minutes lateness on any leg/section		
19.2/3/7/8a	Special Stages		
19.10	Service Vehicles		
20.2a/6.b/7	Parc Ferme		**
21.2	Noise Level		**
21.5/6	Identification Marks		**
22.2	Final Scrutmeennng		
15.1	STARTS - for each minute to tolerance limit		1 min
13.1-7	TRAFFIC LAWS 2nd infringement		5 min
17.B	TIME CONTROLS		
17.B	For each minute late		10 sec.
17.B	For each minute early		20 sec
17.B.b.2	For each minute over the neutralisation of 8 min. maximum		1 min
19.4	SPECIAL STAGES		
19.4	Failure to start Special Stage within 20 seconds of start signal		2 min
19.6	False Start		1 min
19.8(b)	Time entry not made at arrival		5 min
1919	For each second		1 sec
19.13	Refusal to start at the time and in order		5 min
20.2c	REPAIRS IN PARC FERME		
20.2c	For each minute		1 min
20.6a	VEHICLE UNABLE TO MOVE UNDER ITS OWN POWER		
20.6a	At the start, at the exit of the regrouping points or the end of stage		30 sec
11.4	For each covered licence plate		£50
11.6	For 1 missing rally plate		£50
11.6	For 1 missing competition number		£50
11.7	The names of 1st & co-driver and national flags of drivers not appearing on sides		£25
13.1-7	TRAFFIC LAWS		
13.1-7	1st Infringement		£200
22.1	Absence or failure of one of headlights, as laid down in the traffic laws, one of the rear lights, illumination of the number		*

Article	Reasons Start Exclusion or Refused disqualification	Penalty Time Money
	plate, brake lights or indicators.	£10
<b>PENALTIES LEFT TO THE DISCRETION OF THE STEWARDS OF THE MEETING</b>		
9.7	Incorrect, fraudulent or unsporting actions	
16.8	Failure to follow instructions of the Officials	
19.6	Repeated false starts (spec, stages)	
19.10	It is forbidden to change a set of tyres during a special stage.	
21.1	Reporting late for scrutineering in the case of force majeure	
21.5	Vehicle not in conformity during the rally	

## **SECTION VII - Protests - Appeals - Classification - Prizes**

### **ARTICLE 24 - Protests- Appeals**

1. All protests shall be lodged in accordance with the stipulations of the International Sporting Code. (171 et seq)
2. All protests must be lodged in writing and handed to the Clerk of the Course together with the sum of £200 which shall not be returned if the protest is judged unfounded. If the protest requires the dismantling and the re-assembly of different parts of a car, the claimant must pay an additional deposit:
  - (a) of £300 if the protest involves a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc.);
  - (b) of £500 if the protest involves the whole vehicle.
3. The expenses incurred by the work and by the transport of the vehicle shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if the claim is founded.
4. If the claim is unfounded and the expenses incurred by the protest (scrutineering, transport etc.) are higher than the deposit amount, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to him.
5. Competitors may appeal against decisions, in accordance with the stipulations of Art. 181 of the International Sporting Code.

### **ARTICLE 25 -Classifications**

1. Penalties shall be expressed in hours, minutes and seconds. The final results shall be determined by adding the times obtained in special stages and the penalties incurred during the road sections and any other penalties expressed in time. The crew with the lowest total shall be proclaimed the overall winner, the next lowest, second and so on. The Group and Class results shall be determined on the same basis.
2. In case of ex-aequo, he who accomplished the best time for the 1st special stage will be proclaimed the winner. If this is not sufficient to be able to decide between the ex-aequo competitors, the times of the 2nd, 3rd, 4th, etc. special stages shall be taken into consideration. This rule can be applied at any time during the rally.

3. The results will be posted in accordance with the programme.
4. The classification is official at the end of the rally, and final 1 hour after the posting of the results.
5. Partial classifications may be issued at the end of legs. The times and places for posting these classifications must be specified in the supplementary regulations for the rally.  
On the double condition that:

- a) the interval between the legs is great enough to allow the rules relating to the procedure for protests deadlines concerning classifications to be respected (Article 174 of the International Sporting Code),
- b) it is clearly stated in the supplementary regulations of the event that such classifications may be issued.

These classifications become final 1 hour after posting as far as the elements which were used in drawing them up are concerned. These elements, and no others, cannot then be the subject of any subsequent protest when the official classification is posted at the end of the rally.

**6. Entrants wishing to compete for awards other than the General Classification must indicate so on the entry form and scrutineering card. The organisers retain absolute discretion to accept or reject any such claim and may call for supporting proof from entrants.**

Any disputes shall be examined by the Panel of the Stewards of the Meeting whose decision shall be final.

**ARTICLE 26 - Prizes - Cups**

1. The following awards will be presented :-

(a) General Classification Awards

1 st Overall Crew..... An Award

Plus The James L. Martin Challenge Trophy to the Driver  
and The E.L.Bouts Challenge Trophy to the Co-Driver

(b) Spirit Of The Rally Award

To the crew showing the most outstanding sporting spirit on the event:  
..... An Award

(c) Mixed Crew Award

To the Highest placed Mixed Crew in the General Classification  
..... An Award

(d) Class Awards

1st in each class..... Awards to Driver & Co- Driver

\*2nd in each class..... Awards to Driver & Co-Driver

\*\*3rd in each class..... Awards to Driver & Co- Driver

(\* Subject to at least 6 Starters in the class)

(\*\* Subject to at least 10 Starters in the class)

N.B. Winners of General Classification will NOT be eligible for Class Awards. These Awards will be presented to the highest finishers in the Class, outside the first crew in the General Classification.



(e) Group N Awards

To the highest placed Group N car in General Classification:

Driver..... The Tony Lloyd Davies Challenge Cup

Co-Driver..... The G.J.B.Thome Co-Drivers Trophy

(f) W & SSSC Ltd Awards

To the highest placed car in the General Classification with an all W & SSSC crew:

Driver..... The S.W. Fletcher Trophy

Co- Driver..... The Ron Moore Trophy

To be eligible for these Awards, both crew members must be fully paid up members of W & SSSC Ltd at the time of the event and have been so since 1st July 1992.

(g) Lady Drivers Award

To the highest placed Lady Driver in General Classification (subject to a minimum of three Lady Drivers)..... The Express & Star Rose Bowl Trophy

(h) The International Rally Drivers Club-Newcomers Award.

To the highest placed crew both members of which are entered on their first International Rally..... Newcomers Awards plus 1 years free membership to the IRDC.

(i) Peugeot GTI Rally Challenge

1st to 10th Challenge Driver..... An Award

(j) Nova GSi Super Challenge

1st to 3rd Challenge Driver..... An Award

(k) Shell Skoda Trophy

1st to 5th Favorit Driver..... An Award

1st to 3rd Estelle Driver..... An Award

**NOTE - ALL Award winners MUST be present at the Prize Giving. Non-appearance will result in the forfeiture of Awards.**

*All Named Trophies remain the property of the organising Club and MUST be returned when requested.*

## ARTICLE 27 - Prize Giving

The prize giving will take place at 18.30 hours on 25 October, in the Telford Suite of the Telford Moat House Hotel.

## SECTION VIII - The Midland National Rally

### ARTICLE 28 - Regulations

The regulations for The Midland International Rally shall apply to The Midland National Rally except where expressly modified below :

#### Section 1 - Programme

Substitute:

09.00 Wednesday 20 October Closure of unseeded entries

## Article 2 - Eligibility

Midland National Rally counts only for :  
The City Speed of Gloucester Welsh National Rally Championship 1992  
The Midlands Performance Centre / Furrows of Telford Association of West Midlands Motor Clubs Stage Rally Championship

## Article 3 - Description

The length of the Midland National Rally will be 170 miles( 275 km), with 10 special stages with a total length of 70 miles ( 120 km) of which 98% will be on gravel surfaces.

## Article 4 - Eligible Vehicles

Cars entered shall comply with the relevant 1992 RACMSA Technical Regulations. Entries in Class R0 will not be eligible for any awards.

All cars, except those complying with FIA International Group N regulations, will be split into the following classes-

Class R0 - Manufacturers Pre-Homologation cars (approved by the RACMSA) of all capacities.

Class R1 - Up to 1300cc.

Class R2 - 1301 cc to 1600 cc.

Class R3 - 1601cc to 2000 cc.

Class R4 - Over 2000cc - excluding cars eligible for class R5 below

Class R5 - Four wheel drive cars over 2000cc except those eligible under Group N (class N9).

The Production cars conforming to FIA International Group N regulations will be split up into the following classes -

Class N6 - Up to 1300 cc.

Class N7 - 1301cc to 1600 cc.

Class N8 - 1601cc to 2000 cc.

Class N9 - All other cars including vehicles fitted with four wheel drive

## Article 5 - Eligible Competitors

Substitute : 1. Any person holding a RACMSA or RIAC National or International Competition Licence valid for the current year is eligible.

Drivers on the FISA First and Second Seeded Rally Drivers' Lists will not be eligible for any award.

## Article 6 - Entry Forms - Entries

Amend - Anybody wishing to take part in the Midland National Rally must send the attached Entry Form duly completed to the Entries Secretary before Wednesday 20 October 1992 at 09.00hrs.

## Article 7 - Entry Fees - Insurance

Entry fees are fixed at **£280.**

The ENTRY FEE includes one service pack. The entrant may also purchase

available to entries in the National Rally.

#### Article 25 - Classifications

Modify: 4. The classification is official at the end of the rally, and 30 minutes after the posting of results.

#### Article 26 - Prizes - Cups

- (a) 1st Overall Crew.....An Award
- (b) Class Awards to the 1st Crew in each class (except Class R0 )..An Award

### **SECTION IX - The Meirion Stages Restricted Rally**

#### ARTICLE 29 - Regulations

The Meirion Stages Restricted Rally, promoted by Harlech & District Motor Club will run in conjunction with the Midland Rally.

Regulations for the event can be obtained from :

Mrs Carol Davies  
Ffridd Farm  
Llaniestyn  
Pwllheli  
Gwynedd  
LL538PT  
Tel 075883 273

#### **EVENT OUTLINE**

##### Programme

07.00 Sunday 25 October 1st Competitor starts from Dolgellau  
02.30 Sunday 25 October 1st Competitor finishes Weston Park  
16.30 Sunday 25 October Provisional Results Published

##### Championships

The Meirion Stages Rally is a qualifying round of:  
The PEC Tyres ANWCC Forest Stage Rally Championship  
Huw Lewis Tyresport Welsh Forestry Stage Championship Clubmans Restricted Trophy  
AWMMC Stage Championship

##### Route

The Meirion Stages Restricted Rally will consist of 7 special stages with a total length of 46 miles of which 98% will be on gravel surfaces.

##### Eligible Vehicles

Cars entered shall comply with the relevant 1992 RACMSA Technical Regulations.

##### Eligible Competitors

Any person holding a RACMSA or RIAC Restricted, National or International

Competition Licence valid for the current year and is a member of a club in the Welsh Association of Motor Clubs or the West Midland Association of Motor Clubs is eligible.





















#### Entry Fees

Entry fees are fixed at **£195**.

The ENTRY FEE includes one service pack. The entrant may not purchase further service packs.

# APPENDIX I - Rally Control Signposts

(Diameter of signposts about 70cm)

Direction of travel	Type of control	CONTROL ZONE			direction of travel
		Control zone beginning (NB Signals with yellow backgrounds)	Compulsory stop (NB Signals with red backgrounds)	End of control zone (NB Signals with yellow background)	
⇒	Passage control	 25 m. 	50 m. 		○
		Marking of Road Book			
	Time control	 25 m. 	50 m. 		
		Marking of Road Book			
⇐⇒	Time control followed by a start of event	 25 m. 	200 m. 	50 m. 	⇒
		Marking of Road Book	Marking of the starting time on time-card		
		Control zone beginning (NB Signals with yellow backgrounds)	Compulsory stop (NB Signals with red backgrounds)	End of control zone (NB Signals with yellow background)	
	Start of event	 25 m. 	50 m. 		
		Marking of the starting time on time-card			
⇒⇒	Arrival of event	 150 m. 	From 100 m. to 300 m. 	50 m. 	!⇒
		End of event timing line WITHOUT STOPPING	STOP Marking of the finish time on time card		

Rally Control Signals  
Installation of signals  
(Diameter of signals: 70 cm approx.)

NB: No repair nor assistance within the control zone

## **APPENDIX II - Terminology**

Road Section :	Section of the itinerary between two successive time controls.
Section:	All the zones : <ul style="list-style-type: none"><li>- between the start and the first regrouping halt</li><li>- between two successive regrouping halts</li><li>- between the last regrouping halt and the finish of the stage or the event</li></ul>
Leg:	Each part of the event, separated by a stopping time of 9 hours, or by a stopping time of at least equal to the duration of the course completed if this is less than 7 hours.
Neutralisation Period :	Time during which the crews are stopped by the rally organisers for whatever reason.
Regrouping:	Stop scheduled by the organisers to enable the theoretical times to be observed on the one hand, and on the other to regroup the cars still in the event. The stopping time may vary according to the crews.
Parc Ferme :	Zone in which no repairs or intervention is possible, except in the cases expressly provided for by the Supplementary Regulations of the Event.
Bulletin:	Official bulletin which is an integral part of the regulations of the event and is intended to modify, clarify or complete the latter. The bulletins must be numbered and dated. The entrants (or crew members) must confirm receipt thereof by signature.  The bulletins are established : <ul style="list-style-type: none"><li>- by the organisers, up until the day of scrutineering.</li><li>- by the Stewards of the Meeting throughout the competition.</li></ul>
Time Card:	Card intended for the stamps of the different control points scheduled on the itinerary.
Special Stage:	Tests on roads closed specially for the Event.
Super Special Stage :	A short test able to admit a large number of spectators in safe conditions.

## **APPENDIX III - Competitors' Relations Officer**

### **Principal Missions**

Inform the competitors and play the role of concerting factor at all times.

This post must be entrusted to an official in possession of a licence issued by his ASN as it implies a certain knowledge of the general regulations. He may attend the meeting of the Panel of the Stewards of the Meeting, in order to keep abreast of all decisions

taken.

The Competitors' Relations Officer must be able to be easily identified by the competitors. To this end it is advisable that:

- 1) He wears a very conspicuous badge
- 2) Be introduced to the competitors when there is a drivers briefing
- 3) His photograph be included in the Supplementary Regulations or in an Addendum if possible.

#### Presence at the Running of the Event

When the Secretariate is opened, he should have the Secretary of the Meeting draft a schedule of his duties which shall be posted on the notice board of the event and which shall include:

- Presence at scrutineering
- At the Secretariate of the Meeting
- At the start of the event
- At the regrouping halts
- Park Ferme at the end of sections
- Near the pare ferme at the arrival
- (The latter being dependant upon the rally timetable)

#### Function

Give accurate answers to all questions asked.

Provide all information or additional clarifications in connection with the regulations and the running of the event.

#### Concertation

Avoid forwarding questions to the panel of the Stewards of the Meeting which could be solved satisfactorily by a clear explanation, with the exception of protests (for example, clarify disputes over times with the help of the time-keepers).

The Competitors' Relations Officer shall refrain from saying anything or taking any action which might give rise to protests.

## **APPENDIX IV - Maps & Route Information**

The route information supplied to competitors at documentation or previously if indicated on the entry form according to the programme set out in Section 1, will be -

### Maps

The Route will be defined by 6 figure map references contained on Ordnance Survey

1:50000 scale maps number 124,125,126,127,135 & 136

or

1:250000 scale map number 7

or

1:25000 scale maps of the same area

**and**

### Tulip Road Book

The Route will be presented in the Road Book by numbered tulip diagrams, mileages and by maps of various scales marked with the correct routes.

**and**

### Special Stage Arrowing

The correct route through Special Stages will be clearly marked with arrows, hazard warnings and other signs numbered to correspond with the diagrams in the Tulip Road Book. All but the correct route will be physically blocked and have a 'No Entry' board visible. The system will be fully outlined in the Road Book.

**and**

### Subjective Route Notes

A set of subjective route notes for every stage will be available to all competitors. These notes are intended to give a description of the road and are not intended as any form of speed notes. They have been drawn up by competitors of international repute.

## **APPENDIX V - Acknowledgements**

The Organisers acknowledge the assistance and help of the following during the organisation of The Midland Rally :

Autosport  
Farmers Mart Dolgellau  
Forestry Commission in Wales  
Glynwed Foundries  
Gwynedd County Council  
Harlech & District Motor Club Ltd  
International Rally Drivers Club  
Midland Association of Motor Clubs  
Montgomeryshire District Council  
Powys County Council  
Police Forces of Shropshire, North Wales and Dyfed Powys  
Premier Roadways  
Residents of Shropshire and Mid-Wales  
Saw and Weld  
Shropshire County Council  
Staff of The Telford Moat House Hotel  
Total Office Products  
Vaughan Allcock  
Welsh Association of Motor Clubs  
West Midland Association of Motor Clubs  
Weston Park Enterprises Ltd