

THE MIDLAND NATIONAL RALLY 1993

SUPPLEMENTARY REGULATIONS

1. Programme

09.00 Monday	16 August	Entries open (£199 Nat 'A')(£125 Nat 'B')
12.00 Monday	20 October	Closure of entries
14.00 Friday	22 October	Scrutineering opens (The Flash Recreation Centre Welshpool)
20.00 Friday	22 October	Scrutineering & Documentation closes
07.00 Saturday	23 October	Scrutineering & Documentation opens
09.00 Saturday	23 October	Scrutineering closes
09.30 Saturday	23 October	Documentation closes
10.00 Saturday	23 October	First car starts from Welshpool
		Rally Route includes 6 Stages in Dyfi and Dyfnant Forests
15.30 Saturday	23 October	First car finishes in Welshpool
17.00 Saturday	23 October	Provisional Results Published
18.00 Saturday	23 October	Prize giving at The Flash Centre

2. Official Notice Boards

From 22 - 23 October at the Rally Headquarters (The Flash Recreational Centre Welshpool)

3 Definition

The Organiser of the Midland Rally, which will take place between 22 and 23 October 1993 is the Wolverhampton & South Staffordshire Car Club Ltd.

The target timed special stage rally will be run under a joint National A and National B permit to be issued by the R.A.C. and DoE. Authorisation No.TBA

The Event will be held under the General Regulations of the RAC Motor Sports Association Ltd. (RACMSA) (incorporating the provisions of the International Sporting Code of the FIA) and these or any other supplementary regulations issued for the event.

4 Organising Committee

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

5 Officials of the Event

Stewards of the Meeting

-Appointed by the RACMSA TBA
-Appointed by the Promoters Andrew Kellitt
-Appointed by the Promoters Dylis Rogers

Clerk of Course John Trevethick

Secretary of the Meeting Christine Chick

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

(0785 840803) (FAX - 0902 741418)

Deputy Clerks of Course Ray Lloyd, Gareth Thomas

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 Andrea Johnson

14 Cedars Avenue, The Paddock, Kingswinford, DY6 9PA(0384-274923)

Results Manager David Cozens

Results Service Tynemouth Computer Services

Chief Timekeeper Denis Cardell

Chief Scrutineer Fred Southall

Driving Standards Observer Jack Romain

Noise Test Official John Arnold

Headquarters Co-ordinator Alison Whiteman

Help Desk Co-Ordinator Jane Houghton

Communications Officer Harold Hicken

Area Controllers John Corns, Nigel Dawes, Shane Gamble,

Mervyn Johnson, Andy Pickering.

6 - Eligibility

The Midland National 'A' Rally counts for the :

The City Speed Of Gloucester Welsh National Rally Championship - Permit
:93WR0126

The Midland Performance Centre / Furrows for Ford - Association of West Midland
Motor Clubs Stage Rally Championship

The Midland National 'B' "Meirion Rally" counts for the :

The Welsh Clubmans Forestry Stage Championship 1993 - Supported by Rally Car Magazine and Huw Lewis Tyresport

7 - Description

The length of The Midland National 'A' Rally will be 100 miles, with 5 special stages with a total length of 50 miles of which all will be on gravel surfaces.

The length of The Midland National 'B' Rally will be 60 miles, with 3 special stages with a total length of 35 miles of which all will be on gravel surfaces.

8 - Eligible Vehicles

A. Those which are homologated, at the date of scrutineering according to the prescriptions of Appendix J of the International Sporting Code for Production Cars (Group N) and will be split up into the following classes:

1. Up to 1300 cc
2. 1301cc to 1600 cc
3. 1601 cc to 2000 cc
4. Over 2000 cc

B. All other vehicles permitted by the General Regulations will be split into the following classes:

5. Up to 1600 cc
6. 1601 cc to 2000 cc
7. Over 2000 cc

Should any class have less than 5 entries then the organisers retain the right to amalgamate the class with others.

All cars must be taxed and insured for use on the public highway.

9 - Eligible Competitors

Any person, or legal entity holding an Rally National 'A' or International competitors' licence issued by the RACMSA or RIAC valid for the current year is eligible to enter the National 'A' rally.

Any person, or legal entity holding an Rally National 'B' or Rally National 'A' or International competitors' licence issued by the RACMSA or RIAC valid for the current year is eligible to enter the National 'B' rally.

10 - Entry Forms - Entries

a). Anybody wishing to take part in The Midland National Rally must send the attached Entry Form duly completed to the Entries Secretary before 20 October 1993 at 09.00hrs.

Details concerning the co-driver can also be sent up until this time.

Any entry received after 21.00 Thursday 14 October may not be seeded.

b). 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 will be transferred to the appropriate class.

c). The number of entrants is fixed at 100.

11 - Entry Fees

a) Entry fees for the National 'A' rally are fixed at £199

b) Entry fees for the National 'B' rally are fixed at £125

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

The entry fee has been based on the Forestry Commission road charges. Should there be any variation in these charges it may be necessary to levy an additional entry supplement, which will be collected at signing-on, although it will be advised to competitors in advance.

c). The entry application will only be accepted if it is accompanied by the total entry fee.

d) Entry fees will be refunded in full :

(I) to candidates whose entry has not been accepted

(II) in the case of the rally not taking place.

An entrant may claim a refund of entry fee less £10 if an entry is withdrawn in writing not later than 30 September. Fees for entries withdrawn after that date will not be refunded except as provided for in (I) or (II) above.

e) The entrant is required to confirm that suitable R.T.A. insurance is held for the event. As many insurance policies no longer give cover for competition use, Bowering Motor Sport, subject to an acceptable proposal, will give third party and passenger liability cover for the event. Entrants wishing to avail themselves of this offer must apply with the Entry Form for a proposal Form and should note that this MUST be returned fully completed to the entries secretary not less than 21 days before the event.

All correspondance regarding this cover must be undertaken with the Club, as the brokers cannot deal with individual applicants by letter or telephone.

12 - Plates - Numbers.

The competitor shall supply two competition numbers as stipulated in the regulations.

13 - Servicing.

Servicing as defined by K29 will only be permitted in areas designated by the organisers in the road book and only from a vehicle carrying an official plate that has been supplied by the promoters and affixed by its own adhesive.

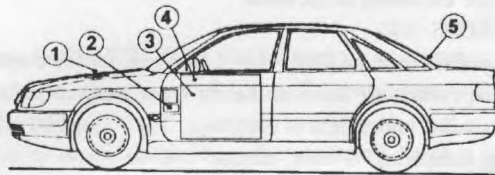
SERVICE PLATES - may be used on a vehicle which will take a route designated by the promoters between defined Service Areas situated normally after every two or three special stages. One plate will be issued free with every entry, additional plates may be applied for on the entry form at a cost of £40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

14 - Advertising

Advertising proposed by the Organisers is as follows:

- 1 - Rally Plate (Bonnet)
- 2 - Optional advertising on the leading edge of each door
- 3 - Competition Numbers 500x500mm (Both Sides)
- 4 - Rally Panel (Both Sides)
- 5 - Rally Plate (Rear Window)

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



15 - Route and Start

The time at which each crew is due at a main control at the event start and any other point will be shown on their time card.

Crews are obliged to have their visit recorded at all control points recorded 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.

Pace notes are not permitted and the only route information supplied to competitors at documentation will be -

(A) by 6 figure map references contained on Ordnance Survey 1:50000 scale maps number 124,125,126,135 & 136 or 1:250000 scale map number 7 or 1:25000 scale maps of the same area

(B) in the Road Book by numbered tulip diagrams, mileages and by maps of various scales marked with the correct routes.

16 - Controls - Exclusion

A. PASSAGE CONTROLS (PC)

At these controls, the post marshals must simply sign the time card as soon as this is handed in by the crew, without recording the time.

B. TIME CONTROLS (TC)

At these controls, the marshals will mark on the time card the time at which the card was handed in.

C. MAIN CONTROLS (MC)

Certain time controls will be designated main controls in accordance with K34.1.1(i).

D. REGROUPING CONTROLS

a). Regrouping controls may be set up along the route.

b). On their arrival at these regrouping controls the crews will hand the marshal their time card. They will receive instructions on their starting time. They then must drive their car immediately and directly to the parc ferme. The starting order shall be that of the arrival.

E. EXCLUSION

Any lateness exceeding 15 minutes on the target time between two Main controls will result in the exclusion of the crew.

F SPECIAL STAGES (SS)

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. 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.

4. 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.

17 - Parc Ferme

1. The cars shall be subject to the "parc ferme" rules:
 - (a) from the moment they enter a regrouping zone
 - (b) from the moment they enter a control area until they leave it
- 2.(a) While the vehicles are subject to the parc ferme rules, any repairs or refuelling is strictly forbidden, under pain of exclusion.
3. By way of exception, and under the supervision of a competent marshal, the crew may, while in the parc ferme, regrouping zone:
 - change a puncture or damaged tyre using the equipment on board;
 - if in order to change a windscreen, it is necessary to straighten bodywork and/or safety rollbar.
4. As soon as they have parked their car in the parc ferme, the crew will leave the parc ferme and no member of the crew will be allowed to re-enter it.
5. If a vehicle is unable to move under its own power:
 - (a) at the entrance or exit of a parc ferme, at the start, regrouping halt a thirty second penalty shall be imposed. This penalty will not count towards exclusion.
 - (b) at the start of the special stages, it will be excluded from the event.
6. Any infringements of the parc ferme regulations shall result in exclusion from the event.

18 - Scrutineering Before The Start And During The Event

1. The crew must show the car's homologation form where appropriate as well as any appendices to this form.
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 for road use, etc.).

There will be 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.)

19 - Protests- Appeals

All protests shall be lodged in accordance with the stipulations of O5 and Appendix Z.

20 -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.

2. The classification is official at the end of the rally, and final 30 mins. after the posting of the results.

3. Entrants wishing to compete for awards other than the General Classification must indicate so on the entry form.

21 - Prizes - Cups

The following awards will be presented :-

(a) General Classification Awards

1st Overall Crew..... Awards

(b) Class awards

1st Crew in each class..... Awards

2nd Crew in each class (subject to 5 entries in class)..... Awards

(c) Rover Maestro Award

1st crew in overall classification in a Rover Maestro..... Awards

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.

22 - Prize Giving

The prize giving will take place at 18.00 hours on 23 October at The Flash Recreational Centre Welshpool.

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 , 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 , Residents of Shropshire and Mid-Wales
Total Office Products , Vaughan Allcock
Welsh Association of Motor Clubs
West Midland Association of Motor Clubs