

# THE MIDLAND INTERNATIONAL RALLY 1994 REGULATIONS

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## I - Programme

09.00 Monday	21 August	Entries open
12.00 Thursday	6 October	Road Books Posted
12.00 Monday	7 October	Closure for unseeded entries
12.00 Friday	14 October	Rally Office opens
14.00 Friday	14 October	Scrutineering & Documentation open
20.00 Friday	14 October	Scrutineering & Documentation close
20.30 Friday	14 October	Rally Office closes
08.00 Saturday	15 October	Rally Office & Help Desk open
07.30 Saturday	15 October	First car starts
16.00 Saturday	15 October	First car arrives finish
16.30 Saturday	15 October	Provisional Results Published
18.00 Saturday	15 October	Prize giving
20.00 Saturday	15 October	Help Desk Closes

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### Official Notice Boards

From 14 - 15 October at the Rally Headquarters -The Flash Leisure Centre Welshpool

### Headquarters

Rally headquarters will be open between 12.00 - 20.30 hrs 14 October and 08.00 - 20.00hrs 15 October

### Press Room

The press room will be open between 15.00 - 20.30 hrs 14 October and 08.00 - 20.00 hrs 15 October

## II - Organisation

### ARTICLE 1 - Organisation

#### 1.1 Definition

The Organiser of the Midland Rally, which will take place between 14 and 15 October 1994 is the Wolverhampton & South Staffordshire Car Club Ltd.

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

The rally will be run in compliance with the The International Sporting Code ( and its appendices ) of the Federation Internationale de l'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.

#### 1.2 Organising Committee

John Trevethick (Chair), Christine Chick (Secretary), Jim Corns, John Corns, Richard Felgate, John Fox, Shane Gamble, Jane Houghton, Clive Jenkins, Andrea Johnson, Mervyn Johnson, Phil Jones, Ray Lloyd, Sally Lloyd, Pete Mayhew, Kevin Page, Andy Pickering, Paul Price, James Scott, Andrew Seymour, David Talbot, Gareth Thomas, Alison Whiteman.

#### 1.3 Officials of the Event

##### Stewards of the Meeting

-Appointed by the RACMSA

Jim Jones

-Appointed by the Promoters

Dilys Rogers

-Appointed by the Promoters

Bill Troughear

Clerk of Course

John Trevethick

Secretary of the Meeting	Christine Chick
Ivetsey Bank Cottage, Ivetsey Bank, Wheaton Aston, Stafford: 0785-	
Entries Secretary	Andrea Johnson
14 Cedars Avenue, The Paddock, Kingswinford, DY6 9PA (0384 274923)	
Chief Marshal	Richard Felgate
90 Sutton Road, Walsall, West Midlands, WS1 2PN(0922-38537)	
Press Officer	John Clewer
(021 783 5305; Fax 021 608 6165)	
Deputy Clerks of Course	Gareth Thomas Ray Lloyd
Event Safety Officer	Kevin Page
Event Chief Medical Officer	Dr Ian Pickton Robinson
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.

### III - General Conditions

#### ARTICLE 2 - Eligibility

The Midland International Rally does not count for any championship.

#### ARTICLE 3 - Description

The length of The Midland International Rally will be 140 miles( 225 km), with 7 special stages with a total length of 70 miles of which all will be on gravel surfaces and is divided up into 1 section and 1 leg.

The schedule is set out in the Programme.

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.

The use of 'pace notes', 'route notes' or marked maps is permitted but reconnaissance is not permitted.

#### ARTICLE 4 - Eligible Vehicles

4.1. Eligible vehicles are those which comply with the 1994 General Regulations of the RAC at the date of scrutineering

4.2 The use tyres with studs or spikes of metal or other material and chains is prohibited 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.

4.3. The competing cars will not be split up into classes.

4.4. The maximum quantity of lead permitted in fuel in Great Britain is 0.15 gms/litre.

#### ARTICLE 5 - Eligible Competitors

5.1. Any person, or legal entity holding an FIA International competitors' licence valid for the current year is eligible

- 5.2. 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.

- 6.1. Anybody wishing to take part in The Midland Rally must send the attached Entry Form duly completed to the Entries Secretary.
- 6.2. For foreign entrants, the entry form must be stamped by the entrant's National Sporting Authority.
- 6.3. 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, up to the moment of scrutineering.
- 6.4. No change of competitor may be made after entries have closed. However, one member of the crew may be replaced with the agreement of :
- the organising committee, before the start of administrative checks
  - the panel of the stewards of the meeting, after the opening of these checks and before the publication of the list of crews eligible to take the start
  - only the FIA can authorise the replacement of both crew members.
- 6.5. Not used.
- 6.6. 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.
- 6.7. 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.
- 6.8. The number of entrants is fixed at 10.

#### ARTICLE 7 - Entry Fees - Insurance

- 7.1. Entry fees are fixed as £550 with the optional advertising proposed by the Organisers.  
The ENTRY FEE covers all competitors fees to the promoters and includes one service pack and one emergency service pack. The entrant may also order further service, support and management packs which will be provided free of charge; subject to numbers.
- 7.2. 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.
- 7.3. 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 mechanic(s) 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."

7.4 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.

7.5 Entry fees will be refunded in full :

7.5.1 to candidates whose entry has not been accepted

7.5.2 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. Fees for entries withdrawn after that date will not be refunded except as provided for in .5.1 or .5.2 above.

#### ARTICLE 8 - Amendments to the Regulations - Bulletins

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

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

8.3. These bulletins will be posted on the official notice boards, and will also 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

- 9.1. 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.
- 9.2. 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).
- 9.3. 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 (Art.141 of the International Sporting Code).
- 9.4. In case of contestation of the interpretation of the present regulations, only the English text will be binding.
- 9.5. For the exact interpretation of this text the following definitions apply:  
9.5.1 "competitor", used for either physical or legal entities  
9.5.2 "crew", driver or co- driver
- 9.6. The driver assumes the competitor's responsibility when the latter is not on board the vehicle.
- 9.7. 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.

#### IV - General Obligations

##### ARTICLE 10 - Crews

- 10.1. Only crews made up of 2 persons shall be admitted to the start.
- 10.2. The two members of the crew will be nominated as first driver and co-driver.
- 10.3. Both members of the crew may drive during the event, and each one must possess a valid FIA drivers licence for the current year.
- 10.4. All members of the 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 rally.

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

- 11.1. 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.
- 11.2. These numbers shall be awarded in the following order:  
\* Series 1: Drivers seeded by the FIA - A Priority  
\* Series 2: Drivers seeded by the FIA - B Priority  
\* Series 3: All other drivers entered  
Within each series, the starting order is left to the initiative of the organisers.
- 11.3. 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).
- 11.4. The Organising Committee shall supply each crew with two rally plates and two competition numbers as stipulated in the regulations.
- 11.5. 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).



- 11.6. The competition numbers supplied by the organisers must appear at least on both front doors of the car during the whole rally.
- 11.7. If it is ascertained at any time during the event that:
- 11.7.1 - any competition number or rally plate is missing a cash penalty will be imposed(cf Article23).
  - 11.7.2 - the two competition numbers or rally plates are missing at the same time, exclusion will be pronounced (cf Article23).
- 11.8. The names of the driver, his Co-driver plus their national flags , must appear on both wings 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

- 12.1. 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 finish control of one section and replaced by a new one before the start of the next section.  
Each crew is solely responsible for its time card.
- 12.2. 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.
- 12.3. 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.
- 12.4. 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.
- 12.5. Special stages sheets are an integral part of the time card and are subject to all the penalties laid out above.
- 12.6. The crew alone is responsible for submitting the time card at the different controls and for the accuracy of the entries.
- 12.7. 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.
- 12.8 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.

- 13.1. Throughout the entire rally, the crews 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 set out below:
- |        |                   |                           |
|--------|-------------------|---------------------------|
| 13.1.1 | 1st infringement: | a cash penalty of £200.00 |
| 13.1.2 | 2nd infringement: | a 5 minute time penalty   |
| 13.1.3 | 3rd infringement: | exclusion                 |
- 13.2. 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.
- 13.3. 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:
- 13.3.1 that notification of the infringement was made through official channels and in writing, before the posting of the current classification.
  - 13.3.1 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.
  - 13.3.3 that the facts are not open to various interpretations.
- 13.4. Repairs and refuelling are freely permitted throughout the whole rally, except in those cases expressly forbidden by a provision in the present regulations but only from a vehicle carrying an official plate that has been supplied by the promoters and affixed by its own adhesive.  
Where they exist, the areas where all assistance is forbidden must be indicated in the road book.  
Within these areas, all repairs and refuelling must be carried out exclusively by the crew using only equipment carried on board the competing vehicle.

Judges of Fact will observe whether these prescriptions are being respected and any infraction will be punished by exclusion from the event.

13.5. 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.

13.6. Similarly, crews are forbidden under pain of penalty which may go as far as exclusion:

13.6.1 to deliberately block the passage of competing cars, or to prevent them from overtaking

13.6.2 to behave in an unsporting manner.

13.6.3 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.

13.6.4 Except when a car is under parc 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.

13.7. Reconnaissance

Reconnaissance of any form is not permitted.

13.8 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.

EMERGENCY SERVICE PLATES - may only be used on a conventional passenger car, an estate car derivative or similar approved by the promoters. Servicing may be carried out from these vehicles in all areas except those specifically designated as "no service areas" by the organisers

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 will be supplied to each entrant

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.

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 documentation during normal opening hours .

13.9. 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 FIA 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

14.1. Competitors are allowed to affix any kind of advertising to their cars, provided that :  
it is authorised by the national laws and the FIA regulations  
it is not likely to give offence

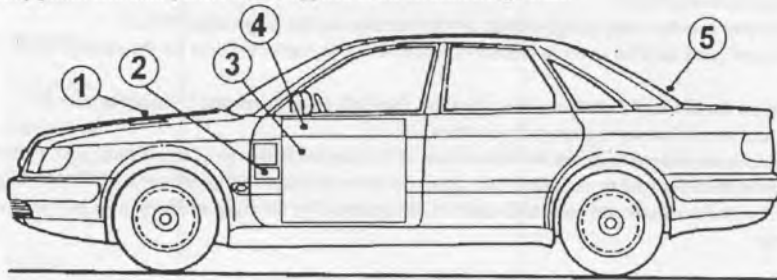


it does not encroach upon the spaces reserved for plates and competition numbers  
it does interfere with the crew's vision through the windows.

14.2. 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.



#### V - Running of the rally

##### ARTICLE 15 - Start

- 15.1. Before the start, the organisers will assemble all the competing cars in a starting area. Competitors will be required at the area 20 minutes before their due start time - the area will not be a parc ferme.
- 15.2. The exact time of the start will appear on each crew's time card.
- 15.3. Any late arrival, ascribable to the crew, at the start of the rally or a leg or a section shall be penalised by 1 minute for every minute late. Any car reporting more than 10 minutes late shall not be allowed to start.
- 15.4. 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.
- 15.5. All crews will start at 1 minute intervals.
- 15.6. 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.
- 15.7. The target time for covering the distance between two time controls will appear on the time card.
- 15.8. 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.
- 15.9. 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

- 16.1. 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.
- 16.2. 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.

- 16.3. All control areas (i.e. all the areas between first yellow warning signal and the final yellow one with three transversal stripes) are considered as parc ferme (cf Art.20.1.2).
- 16.4. The stopping time within any control area must not exceed the time necessary for carrying out control operations.
- 16.5. It is strictly forbidden under pain of exclusion from the event:
- 16.5.1 to enter a control area in any direction other than that of the rally
- 16.5.2 to recross or re-enter a control area once checking-in has taken place at this control.
- 16.6. The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.
- 16.7. The post marshals may not give them any information on this target check in time.
- 16.8. Control posts shall be ready to function 15 minutes before the target time for the passage of the 1st crew.
- 16.9. 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.
- 16.10. 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.
- 16.11. 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

##### 17.1. 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.

##### 17.2. Time Controls

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

##### 17.3. Check-in Procedure.

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

17.3.2 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.

17.3.3 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.

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

17.3.5 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.

17.3.6 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.

17.3.7 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.

17.3.8 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.

17.3.9 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 up to 1 hour late.

(b) for early arrival : 20 seconds per minute or fraction of a minute.

17.3.11 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 immediately by the clerk of the course to a panel of the stewards of the meeting, which will impose any appropriate sanction.

17.3.10 At the time control at the end of a leg or the end of the event the crews will be authorised to check in before time without incurring any penalty.

#### 17.4. Time of Leaving Controls.

17.4.1 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.

17.4.2 Conversely, when a time control is followed by a start control for a special stage, the following procedure shall be applied:

a) These two posts shall be included in a single control area (see Art.16.3 and Art.20.1.2), the signs of which shall be laid out as follows:

a1 Yellow warning sign (beginning of zone):

a2 Red sign with dial (time control post) at a distance of approximately 25m.

a3 Red sign with flag (start of the special stage) at a distance of 50m to 200m

a4 Finally, end of control sign (3 transversal stripes on a yellow background) 50m. further on.

b) 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 ( cf. Art.19.13).

c) 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 event 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( cf. Art.19.4).

d) 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.

e) **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)**

f) Competitors completing a road section in less than 75% of the target time will be penalised 30 minutes.

#### 17.5 Exclusion

**17.5.1. Any lateness exceeding 1hour on the target time between two time controls, or a total lateness exceeding 1hour at the end of each section and/or leg of the rally, or a total lateness of more than 1hour will result in the exclusion of the crew.**

17.5.2. 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 add'l 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 :  $10 + 10 = 20$ mins.

- 17.5.3. 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.
- 17.5.4. 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

- 18.1. 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)
- 18.2. 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 the regrouping control and not its duration must be taken into account.
- 18.3 Example :  
120 cars at the start of the rally  
First regrouping of 4 hours  
Starting time from the regrouping control : 12h01
- 18.3.1 Target time for the arrival of car No.1 at the regrouping control 8h01  
Target time for the arrival of car No.120 at the regrouping control 10h00
- 18.3.2 Actual arrival time of car No.1 at the regrouping control 8h45  
Actual arrival time of car No.120 at the regrouping control 11h50  
(60 cars have retired during this part of the rally)
- 18.3.3 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
- 18.4. 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 parc 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 parc ferme.
- 18.5. 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 (SS)

- 19.1. Special stages are tests on roads closed specially for the event.
- 19.2. 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.
- 19.3. Crews are forbidden to drive in the opposite direction to that of the rally, under pain of exclusion.
- 19.4. The start will be a standing one, and engines must be running whilst the car is on the start line.  
Any crew not able to start their car's engine at this point will be excluded.
- 19.5. Starts of special stages will be given as follows:

- 19.5.1. 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.
- 19.5.2. When the last 5 seconds have elapsed, the starting signal shall be given upon which the car must start immediately.
- 19.6. 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'
- 19.7. 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.
- 19.8. 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.
- 19.9. 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 stop watches.
- 19.10. 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.
- 19.11. If, through a fault of the crew, the time entry cannot be made, the following penalties shall be imposed:
- 19.11.1 at the start: exclusion
- 19.11.2 at the "STOP" (Point Stop); 5 minute time penalty.
- 19.12. 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.
- The time penalties for the crew in each special stage, expressed in hours, minutes and seconds, shall be added to other penalties (road, technical etc.) and expressed in time.
- 19.13. During a special stage, assistance is forbidden.  
Any breach of this rule will result in the guilty competitor being automatically excluded from the event by the panel of the stewards of the meeting.
- 19.14. The starting intervals for special stages must respect the same dispositions as those laid down for the start of the leg in question.
- 19.15. Any crew refusing to start a special stage at the time and in the position allocated to it shall be given a penalty by the panel of the stewards of the meeting of a least 10 minutes, and which may go as far as exclusion if the clerk of the course so requests, whether the special stage is run or not.
- 19.16. Any crew which is unable to leave normally in the 20 seconds following the signal to start will be pushed in order to clear the timekeeping area and excluded.
- 19.17. Interruption of a Special Stage:
- 19.17.1. 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.
- 19.17.2. This classification may be drawn up even if only one crew has been able to cover the stage in normal racing conditions.
- 19.17.3. Only the Stewards of the Meeting may apply this disposition after reception from the clerk of the course of the reasons for the interruption.

- 19.17.4. 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.
- 19.17.5. 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.

#### ARTICLE 20 - Parc Ferme

20.1. The cars shall be subject to the "parc ferme" rules:

20.1.1. from the moment they enter a regrouping zone or an end of leg, until they leave one of these (Art.18.4)

20.1.2. from the moment they enter a control area until they leave it (Art 16.3; 17.2; 19.8);

20.1.3 from as soon as they reach the end of the event until the time for lodging protests has expired(Art.24).

20.2.-20.2.1. While the vehicles are subject to the parc ferme rules, any repairs or refuelling is strictly forbidden, under pain of exclusion.

20.2.2. 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.

20.2.3. 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.

20.2.4. 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.

20.3. By way of exception, and under the supervision of a competent Marshal, the crew may, while in the parc ferme, regrouping zone or end of leg (See Article 20.1.1):

20.3.1. - change a puncture or damaged tyre using the equipment on board;

20.3.2. - change the windscreen with the possibility of outside help.

20.3.3 - If, in order to change the windscreen it is necessary to straighten bodywork and/or safety rollbar, Article 20.2.3 will apply.

20.3.4. These repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions laid set out in Articles 20.2.3 and 20.2.4.

20.4. As soon as they have parked their car in the parc ferme, the drivers will cut their engine and leave the parc ferme and no member of the crew will be allowed to re-enter it.

20.5. To leave a parc ferme for the start, regrouping halt or end of leg (see Article 20.1.1), the crew shall be allowed to enter the parc ferme 10 minutes before starting time.

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

20.6.1. to the entrance or exit of a parc ferme for the start, time control, regrouping halt or end of leg it may be pushed by the relevant officials and/or members of the crew.

This manoeuvre will entail a penalty of thirty seconds which will not count towards exclusion.

20.6.2. at the start of the special stages, it will be excluded from the event.

20.7. Any infringements of the parc ferme regulations shall result in exclusion from the event.

#### VI - Scrutineering - Penalties

ARTICLE 21 - Scrutineering before the start and during the event

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

21.2. 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.

21.3. The car's homologation forms will not be required.

21.4. 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.

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



21.6. 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.).

21.7. This shall be followed by :

21.7.1. - Identification of the crew

21.7.2. - Identification of the vehicle, the chassis and cylinder block of which may be marked at any time, this being left to the organisers discretion.

21.7.3. - 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.)

21.7.4. - A check for the red warning triangle and SOS board to be carried in each car.

21.7.5.- 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.

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

21.9. 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.

21.10. Should identification marks (see Article 21.7) 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.

21.11. 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 any demands which may be made to the entrant's or accomplice's ASN concerning the imposition of heavier sanctions.

#### ARTICLE 22 - Final Control

22.1. As soon as each crew arrives at the finish it shall drive its car to the parc ferme. A brief check shall be carried out there to verify:

22.1.1. its conformity with the car submitted at the initial scrutineering.

22.1.2. if there is cause to impose penalties specified under Article 23.

22.2. The absence of one of the identification marks, as per Art.21.2, shall result in exclusion from the event.

22.3. 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.

22.4. 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 Refused	Exclusion or disqualification	Penalty	
				Time	Money
	THE START SHALL NOT BE AUTHORISED *				
7.2	Non-payment of Entry Fee	*			
7.3	Declaration and Insurance	*			
10.1	No. of crew members	*			
15.3	Start of rally	*			
21.1/2/5/8	Scrutineering	*			

	EXCLUSION OR DISQUALIFICATION **		
10.4	Crew	**	
11.7.2	2 Number plates missing		**
12.3/4/5	Time Card		**
13.1/3/4			
15.6/9	Traffic	**	
14.2	Not complying with advertising requirements		**
15.6/9	Control points. Time Cards		**
16.5	Control Area		**
17.5.1	Lateness exceed 1 hour between 2 controls, 1 hour lateness on any leg/section		**
19.2/3/4			
11/13/15			
16/18	Special Stages		**
20.2/6/7	Parc Ferme		**
22.2	Final Scrutineering		**
21.7	Noise Level		**
<hr/>			
	TIME PENALTIES		
13.1.3	TRAFFIC LAWS 2nd infringement		5 min
15.3	STARTS - for each minute to tolerance limit		1 min
	TIME CONTROLS		
17.3	For each minute late		10 sec.
17.3	For each minute early		20 sec
17.4.2b	For each minute over the neutralisation of 8 min. maximum		1 min
17.4.2f	Completing a road section in less than 75% of target time	30 min.	
	SPECIAL STAGES		
19.4	Failure to start Special Stage within 20 seconds of start signal		2 min
19.8	False Start		1 min
19.11	Time entry not made at arrival		5 min
19.12	For each second		1 sec
19.15	Refusal to start at the time and in order		5 min
	REPAIRS IN PARC FERME		
20.2.3	For each minute		1 min
	VEHICLE UNABLE TO MOVE UNDER ITS OWN POWER		
20.6.1	At the start, at the exit of the regrouping points or the end of stage		30 sec
<hr/>			

Article	Reasons	Start Refused	Exclusion or disqualification	Penalty	
				Time	Money
	<u>FINES</u>				
11.5	For each covered licence plate				£50
11.7	For 1 missing rally plate				£50
	For 1 missing competition number				£50
11.8	The names of 1st & co-driver and national flags of drivers not appearing on sides				£25
	<u>TRAFFIC LAWS</u>				
13.1	1st Infraction				£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 plate, brake lights or indicators.				£10
	<u>PENALTIES LEFT TO THE DISCRETION OF THE STEWARDS OF THE MEETING</u>				
9.7	Incorrect, fraudulent or unsporting actions				
16.10	Failure to follow instructions of the Officials				
17.3.11	Check in procedure				
19.2	Misuse of SOS board				
19.8	Repeated false starts (spec. stages)				
19.13	Service on a special stage.				
21.2	Reporting late for scrutineering in the case of force majeure				

## VII - Protests - Appeals - Classification - Prizes

### ARTICLE 24 - Protests- Appeals

- 24.1. All protests shall be lodged in accordance with the stipulations of the International Sporting Code. (Article 171 et seq)
- 24.2. 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.
- 24.3-24.3.1 If the protest requires the dismantling and the re-assembly of different parts of a car, the claimant must pay an additional deposit:
- 24.3.2. of £300 if the protest involves a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc.);
- 24.3.3. of £500 if the protest involves the whole vehicle.
- 24.4. 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 upheld.
- 24.5. 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.
- 24.6. Competitors may appeal against decisions, in accordance with the stipulations of Article 181 of the International Sporting Code.

### ARTICLE 25 -Classifications

- 25.1. 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.
- 25.2. 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.

25.3. The results will be posted in accordance with the programme.

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

25.5. 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.

25.6. On the double condition that :

25.6.1. the interval between the legs is great enough to allow the rules relating to the procedure for protests deadlines concerning classifications to be respected (see Article 174 of the International Sporting Code),

25.6.2 it is clearly stated in the supplementary regulations of the event that such classifications may be issued.

These partial classifications become final 30 mins. 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.

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

#### ARTICLE 26 - Prizes - Cups

26.1. The following awards will be presented :-

General Classification Awards

1st 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

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 18.00 hours on 15 October.

## APPENDIX I - 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 124,125,126,135 & 136

or

1:250000 scale map number 7

or

1:25000 scale maps of the same area

or any other map.

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.

## APPENDIX II - Acknowledgements

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

Cover photograph - SPEEDSPORT OF RUTHIN

Autosport

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