

THE MIDLAND NATIONAL RALLY 1994

SUPPLEMENTARY REGULATIONS

1 Programme

09.00	Monday	21 August	Entries open (£285 Nat 'A')(£195 Nat 'B')
12.00	Thursday	6 October	Route/Service information posted
12.00	Monday	10 October	Closure for entries
14.00	Friday	14 October	Scrutineering opens (The Flash Recreation Centre Welshpool)
20.00	Friday	14 October	Scrutineering & Documentation close
07.00	Saturday	15 October	Scrutineering & Documentation open
09.00	Saturday	15 October	Scrutineering closes
09.30	Saturday	15 October	Documentation closes
08.20	Saturday	15 October	First car starts from Welshpool Rally route includes stages in Dyfi & Dyfnant forests 55 stage miles National 'A' : 35 stage miles National 'B'
15.30	Saturday	15 October	First car arrives finish in Welshpool
17.00	Saturday	15 October	Provisional Results Published
18.00	Saturday	15 October	Prize giving at Flash Leisure Centre

2 Official Notice Boards

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

3 Definition

The Organiser of the Midland Rally, which will take place between 14 - 15 October 1994 is the Wolverhampton & South Staffordshire Car Club Ltd. the John Roberts Meirion Rally is promoted by Harlech Motor Club.

The target timed special stage rallies will be run under a joint National A and National B permit to be issued by the R.A.C. M.S.A. The Events will be run under The General Regulations of the RAC Motor Sports Association Ltd. (RACMSA), (incorporating the provisions of the international Sporting Code (and its appendices) of the Federation International de l'Automobile (FIA), The Motor Vehicles (Competitions and Trials) Regulations 1969 and 1974 and these present regulations.

4 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, Ray Lloyd, Sally Lloyd, Pete Mayhew, Kevin Page, Andy Pickering, Paul Price, James Scott, Andrew Seymour, David Talbot, Gareth Thomas, Alison Whiteman.

Permanent Address

Wolverhampton & 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 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, 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 2PN(0922-38537)

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 City Speed Of Gloucester Welsh National Rally Championship

Association of West Midland Motor Clubs Stage Rally Championship in

Association with Midland Performance Centre and Furrows Ford RS Dealers of
Wellington Telford.

The John Roberts National 'B' Meirion Rally counts for :

The Evans Windows Welsh Clubmans Forestry Stage Championship 1994 -

Supported by Huw Lewis Tyresport and Rally Marketing

The ANWCC Rally Championship

7 Description

The length of The Midland National 'A' Rally will be 100 miles, with 5 special stages with a total length of 55 miles of which all will be on gravel surfaces. The length of The John Roberts Meirion National 'B' Rally will be 60 miles, with 4 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 into the following classes :

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

B. All other vehicles permitted by the 1994 General Regulations will be split into the following classes.

5. Up to 1300 cc
6. 1301 cc to 1600cc
7. 1601cc to 2000cc
8. Over 2000cc

Vehicles fitted with forced induction will have a coefficient of 1.7:1 applied to the actual capacity to determine the notional capacity for class eligibility.

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 a Rally National 'A' or International competitors' licence issued by the RACMSA or RIAC valid for the current year is eligible

Any person, or legal entity holding a 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'.

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 10 October 1994 at 12.00hrs.

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

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 140

11 Entry Fees

a) Entry fees for the National 'A' rally are fixed at £285.

b) Entry fees for the National 'B' rally are fixed at £195.

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

The entry fee has been based on the current Forestry Commission road charges.

Should there be any variation in these charges it may be necessary to levy a 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 fees.

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.

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 6 October. 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 RTA insurance is held for the event.. As many insurance policies no longer cover for competition use, Bowring Motor Sport, subject to an accepted 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 correspondence regarding this cover must be undertaken with the Club, as the brokers cannot deal with individual applications by letter or phone.

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.

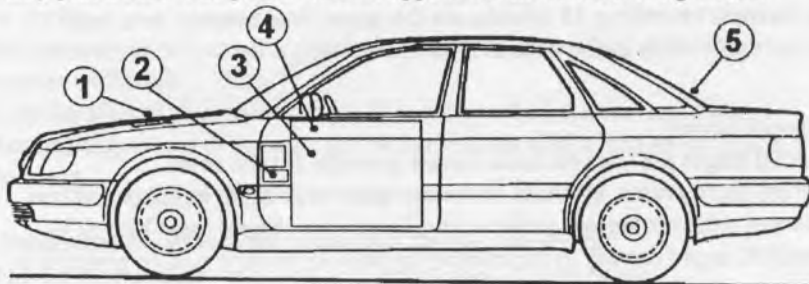
SERVICE PLATES - may be used on a vehicle which will take a separate route designated by the promoters between defined Service Areas situated normally after every two or three special stages. One plate will be issued free with each entry, additional plates may be applied for on the entry form at a cost of £40 each. The numbers to be supplied 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 exact time at which each crew is due at the main control at the event start will appear on each crew's time card.

Crews are obliged to have their visit at each control 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 1:25000 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 route.

16 Controls - Exclusion

A - Passage Controls

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

B - Time Controls

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

C - Main Controls

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

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

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 on 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 a 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.
 - (b) from the moment they enter a control area until they leave it;
2. 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;

- change the windscreen and if it is necessary to straighten bodywork and/or safety rollbar with the possibility of outside help
- 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.
- 5. If a vehicle is unable to move under its own power:
 - (a). 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.
 - (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 car's homologation forms will be required if appropriate.
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 results will be posted in accordance with the programme and final 30 mins after the posting.
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 the class)..... Awards

(c) WSSCC Award

The crew placed highest in the overall classification of which both competitors have been members of Wolverhampton and South Staffs Car Club since 1 August 1994..... Award

(d) Mixed Crew Award

The highest placed mixed crew in the overall classification Award

(e) Ladies Award

The highest placed lady driver in the overall classification 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.

Winners of the overall classification are not eligible for the class awards.

22 Prize Giving

The prize giving will take place at 18.00 hours on 15 October at The Flash Leisure Centre Welshpool.

Acknowledgements

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

Cover photograph - SPEEDSPORT OF RUTHIN

Autosport

Farmers Mart Dolgellau

Flash Leisure Centre and Staff

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

Shropshire County Council

Total Office Products

Vaughan Allcock

Welsh Association of Motor Clubs

West Midland Association of Motor Clubs