

# The Bulldog Security Products 1995 Midland Rally

Nineteen ninety five is turning out to be a significant year for Wolverhampton and South Staffs Car Club's Midland Rally.

Firstly the Club is delighted to welcome Bulldog Security Products Ltd. as the sponsor of the rally for the first time. The Shropshire based company is a major international manufacturer of all types of security products. Not only do their vehicle security devices have a place in modern rallying but the whole company are rally enthusiasts.

This year also sees the rally return to the Mintex National Rally Series for the first time since 1988. We are proud that the Event has been restored to its former position as the last round of the premier British Rally championship.

The second significant return of the year is that of the Event to its former base of the Welsh coastal resort of Aberystwyth. The last time the Rally started and finished here was in 1984.

The organisers are pulling out all the stops to ensure that the hospitality lives up to the legendary years of the early 1980's.

We look forward to receiving your entry and welcoming you to Aberystwyth in October.

The Organising Team

# THE BULLDOG SECURITY PRODUCTS MIDLAND INTERNATIONAL RALLY 1995 REGULATIONS

## Table of Contents

	Art	Page
I - Programme		3
II - Organisation.....	1	3
Organisation .....	1	3
Definition .....	1.1	3
Organising Committee .....	1.2	3
Officials of the event.....	1.3	3
III - General Conditions		
Eligibility .....	2	4
Description .....	3	4
Eligible Vehicles .....	4	4
Eligible Competitors .....	5	4
Entry Forms - Entries .....	6	4
Entry Fees - Insurance.....	7	4
Amendments to the Regulations - Bulletins.....	8	5
Application and Interpretation of the Regulations .....	9	5
IV - General Obligations		
Crews.....	10	5
Starting Order - Plates - Numbers .....	11	5
Time Card.....	12	6
Traffic - Repairs .....	13	6
Advertising.....	14	6
V - Running of the Rally		
Start .....	15	7
Controls - General Provisions .....	16	7
Passage Control(PC) - Time Control(TC) - Exclusion .....	17	7
Regrouping Controls .....	18	8
Special Stages (SS) .....	19	9
Parc Ferme .....	20	9
VI - Scrutineering - Penalties		
Scrutineering Before The Start And During The Event.....	21	10
Final Controls.....	22	10
Summary Of Penalties.....	23	11
VII - Protests - Appeals - Classification - Prizes		
Protests- Appeals.....	24	12
Classifications .....	25	12
Prizes - Cups .....	26	12
Prize Giving .....	27	12
APPENDIX I- Maps & Route Information		12
APPENDIX II - Acknowledgements		12

## I - Programme

Publication of these Regulations		Entries open
12.00 Thursday	12 October	Road Books Posted
12.00 Thursday	12 October	Closure for unseeded entry
12.00 Friday	20 October	Rally Office/Help Desk /Press Office open Marine Hotel, Marine Terrace, Aberystwyth
16.00 Friday	20 October	Scrutineering opens, Lloyds Motors, Park Avenue, Aberystwyth.
22.00 Friday	20 October	Scrutineering & Documentation close
09.00 Saturday	21 October	Scrutineering closes
08.20 Saturday	21 October	First car starts from Aberystwyth Rally route includes stages in Tarenig Myherin, Llanafon & Dyfi forests (85 stage miles)
15.30 Saturday	21 October	First car arrives finish in Aberystwyth
17.00 Saturday	21 October	Provisional Results Published
20.00 Saturday	21 October	Prize giving Cinema, Bath Street Aberystwyth.
21.00 Saturday	21 October	Help Desk Closes

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### Official Notice Boards

From 20 - 22 October at the Rally Headquarters -The Marine Hotel Aberystwyth

### Headquarters

Rally Headquarters will be open between 12.00 - 20.30 hrs. 20 October and 08.00 - 20.00 hrs. 21 October

### Media Office

The press room will be open between 15.00 - 20.30 hrs. 20 October and 08.00 - 20.00 hrs. 21 October at Rally Headquarters -The Marine Hotel Aberystwyth

## II - Organisation

### ARTICLE 1 - Organisation

1.1 The Organiser of The Bulldog Security Products Midland International Rally, which will take place between 20 and 21 October 1994 is the Wolverhampton & South Staffordshire Car Club Ltd. (hereafter termed the Organisers)

The event will run in compliance with :

1.1.1 The International Sporting Code ( and its appendices ) of the Federation Internationale de l'Automobile (FIA).

1.1.2 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. Authorisation No. T B A.

### 1.2 Organising Committee

Jane Houghton(Chair), Andrea Johnson (Secretary), Jim Corns, John Cornes, Richard Felgate, Steve Fellows, John Fox, Shane Gamble, Clive Jenkins, Mervyn Johnson, Ray Lloyd, Sally Lloyd, Pete Mayhew, Kevin Page, Andy Pickering, Paul Price, James Scott, Andrew Seymour, Tracy Seymour, Gareth Thomas, John Trevethick.

All communications to :

The Secretary ,The Bulldog Security Products Midland International Rally  
14 Cedars Avenue, The Paddock, Kingswinford, DY6 9PA  
Telefax: 01902 741418 (International +44 1902 741418)

### 1.3 Officials of the Event

Stewards of the Meeting

-Appointed by the RACMSA

-Appointed by the Promoters

-Appointed by the Promoters

Clerk of Course

Secretary of the Meeting

Rick Smith

Dilys Rogers

Bill Troughear

John Trevethick

Andrea Johnson

14 Cedars Avenue, The Paddock, Kingswinford, DY6 9PA  
(01384 274923)(FAX 01902 741418)

Deputy Clerks of Course

Press Officer

Ray Lloyd Gareth Thomas

John Clewer

84 Manor Gardens, Yardley, Birmingham, B33 8PS.  
(0121 784 3272)(FAX 0121 608 1665)

Event Safety Officers

Event Chief Medical Officer

Chief Marshal

Mervyn Johnson, Kevin Page

Dr Ian Pickton Robinson

Richard Felgate

35 Ash Tree Road Pelsall Walsall WS33 4LR  
(01922 692385)

Entries Secretary

Tracy Seymour

41 Greenway Avenue, Alveley, Bridgnorth WV15 6PB  
(01746 780617) (FAX 01902-741418)

Results Service

Tynemouth Computer Services

Chief Timekeeper	Vaughn Allcock
Chief Scrutineer	Fred Southall
Driving Standards Observer	Jack Romain
Noise Test Official	John Arnold
Headquarters Co-ordinator & Help Desk Co-ordinator	Jayne Houghton
Communications Officer	Harold Hicken
Area Controllers	John Comes, Nigel Dawes, Shane Gamble, Mervyn Johnson, Andy Pickering.

### III - General Conditions

#### ARTICLE 2 - Eligibility

The Bulldog Security Products Midland International Rally does not count for any championship.

#### ARTICLE 3 - Description

The length of The Bulldog Security Products 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 1995 General Regulations of the RAC at the date of scrutineering

4.2. The use of 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. Contravention of this regulation will result in refusal to start or exclusion.

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

4.4. The maximum quantity of lead permitted in fuel in United Kingdom 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 driving time.

#### ARTICLE 6 - Entry Forms - Entries.

6.1. Anybody wishing to take part in The Bulldog Security Products Midland International 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 one of the regional Championships 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 £600 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 £20 if an entry is withdrawn in writing not later than 7 October. 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 (see 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(see Article 23).

11.7.2 - the two competition numbers or rally plates are missing at the same time, exclusion will be pronounced (see Article 23).

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 (see Article 23).

## 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.
- 12.9. Any divergence between the times entered on the crew's time card and those entered on the official documents of the rally will form the subject of an enquiry by the panel of the Stewards of the Meeting, which will deliver a final judgement.

## ARTICLE 13 - Traffic - Repairs.

- 13.1. Throughout the entire rally, the crews must strictly observe the Traffic laws of the United Kingdom. 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. 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.
- 13.5. Similarly, crews are forbidden under pain of penalty which may go as far as exclusion:
  - 13.5.1 to deliberately block the passage of competing cars, or to prevent them from overtaking
  - 13.5.2 to behave in an unsporting manner.
- 13.5.3 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. 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.  
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 recognised 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

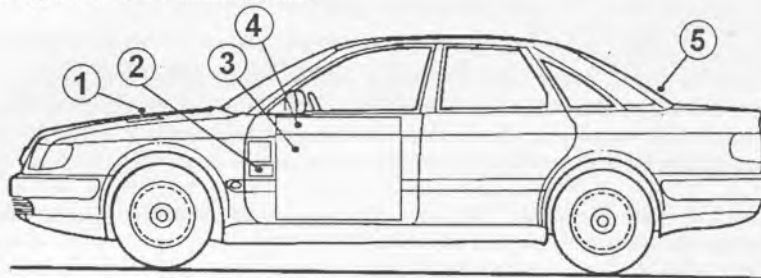
- 14.1. Competitors are allowed to affix any kind of advertising to their cars, provided that :
  - it is authorised by the national laws and the FIA regulations
  - it is not likely to give offence

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 FIA 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 (see Article.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 16 hr 38' 21" is recorded then 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 1 hour on the target time between two time controls, or a total lateness exceeding 1 hour at the end of each section and/or leg of the rally, or a total lateness of more than 1 hour 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 ins x 10 sec/min = 1 min. 40 sec.

Lateness counting towards exclusion = 10 mins.

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

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

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

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

Penalty for late arrival = 10 add'l minutes x 10 sec/min = 1 min 40 sec.

Lateness counting towards exclusion = 10 mins.

TOTAL ROAD SECTION CONTROLS A+B+C

Total penalties (for late and early arrivals) :

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

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

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 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.-Repairs

- 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 recognised 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 FIA 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
	<b>THE START SHALL NOT BE AUTHORISED *</b>				
4.2	Car not licensed for road	*			
6.7	Refusal of entry by Organisers	*			
7.2	Non-payment of Entry Fee	*			
7.3	Declaration and Insurance	*			
10.1	No. of crew members	*			
14.2	Not complying with advertising requirements	*			
15.3	Start of rally	*			
21.1/2/5/8	Scrutineering	*			
	<b>EXCLUSION OR DISQUALIFICATION</b>				
4.2	Use of studs or chains		**		
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		**		
20.2/3/					
6/7/9	Parc Ferme		**		
22.2	Final Scrutineering		**		
21.7	Noise Level		**		
	<b>TIME PENALTIES</b>				
13.1	<u>TRAFFIC LAWS</u> 2nd infringement			5 min	
15.3	<u>STARTS</u> - for each minute to tolerance limit			1 min	
15.4	Starting before specified start time			2 min/min	
	<u>TIME CONTROLS</u>				
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.	
	<u>SPECIAL STAGES</u>				
19.7	Lateness			1 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	
	<u>REPAIRS IN PARC FERME</u>				
20.2.3	For each minute			1 min	
	<u>VEHICLE UNABLE TO MOVE UNDER ITS OWN POWER</u>				
20.6.1	At the start, at the exit of the regrouping points or the end of stage			30 sec	
	<b>FINES</b>				
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 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 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				

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