

Foreword

It is with great pleasure that I extend a warm welcome to everyone involved in the second Bulldog Rally.

Following the achievements of the 1995 rally when our Company supported the event for the first time on its successful return to the premier National Rally Series we are delighted to renew the links for 1996.

At Bulldog we are all rally fans and it is particularly pleasing to be able to combine our business, of the manufacture of vehicle and leisure security products, with our love of The Sport.

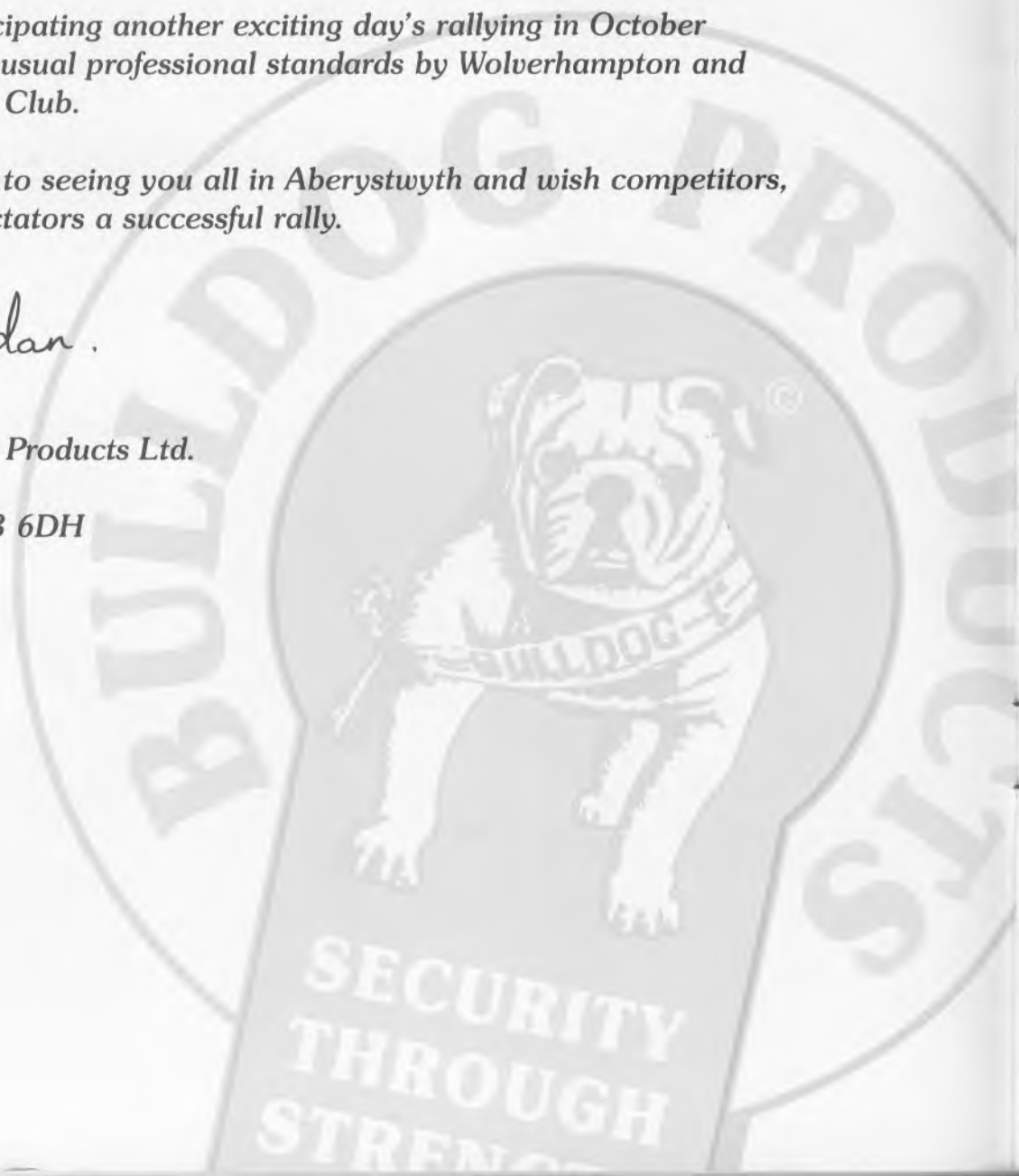
The addition of the Bulldog Historic Rally to the format of the 1996 event is especially interesting as classic cars are another of our interests!

Everyone is anticipating another exciting day's rallying in October organised to the usual professional standards by Wolverhampton and South Staffs Car Club.

We look forward to seeing you all in Aberystwyth and wish competitors, officials and spectators a successful rally.

I Jordan.

*Ian Jordan
Bulldog Security Products Ltd.
Much Wenlock
Shropshire, TF13 6DH*



MINTEX NATIONAL RALLY SERIES

1997

PROVISIONAL DATES

Round 1 February 22nd	The Winter Rally	Bournemouth
Round 2 April 12 th	Granite City Rally	Aberdeen
Round 3 May 10th	Steyer Daimler Puch Manx National Rally	Isle Of Man
Round 4 June 14th	Kerridge National Rally	Llandrindod Wells
Round 5 July 19th	Morgannwg Forest Rally	Swansea
Round 6 September 27th	Trackrod Forest Rally	Leeds
Round 7 October 25th	Bulldog Midland Rally	Aberystwyth



RALLY SERIES

THE BULLDOG RALLY 1996

SUPPLEMENTARY REGULATIONS

(These Supplementary Regulations incorporate standard regulations for events in the Mintex National Rally Series. Articles and clauses giving information specific to this event are boxed; unboxed sections are common to other events in the Series.)

Article 1. Announcement

The Wolverhampton & South Staffordshire Car Club Ltd. will promote a National A permit special stage rally on Saturday 26 October 1996. The event will be known as The Bulldog Rally
The event will be a qualifying round of the following championships:
The MINTEX NATIONAL RALLY SERIES 1996
The City Speed Of Gloucester Welsh National Rally Championship
The Association of West Midland Motor Clubs Dunlop Formula Two Challenge.

Article 2. Jurisdiction

The event will be held under

- (a) The 1996 General Regulations of the RAC Motor Sports Association Ltd. (RACMSA), (incorporating the provisions of the international Sporting Code (and its appendices) of the Federation Internationale de l'Automobile (FIA)).
- (b) The Championship Regulations of the Mintex National Rally Series 1996.
- (c) The various regulations issued by Championships of which this event forms part.
- (d) These Supplementary Regulations
- (e) Any written instructions the promoting clubs may issue for the event.

Article 3 Authorisation

1. (a) The 'Mintex National Rally Series Permit Number 96R5322.

- (b) The City Speed Of Gloucester Welsh National Rally Championship - Permit Number 96/W/R/0233
(c) Association of West Midland Motor Clubs Dunlop Formula Two Challenge - Permit Number 96/W/R/0224

2. The event will comply with the Motor Vehicles (Competitions and Trials) Regulations where they are applicable.
3. RACMSA and DoE Permit numbers will be advised in Final Instructions.

Article 4. Eligibility

1. The Bulldog Rally is open to Competitors (whether Entrant, Driver or Co-Driver) holding valid National A or International Licences issued by the RAC Motor Sports Association Limited, or the Royal Irish Automobile Club or foreign national holding a licence endorsed 'valid throughout the EU'.
2. Competitors are reminded of the RACMSA's requirements for Entrants Licences as laid down on the Licence Declaration Form and in the 1996 RACMSA Year Book.
3. All Competitors Licences and Championship Registration documents will be inspected at documentation.

Article 5. Format

The programme of the meeting will be:

Publication of these Regulations	Entries open at £395
21.00 Wednesday 16 October	Closure for seeded entries (£30 entry surcharge starts)
12.00 Thursday 17 October	Final Instructions with route/service information posted
12.00 Wednesday 23 October	Closure for entries finally
12.00 Friday 25 October	Rally / Press Offices open Marine Hotel, Marine Terrace, Aberystwyth

16.00 Friday	25 October	Scrutineering opens at Lloyd Motors, Park Avenue, Aberystwyth
22.00 Friday	25 October	Scrutineering & Documentation close
07.00 Saturday	26 October	Scrutineering & Documentation open (By appointment only)
09.00 Saturday	26 October	Scrutineering closes
09.30 Saturday	26 October	Documentation closes
10.00 Saturday	26 October	First car starts from Marine Terrace, Aberystwyth Rally route includes 76 stage miles of stages in Myherin, Llanafan, Tarenig Hafren & Dyfi forests
17.15 Saturday	26 October	First car arrives finish in Aberystwyth
18.30 Saturday	26 October	Provisional Results Published
20.00 Saturday	26 October	Prize giving at Cinema Conference Centre, Bath Street, Aberystwyth

Article 6. Classes

1. The class structure will be :

(a) Group 'N'

Cars conforming to FIA International Group N Regulations

Class N 1:	Up to and including 1300 cc
Class N 2:	Over 1300 cc, up to and including 1600cc
Class N 3:	Over 1600 cc, up to and including 2000cc
Class N 4:	Over 2000 cc

(b) Group 'A'

Cars conforming to FIA International Group A Regulations

Class A 5:	Up to and including 1300 cc
Class A 6:	Over 1300 cc, up to and including 1600cc
Class A 7:	Over 1600 cc, up to and including 2000cc
Class A 8:	Over 2000 cc

(c) Category 'B'

Cars complying with the 1996 RAC MSA Technical Regulations.

Class B 9:	Up to and including 1300 cc
Class B10:	Over 1300 cc, up to and including 1600cc
Class B11:	Over 1600 cc, up to and including 2000cc
Class B12:	Over 2000 cc

(To include Metro 6R4 driven by registered contenders with approved sealed engines of 2.5 (International injection) and 2.8 (single plenum type) with relevant original engine capacity certificates. Any other not complying with K.42.1.1. or 2. must first apply to the Mintex National Rally Series co-ordinator with full details. Authorisation is then entirely at the discretion of the RACMSA and such vehicles will be driven by registered contenders only.)

(d) Category 'H'

All vehicles in Category 'H' must comply in all respects with modern safety requirement and be in possession of a current RACMSA log book.

Historic Rally Cars Registered before 31/12/67.

Class H 13:	Up to and including 1500 cc
Class H 16:	Over 1500 cc

Historic Rally Cars Registered before 31/12/74.

Class H 13:	Up to and including 1600 cc
Class H 16:	Over 1600 cc

2. (a) Cars with forced induction shall have their engine capacity increased by 70% to establish their class.

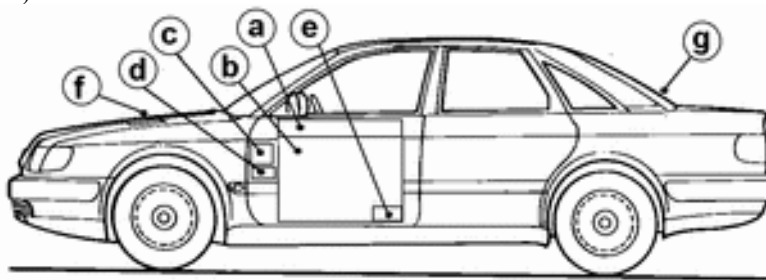
(b) Should any class have less than five entries, the Organisers reserve the right to amalgamate two or more classes or reduce the awards list as deemed appropriate.

Article 7. Identification

1. Competitors must make space available to the Organisers of the event and the Promoters of the Series, on the vehicle in the positions shown on the diagram below (on and above both front doors), for Event and Series identification.

- The Official Event logo / title
- The vehicle competition numbers
- The official MINTEX NATIONAL RALLY SERIES logo
- Other advertising proposed by Event Organisers or Series Promoters.
- Class & Group identification provided by the Series Promoters.
- Rally Plate (Bonnet)

(g) - Rally Plate (Rear)



Competitors must display regulation size black numbers, on a white background, on both sides of the car (E12.3.11). Competitors are reminded that these numbers must be removed completely after the event or upon retirement from the event.

2. Competitors will also be issued with event rally plates (to be fixed to the front and rear of the car).
3. Competitors may be requested, but will not be obliged to carry further advertisements in areas other than those specified in Article 7.1 and 7.2 above.
4. Competitors who do not provide the space required in Article 7.1 and 7.2 above, will be either REFUSED A START or EXCLUDED from the results as appropriate to the case.

Article 8. Entries

1. Should the number of entries, overall or in each class, not reach the minimum stated, the Organisers have the right either to cancel the Event or to amalgamate classes where necessary (see Article 6.2 (b)).
2. Final Instructions containing details of the Competitors start number will be posted to Entrants at least seven days before the event.
3. Entrants are required to indicate on their Entry Form their eligibility for the various Awards, Series and Championships.
4. The Order of starting will be at the Organisers discretion but, to assist seeding, Entrants should note their previous results on their Entry Form.
Entries received and accepted after Entries close at the standard fee will be appropriately accommodated in the running order, but may find themselves omitted from press information, the published entry list and the programme.
5. Once the Entry List has been published, no communication will be entered into regarding it.
6. Competitors are advised that information they provide will be stored in a computer retrieval system and may be used for organisation and publicity purposes.
7. Where applicable, the entry fee has been based on the current Forest Enterprise road charges. Should there be any variation in these charges it may be necessary to levy a supplementary fee, to be collected at Signing-on, although it will be advised to competitors in advance (E4.1.5).

8. The Standard Entry Fee is £395 (inclusive of RACMSA Insurance & Permit fees (including Insurance Premium Tax) and one service pack per competitor). Management Packs and additional Service Packs (see Article 17) may be purchased at £30.00 per pack, by ordering on the Entry Form.
9. The maximum entry for the Event is 160, plus reserves. The Organisers reserve the right to cancel the event if less than 80 entries are received.
10. All entries must be made on the Official Entry Form, be accompanied by the correct fees and sent to:
Tracy Seymour
Oaklands, 64 Bridge Road
Alveley, Bridgnorth, Salop WV15 6JW Phone:01746 780171 Fax:01902 741418
11. The entry list opens with the publication of these Regulations and will close (at the standard fee) on Thursday 16th October 1996 at 21.00hrs. Entries received after this date will not appear on entry list used for publicity purposes and may not be seeded. However late entries will be accepted at the Organisers' discretion, on payment of an extra fee of £30.00 until 12.00 hrs on Wednesday 23 October 1996, when entries finally close. Written acceptance of entry will be sent for the first 100 entries received. All other entries will be acknowledged, but not accepted until after the closing date for late entries when a further 70 entries will be chosen at the Organisers' discretion.
12. Fees for accepted entries withdrawn up to the closing date for normal entries will be refunded in full, less £25 administration fee. Those withdrawn after the above date, but up to fourteen days before the event, will be refunded less £50 administration fee. Fees for entries withdrawn after this date will not be refunded unless the vacant place is filled by a reserve.
Withdrawn entries must be advised in writing or by fax to the Entries Secretary.
Reserve entries which are not accepted will have their entry fees refunded in full, subject to E4.2.6.
13. In the event that the rally is cancelled or postponed, entrants will have their entry fees refunded less £15 administration costs (E4.3.1).

Article 9. Officials

Stewards of the Meeting	
-Appointed by the RACMSA	Bill Troughear
-Appointed by the Promoters	Eric Cheetham
-Appointed by the Promoters	John Skinner
Clerk of Course	John Trevethick
Secretary of the Meeting	Andrea Johnson
14 Cedars Avenue, The Paddock, Kingswinford, DY6 9PA. (01384 274923) (FAX 01902 741418)	
Deputy Clerks of Course	Ray Lloyd Gareth Thomas
Press Accreditation	John Clewer
84 Manor Gardens, Yardley, Birmingham, B33 8PS. (0121 784 3272)(FAX 0121 608 1665)	
Entries Secretary	Tracy Seymour
64 Bridge Road, Alveley, Bridgnorth, WV15 6JW (01746 780171) (FAX 01902-741418)	
Competitor Liaison Officers	Dilys Rogers, Andrew Kellitt
Event Safety Officers	Mervyn Johnson, Kevin Page
Event Chief Medical Officer	Dr Ian Pickton Robinson
Chief Marshal	Richard Felgate
35 Ash Tree Road, Pelsall, Walsall, WS33 4LR. (01922 692385)	
Results Service	Tynemouth Computer Services
Chief Timekeeper	Vaughan Allcock
Chief Scrutineer	Brian Gerry
Eligibility Scrutineer	Mike Harris
Driving Standards Observer	Jack Romain
Noise Test Official	John Arnold
Headquarters & Help Desk Co-ordinator	Jayne Houghton
Communications Officer	Harold Hicken
Area Controllers	John Cornes, Nigel Dawes, Shane Gamble, Andy Pickering, Jim Corns
MINTEX Series Co-ordinator	Roger Evans (01656 650228)
MINTEX Series Press Officer	Keith McGie
MINTEX Series Registrar	Dilys Rogers
Welsh National Championship Co-ordinator	Steve Gregg (01746 765386)
West Midlands Championship Co-ordinator	John Arnold (01952 770211)

Organising Committee

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

Permanent Address

Wolverhampton & South Staffordshire Car Club Ltd.
c/o BDO Stoy Hayward, Mander House, Mander Centre, Wolverhampton, WV1 3NF

Article 10. Results

1. Provisional results will be published within two hours of the finish of the event. Appeals must be made in accordance with General Regulation O5 and O6. Printed Results will be available at the finish venue after the results are declared Final.
2. Competitors shall ensure that they and their cars are available for inspection, should a protest be requested in accordance with O5.2.2. If the protested vehicle is not available for inspection the competitor may be penalised as under O3.2.

Article 11. Route/Road Book/Documentation

1. The event will contain several Special Stages on private land or on closed public roads, joined by Public Highways sections. Cars will start the event at one-minute intervals. The route will be defined by six figure National Grid references and by a Tulip Road Book.
2. Full details of the Route and Special Stages will be given in the Road Book issued to Competitors. This document will contain all the necessary information to enable Competitors to comply with K4.4.1 and K5.2.
An outline of the route giving Grid References for Stages and Service Areas, Stage mileages and time schedule, will be sent with Final Instructions (see Article 5).

3.a) Ordnance Survey 1:50000 scale maps number 124 & 135 or 1:250000 scale map number 7 or 1:25000 scale maps of the same area will be required.

b) The length of The Bulldog Midland Rally will be 110 miles, with 8 special stages with a total length of 79 miles of which all will be on gravel surfaces.

c) By prior request, and upon payment of an administration fee of £15.00 the Road Book, Service Book & Management Book can be made available by post approximately 5 days prior to the event.

Article 12 Scrutineering and Signing On

1. At Scrutineering cars will be examined for compliance with the 1996 RAC MSA Tyre, Technical and Safety regulations as well as for class eligibility (attention is drawn to E13, K40.1 to K40.6, K42 and Q). Each Entrant and driver will be assumed to have a full knowledge of the car and its eligibility for the class entered. Cars must be presented in the same condition as they intend to compete.
2. A validated RAC MSA Rally Special Stage Vehicle Log Book must be made available at Scrutineering, and on demand throughout the event for each car. Failure to produce this document will lead to a REFUSED START or EXCLUSION.
3. All FIA Homologation Forms valid for 1996 International Rallies must be provided and made available at Scrutineering and on demand throughout the event, for each Group A or Group N car. Failure to provide the form will lead to re-classification (where appropriate) to Class B9, B10, B11 or B12 (Article 6.1 and 6.2), a REFUSED START or EXCLUSION.
4. All cars shall have fire extinguishing systems as follows :-
All classes - as per 1996 RAC MSA requirements (Q3).
5. Safety Helmets will be examined and must conform to current regulations (Q10), and must be worn on Special Stages (K38.1.3).
6. Cars shall have fitted and the Driver and Co-driver shall use seat belts in conformity with Q2.1.2 and K38.1.4.
7. Drivers and Co-drivers are reminded that they must wear flame-resistant overalls on all Special Stage rallies (Q9 & K38.1.5).
8. A valid MOT Test Certificate must be produced at Scrutineering for any car required by law to have such a certificate (K42.8.1). Failure to produce this document will lead to a REFUSED START.
9. At the discretion of the Eligibility Scrutineer and the Clerk of the Course certain competitors vehicles will be selected for Post Event Scrutiny. Failure to present the vehicle at the nominated place and at the time designated will be a breach of O3.2.
10. No studs or chains are permitted (42.4.1).
11. All cars must be taxed and insured for the Public Highway (K42.8.1)
12. Tyres: R2.1 will be rigorously policed; slick tyres are permitted on this event so long as R.2.2 is followed.
13. Noise: The organisers will appoint Judges of Fact to adjudicate on any instances of instantaneous factual occurrence of any other abnormal sound levels. They will report their findings to the Chief Scrutineer who will advise the Clerk of The Course who may then apply penalties if appropriate (see Article 18.4.a)). Competitors should also pay attention to C11 and C12.2.

14. a) A competitor must have signed-on and completed all documentation within 1 hour of his scheduled scrutineering time, otherwise he may be deemed a non-starter and his start number may be allocated to a reserve.
- b) Scrutineering and Documentation will take place in Aberystwyth. Details will appear in the Final Instructions.
- c) Rally H Q is the Marine Hotel, Aberystwyth where the Official Notice Board will be situated for the duration of the event.

Article 13 Damage Declaration

1. Competitors will be required to complete and sign a report that they have not been involved in any incident resulting in damage to private property or injury to persons or animals or alternatively giving details of any such incident where damage or injury has occurred (K32.2). Information given will not incur a penalty, but failure to disclose details of such an incident, or failure to hand in a duly completed form will be penalised in accordance with K39.1(v) or K39.2(t) and may be reported to the RACMSA for further disciplinary action.
2. Competitors who do not report to the finish of the event are required to forward the report to the Secretary of the Meeting within 72 hours of the finish of the event (K32.2.2). Competitors who fail to comply may be penalised by a fine of up to £100. If they have been involved in an accident details must be given to the Organisers the same day (see Article 13.1).

Article 14 Driving Standards / Observers / Judges of Fact

1. Named Judges of Fact, appointed by the Organisers, will be on duty throughout the rally to observe and report on any Competitor considered to be in contravention of K30.1.1.
2. The Chief Scrutineer and the Eligibility Scrutineer appointed for the event are Judges of Fact in respect of Vehicle Eligibility.
3. The Start Officials on all Special Stages are empowered to judge whether or not a Competitor has made a false start (K30.1.1(c)).
4. The Organisers will appoint Driving Standards Observers in accordance with C13 and K30.1.2.

5. Any notified offence by a Competitor or by his Service / Management Crew which involves speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of O1.1.4 (any proceeding or act prejudicial to the interest of the Motor Sports Council or of motor sport generally). The Competitor concerned is liable to be penalised in accordance with K39.1(o), K38.3.4 and K38.3.5 and be called before an RAC MSA Disciplinary Tribunal.

Article 15. Timing and Controls

1. Timing of the event will be governed by the Target Timing Regulation (K34.1.1), using digital clocks operated by the Officials under the control of an RAC MSA appointed Timekeeper.
2. All clocks will be set to Greenwich Mean Time or British Summer Time as appropriate, using BBC or Telecom time signals.
3. All controls will open 15 minutes before the Due Time of Car '0' and close 15 minutes after the Due Time of the last Competitor still running, having taken into account any delays (K35.1 amended).
4. The rally consists of Special Stages and Road Sections.
5. Lateness in excess of Target Time on Road Sections and Special Stages is cumulative. Once a Competitors' cumulative lateness calculated from the previous Main Control exceeds the penalty free maximum of 15 minutes, (K34.1.1(e) - amended) the Competitor will be EXCLUDED from the results.
6. To be classified as a finisher a crew must report, with their car, at all controls within their permitted lateness (Article 15.5).
7. It is the Competitor's responsibility to ensure that his times are correctly recorded and handed in when and where instructed. Should any recorded time not be legible or not appear authentic the Organisers may use any means at their disposal to establish a time.
8. Control and Stage Signs will conform with K15.5.
- 9.(a) Special Stage timing will be to the previous whole second.
(b) Each Special Stage will have a Bogey Time set at 65 mph for unsealed surfaces or 75 mph for sealed surfaces and a Target Time set at approximately 30 mph (less on short stages) this will be indicated in the Road Book and/or the Time Cards and/or Competitor Bulletins.
(c) Competitors will receive penalties on Special Stages as follows :-

(i) Under Bogey	Bogey Time
(ii) Over Bogey under Target	Actual Time Taken
(iii) Over Target	Target Time

Time in excess of Target Time on a Special Stage will count towards the competitor's Cumulative Lateness (Article 15.5).
(d) Competitors must be ready to start a Special Stage when required to do so by the Start Marshal.
- 10.(a) Road Timing will be to the previous whole minute.
(b) Each Road section will be given a Target Time based on approximately 28 mph average or less and Competitors can calculate their Due Time of arrival at any Time Control (TC) by adding this Target Time to their recorded time of departure from the preceding TC. On Road Sections following a Special Stage, extra time may be included to allow for any delays at the Special Stage Finish.
(c) At all TC's on Road Sections (i.e. MC's, SSA's and SV's; see Article 15.11), Competitors who are early may wait for their Due Time outside the Control (K35.2 and K35.2.1). The time recorded at these TC's shall be the time on the official clock and both crew submits the Time Card to the Official, provided that car and both crew members are within the Control Area. Once a Competitor's car enters the Control Area the crew must submit their Time Card to the Official within one minute; (i.e. a Competitor's car may enter the Control Area up to 59 seconds before their Due Time, without incurring a penalty for early arrival).
11. Time Control. All controls other than Passage Controls (PC's) and Route Checks (RC's) will be Time Controls (TC's). The following titles shall describe the various types of Time Control :
 - (a) Main Control (MC)
 - (i) The MC at the start and MC's after any Rest Halt, or at any other specified point, will be designated as MC(OUT).
 - (ii) The MC at the finish of the rally and MC's before any Rest Halt, or at any other specified point, will be designated as MC(IN).
 - (iii) At an MC(OUT) after a Rest Halt, Competitors will restart at one-minute intervals either in number order or in order of their arrival at the MC(IN) or as may be specified in an Official Bulletin.
 - (iv) Competitors shall be given a due starting time from any MC(OUT); the difference between this time and their actual starting time will be counted towards exclusion for cumulative lateness. Also a time penalty will be applied.
 - (v) Competitors arriving at any MC(IN) within their maximum permitted lateness will, subject to Article 15.11(a(iv)) above, restart from the MC(OUT) with Zero lateness. i.e. lateness is accumulated only between two successive MC's.
 - (b) Special Stage Arrival Control (SSA)
On arrival at an SSA Competitors will receive a time only when ready to start the Stage (Helmets and Safety Belts on etc.). On clocking into the SSA they must proceed immediately to the Start Control.

(c) Special Stage Start Control (SSS)

(i) At the SSS Competitors will be given a Start Time for the Stage in hours and minutes and (if Competitors are to start at 30-second intervals) seconds. Once Competitors have clocked in at an SSA, the Start Marshal will assume that they are ready to start the Stage and will issue a Start Time as soon as the Start Line is clear, whether the Competitor is ready or not.

(ii) The starting signal will be given in accordance with K38.8. Except that on stages where competitors are started at 30 second intervals the verbal indication of “30 seconds to go” will be dispensed with.

As each section is timed separately, the time taken from SSA to SSS is ‘Dead Time’ and delays are automatically allowed for.

(iii) As each section is timed separately, the time taken from SSA to SSS is ‘Dead Time’ and delays are automatically allowed for.

(iv) The area between SSA and SSS is ‘Parc Ferme’.

(d) Special Stage Finish Control (SSF)

(i) At the SSF Competitors will be given their Finish Time in hours, minutes and seconds. This time in hours and minutes constitutes their Start Time for the following Road Section.

(ii) Any Competitor who fails to stop at the Stop line must return to the SSF on foot; reversing the car is prohibited and subject to the Penalty of EXCLUSION (K38.6.1 and K39.1(v)).

(e) Service Control (SV)

(i) All Service Areas will have IN and OUT Time Controls. At Service Areas not designated as MC’s a Target Time will be specified between these controls. The Section between SV(IN) and SV(OUT) will be marked as a Road Section.

12 Other Controls. The following titles shall describe the types of control other than Time Controls:

(a) Passage Controls (PC)

(i) At any point indicated in the Road Book, the Organisers may establish a PC in order to collect Time Cards from Competitors or for other purposes. A Competitor failing to provide the necessary documents at any PC will be deemed not to have reported there and will be EXCLUDED (K39.1(a), Article 15.6 & 15.7).

(ii) Any times recorded at a PC will be used only to ensure that Competitors have followed the requirements of the Road Book and not to calculate Cumulative Lateness.

(b) Route Check (RC)

The Organisers may also establish checks along the route in accordance with K30.5.

Article 16. Pace / Route Notes

1. Unauthorised pre-event practising or testing over Special Stages on this event is forbidden (K38.9.1).

2. Any Competitor or their agent observed on private land without the relevant permission within the area covered by the maps specified in these Supplementary Regulations after their publication will be REFUSED A START or EXCLUDED FROM THE RESULTS as appropriate.

The only exception to this regulation, will be for persons who live on or whose employment causes them to travel along part of the route used on the event.

Article 17. Servicing

1. Two categories of support vehicle will be permitted; Service Vehicles and Management Vehicles (Article 17.4). Any person travelling in a Service Vehicle is “Service Crew”; any person travelling in a Management Vehicle is “Management Personnel”.

2. Each Service or Management Vehicle must be registered with the Organisers, giving its vehicle registration number, before an official Plate is issued for it. The use of a Service or Management plate on a vehicle not previously registered with the Organisers is an offence for which a penalty up to EXCLUSION may be applied.

3. There will be Service Areas at strategic points where work may be carried out by the Service Crew on the competing car. These will only be accessible to Competitors and Service or Management Vehicles bearing Official Plates. No other areas may be used by Service Vehicles, which are required to follow a prescribed route to the Service Areas. All other areas will be Out of Bounds to Service Crews and Vehicles.

4. Emergency servicing will be permitted in designated areas after some Special Stages, from Management Vehicles displaying the appropriate Management Plate. These plates may only be used on conventional saloon cars or estate car derivatives, or certain 4x4 off-road leisure vehicles, subject to approval by the Organisers. The use of roof racks is not permitted. These vehicles must follow the route supplied by the Organisers in the Management Vehicle Pack, which will specify sections of the rally route which are Out of Bounds to Management Vehicles. Application for Management Packs must be made on the Official Entry Form (see Article 8.8). The Organisers reserve the right to restrict or refuse any application for additional packs.

5. Competitors may work unassisted on their own cars in ‘No Service Areas’ except :-

(i) within 100 metres of any Control

(ii) between the Special Stage Arrival and the Special Stage Start Controls, and

(iii) in any Parc Ferme.

The only work permitted in these areas is, with the permission of an event Official, to carry out the following unassisted :-

- (a) Replace a wheel with a flat tyre by a wheel and tyre carried in the competing car.
 - (b) Clean lamp glasses, windscreen, windows, competition numbers and number plates.
6. Service Crews and Management Personnel are subject to the same regulations as Competitors regarding noise, bad driving manners, etc. Officials and Marshals have been instructed to note any infringement of these rules (Article 14).
7. Competitors are responsible for ensuring that their Service Crews and Management Personnel understand and comply with these regulations and that their Service Vehicle(s) and Management Vehicle(s) bear an Official Plate showing the Competitor's Rally Number. This plate must be FIXED to the front of each Service or Management Vehicle and be clearly visible at all times.
8. A Competitor receiving assistance contrary to these SR's will be penalised in accordance with K39.1(u), subject to the following modifications: any Competitor whose Service or Management Vehicle is *observed* in an Out of Bounds area will be penalised 10 minutes for the first offence and by EXCLUSION from the results for the second offence; any Competitor *receiving assistance* from a Service or Management Vehicle in an Out of Bounds area will be EXCLUDED on the **first offence**.

Article 18. Penalties

1. Competitors will start with zero penalties. Classification for the results will be determined by total time penalties, the winner being the Competitor with the least total time penalty (Article 15).
2. In the event of a tie, the winner will be the Competitor who has completed the greatest distance from the start with least Stage Penalties.
3. The penalties in K39.1 apply unless specifically modified in these SR's.
- 4(a) Causing a decibel meter reading of greater than the specified limits will be deemed excessive noise. This will be measured in accordance with a test specification detailed in the RAC MSA General Regulations. It is at the discretion of an Environmental Scrutineer, a Driving Standards Observer or of the Organisers, whether a car which causes excessive noise is refused permission to proceed/or EXCLUDED at any time (K6.1, K6.1.2).
- (b) A Driving Standards Observer's decisions on imposing a penalty for excess speed or bringing the sport into disrepute shall also be reported to the Stewards of the Meeting (K39.1(r)).
5. Competitors are reminded of K14.2.7 for details of computation of penalties in the event that the normal running of a stage be stopped. Should any Special Stage be cancelled during the event, or deleted from the results after the event, only the Stage penalties will be deleted. Unless an Official Bulletin has been issued to the contrary, the cancelled stage must be traversed within Target Time and will in every other respect be treated as a Road Section.
6. Causing an obstruction on an access road to or from a Special Stage will be penalised by EXCLUSION from the results.
7. Failure to attend Post Event Scrutiny for those Competitors selected, within the time limit specified, will result in EXCLUSION from the results.

Article 19. Awards

The following awards will be presented :-

(a) General Classification Awards			
1st Overall Crew	Awards		
Plus The James L. Martin Challenge Trophy to the Driver			#
and The E.L.Bouts Challenge Trophy to the Co-Driver			#
(b) Class Awards			
1st crew in each class	Awards		
2nd crew in each class (subject to 5 entries in the class)	Awards		
3rd crew in each class (subject to 10 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 1996	Award		
Plus The S W Fletcher Trophy			#
and The Ron Moore Trophy			#
(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	Teleflorist Vase		
Plus The Express and Star Rose Bowl			#

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

All trophies marked # 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.

Article 20 Insurance

1. Bradstock Motor Sports Club Scheme

The Club has applied to Bradstock Insurance Brokers for a Blanket Certificate of Insurance under the above scheme to provide to those competitors who need to use the scheme to obtain Third Party Cover to meet RTA requirements on the Road Sections of the Event.

The basic rate for the event (before any loadings) will be £17.00. Prices include Insurance Premium Tax.

2. Competitors are eligible to sign on for the event if any of the following apply :

(a) The entrant has extended their own motor insurance in accordance with B.9.4.2(b) The entrant must supply the name and address of his Insurers on the entry form.

(b) The driver is an existing holder of Bowring NES letter of acceptance. The driver must produce the letter of acceptance at documentation. Ensure that your address details on the letter of acceptance are correct.

(c) The driver has a Bradstock letter confirming accepted terms of cover. Existing holders of Bradstock letters MUST produce their letter at Documentation.

(d) The following declaration can be signed and dated by the Driver at documentation:

I declare I have -

(i) No physical or mental disabilities

(ii) No convictions other than a maximum of six speeding points

(iii) No more than one fault accident in the last three years

(iv) and that I am over 18 years old and held a full licence for at least six months

(v) No other material facts to disclose which are likely to influence the acceptance or assessment of your risk. Failure to declare material facts may lead the Insurer declaring the resultant cover to be null and void. If you are in any doubt about facts which may be considered to be material, these should be disclosed for your own protection.

If you cannot sign this declaration your terms for the event may be loaded above the Basic Rate Premium. You should complete the enclosed Declaration form fully and return it to the Entries Secretary not less than 14 days before the event so that it can be referred to Bradstock. It will then be possible to consider your individual position. Bradstock will issue a letter to you to produce for future events.

3. All correspondence regarding this scheme must be undertaken with the Club. Bradstock cannot deal with individual applicants, either by letter or telephone. The timetable above must be complied with. Use of FAX transmission is not permitted by insurers.

Meirion Rally -

Supplementary Regulations

The supplementary regulations of The Bulldog Security Products Midland Rally will apply unless amended below.

Article 1. Announcement

The Wolverhampton & South Staffordshire Car Club Ltd on behalf of Aberystwyth and District Motor Club will promote a National B permit special stage rally on Saturday 26 October 1996.

The event will be a qualifying round of the following championships:

The Evans Windows Welsh Clubmans Forestry Stage Championship

Article 2. Jurisdiction

Delete (b)

Article 3 Authorisation

The Evans Windows Welsh Clubmans Forestry Stage Championship 1996 Permit Number 96/W/R/0204

Article 4. Eligibility

1. The Meirion Rally is open to Competitors (whether Entrant, Driver or Co-Driver) holding valid National B,A or International Licences issued by the RAC Motor Sports Association Limited, or the Royal Irish Automobile Club or foreign national holding a licence endorsed 'valid throughout the EU'.

4. All Competitors must be a fully elected member of a member club of

The Welsh Association of Motor Clubs

or The West Midland Association of Motor Clubs

Article 5. Format

The Meirion Rally competitors will start following the last Midland Rally competitor from Marine Terrace at about 12.00 hrs.

The Bulldog Security Products Midland Rally and finish in Aberystwyth at the same time as The Bulldog Security Products Midland Rally.

Article 6. Classes

1. The class structure will be :

(a) Open Classes

O1	Up to 1300cc
O2	1301cc to 1600cc
O3	1601cc to 2000cc
O4	Over 2000cc

(b) Homologated Cars

N5	All Group N cars
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Article 7. Identification

Delete (c) & (d)

8. The Standard Entry Fee is £230 (inclusive of RACMSA Insurance & Permit fees (including Insurance Premium Tax) and one service pack per competitor). Additional Service Packs (see Article 17) may be purchased at £30.00 per pack , by ordering on the Entry Form.

Article 9. Officials

Welsh Clubmans Championship Secretaries

Rachel & Richard Wheeler (01905 770907)

Article 11. Route/Road Book/Documentation

3.a) Ordnance Survey 1:50000 scale maps number 124 & 135 or 1:250000 scale map number 7 or 1:25000 scale maps of the same area will be required.

b) The length of The Meirion Rally will be 75 miles, with 4 special stages with a total length of 48 miles of which all will be on gravel surfaces.

Article 17. Servicing

4. Servicing will not be permitted other than in designated service areas. The Organisers reserve the right to restrict or refuse any application for additional packs.

Article 19. Awards

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

Article 20 Insurance

2. Bradstock Motor Sports Scheme

The basic rate for the event (before any loadings) will be £12.50

Acknowledgements

The Organisers acknowledge the assistance and help of the following in the organising of **The Bulldog Security Products Midland Rally** :

BULLDOG SECURITY PRODUCTS

MINTEX

Aberystwyth and District Motor Club

Autosport

Ceredigion County Council

City Speed of Gloucester

Evans Windows

Eventsign

Forestry Enterprise in Wales

Gwynedd County Council

H W Owen Ltd

International Rally Drivers Club

Lloyd Motors Aberystwyth

Marine Hotel Aberystwyth

Motoring News

Police Forces of North Wales and Dyfed Powys

Residents of Mid-Wales

Teleflorist

Total Office Products

Tynmouth Computers

Vaughan Allcock

Welsh Association of Motor Clubs

West Midland Association of Motor Clubs

Cover photograph - SPEEDSPORT OF RUTHIN